

# SEAFARERS' LOG



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

Vol. VIII.

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No. 41

## Waterfront Treachery

Communist treachery hit a new high last Friday when the so-called "rank-and-file" committee of the Masters, Mates and Pilots, reinforced with known scabs and sell-out artists who have found a spot for themselves in the waterfront section of the communist party, tried to sabotage a vital strike meeting of the MM&P.

The "rank-and-filth" has long been a serious problem in the licensed officers union. Time and again these spokesmen for the communist point of view have caused dissension and disruption. And now with the Union doing battle with the shipowners and the Government, they see a chance to spread their usual poison and kill off the honest elements of the MM&P.

In this way they hope to seize power and then to use the Union to further their own peculiar, fascist aims.

With every action they expose their objectives. No longer can they state that they are sincerely in sympathy with labor. No longer can they swear that they are true fighters in labor's cause. Their actions for the past 20 years gives the lie to any such statements.

And on the waterfront their record is even worse than it is in any other part of the American Labor movement. There is no other alternative—communists must be driven from the scene of American labor, or we will all sit by and see a free labor movement die.

## SIU, Operators Nearing Accord On Contracts

NEW YORK, October 10—With only small differences separating the negotiating committees representing the SIU and the companies, it was the feeling of the Union Committee that the next few days might see the whole situation wind up with a total victory for the Union.

The past week saw the two groups come to a complete agreement on General and Working Rules, and progress has also been made on the subject of the Manning Scale. This last remains as the only stumbling block, but there are indications that acceptable terms can be arrived at.

The original terms proposed by the Union were immediately turned down. The SIU Committee then met separately and presented a rock-bottom offer which the operators said they would take under advisement. Arrangements were made to meet again later this week.

### HIGH WAGES

When the interim contracts were signed on August 5, they established the highest wages ever seen in the maritime industry. As the other provisions shape up so far, there is no doubt that they also will represent a long mile forward in the seamen's fight for decent conditions. These negotiations might have

been completed a few weeks ago since the operators, except on one occasion, have shown themselves honest in their desire to bring things to a rapid conclusion. However, the general strike of the maritime industry interfered, and now the strike of the licensed officers has slowed up proceedings.

The Union Committee which is negotiating with the operators consists of John Hawk, Paul Hall, J. P. Shuler, Robert Matthews, and Earl Sheppard.

### LAST CALL

The deadline for members wishing to announce their candidacy for union offices in the Atlantic and Gulf District for 1947 is Oct. 15, 1946.

Any qualified candidate may nominate himself by submitting, in writing, his intention to run for office. Proof of qualification, plus mention of the office in which the applicant is interested must accompany the written intention. This data must be in the Secretary-Treasurer's office not later than Oct. 15, 1946, when nominations will close.

## AFL Maritime Council Gives All - Out Support To Striking Officers

NEW YORK, October 10—The solid tie-up of the American merchant marine industry continued into the third week as company representatives persisted in their stalling tactics in Washington. As the situation now stands, the East and Gulf Coast operators have agreed to the union security clause demanded by the Masters, Mates, and Pilots, AFL, and the Marine Engineers Beneficial Association, CIO, but the West Coast operators have obstinately refused to consent to this section of the proposed contract.

Only this part of the negotiations is keeping the two groups apart, and they are meeting regularly to see if something cannot be done to force the West Coast shipowners to come to terms. Insofar as wages are concerned, the Unions have come down slightly from their original demands and this matter could easily be settled if union security is granted.

### BRING PRESSURE

Pressure was brought to bear on the reactionary West Coast operators by the Maritime Commission, but the Commission rapidly backed down when the shipowners threatened to turn all ships back to the War Shipping Administration if the Commission insisted in enforcing its demands.

Captain Martin, President of the MM&P, stated then that the Commission could do the job if they wanted to, but that since they had failed to follow through on this task, the Union would stay on strike until this demand was satisfied.

### DEAD HARBOR

In every harbor of the United States, ships rode at anchor without steam and there was no attempt to break this strike. Pledges of support and assistance were immediately sent by the AFL Maritime Trades Department, and the entire financial



## Commies Try To Disrupt Strike Of Masters, Mates

NEW YORK—Following their usual practice of scabbery and treachery, the waterfront section of the communist party tried to throw the strike of the Masters, Mates and Pilots, AFL, into turmoil by attempting to break up a strike meeting of the MM&P on Friday night, October 4.

A few members of the Union, reinforced with the worst elements of the waterfront, held a separate meeting at the same time that the regular meeting was being held, and then assembled in full force at the Palm Gardens to attack the honest

members when they left the meeting.

This inner fight has been brewing for some time, because the sincere members of the MM&P have fought against being dominated by the communist party. During this strike the communists, who are few in number in the Union, have been conspicuous by their absence.

Instead of pitching in to do their share anyhow, these men have withdrawn from honest prosecution of the fight, and have formed a so-called "rank-and-

(Continued on Page 3)

On pages 8 and 9 are pictures of the MM&P Strike to date. As the strike goes on, the Log hopes to print all the news and many pictures about the struggle which our Brother union is waging. The MM&P is an affiliate of the AFL Maritime Trades Department, and as such we are interested in making sure that they win their beef.

and physical resources of the Department were placed at the disposal of the MM&P.

The CMU also made the same promises, but through the com-

(Continued on Page 4)

# SEAFARERS LOG

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**SEAFARERS INTERNATIONAL UNION  
 OF NORTH AMERICA**  
 Atlantic and Gulf District

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

HANover 2-2784

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267

## Labor Stirs

That part of the trade union movement in the United States which is still affiliated with the CIO has been having trouble lately. This commotion has not been caused by any outside influences such as battles with employers or restrictive anti-labor legislation passed by Congress.

The inner troubles of the unions in question have been the result of the National CIO policy to look the other way when it was mentioned that many CIO unions had been captured by the communists, and that they had even worked their way into high offices in the CIO organization itself.

We don't want to sound as though we are happy about the whole thing. All sincere, honest trade unionists wish that the commies had never been able to get a foothold on free American labor.

But now that the damage has been done, we think it a service to point out the facts so that other unions will not wake up to find that they have become transmission belts for a philosophy that breeds terror, restriction, and a form of existence that is not liked by free men.

Two national presidents of CIO unions have recently resigned. Both gave as reasons the fact that they were fed up with being mere figureheads while the active work was carried on by communist party hacks, put into office to carry out the dictates of the communist party line.

Morris Muster, until recently head of the United Furniture Workers, CIO, even named the persons who spied on him, sabotaged his activities, and finally made it so unbearable that he had to quit. But this did not end the commies influence in the union. As their new president, they elected the very man named by Muster as the party-liner who had been the commissar in the union.

With Frank McGrath, President of the United Shoe Workers, CIO, the story had much the same ring. Surrounded by communists who tolerated him as a front, he finally broke out and resigned his position. Now he is being called all sorts of names, and his union is even more under the influence of the commies than ever before.

Nor are these two unions the only CIO affiliates which have felt the sting of the red fascists. The entire waterfront section of the CIO is dominated by them; the United Electrical Workers also fall into this category, and so do the office workers, the civil service employees, and the food and cannery workers.

In every one of the above categories, there is an AFL union in the same field. These unions are being besieged with requests from those people who can no longer stand the tactics of the communists. They realize that the AFL has flatly rejected any attempts by the followers of Stalin to make hay in this organization.

In the AFL these traitors to Labor have tried to use the same tactics. They have attempted to worm their way into positions of authority so that they could use the Trade Union movement as a wagon on which to ride to power.

But in the AFL they have received no aid or comfort. The fight against communists in the AFL has been carried on with the same courage and tenacity that has marked our struggle for higher wages and better conditions. And the fight shall continue until the communists get out of the American labor movement for good.

# "Waking up"



## Seafarers Members Now In The Marine Hospitals

### STATEN ISLAND HOSPITAL

- C. G. SMITH
- PAUL DEADY
- L. A. CORNWALL
- W. B. MUIR
- R. G. MOSSELLER
- C. W. SMITH
- C. R. POTTER
- H. P. HARRIS
- H. P. HARRIS
- J. FAIRCLOTH
- J. DE ABREU
- L. L. MOODY
- T. WADSWORTH

- F. GEMBICKI
- W. G. H. BAUSE
- G. KITCHEN
- J. N. RAYMOND
- H. BELCHER
- J. FIGUEROA
- F. MARTENS

### BALTIMORE HOSPITAL

- ELLWOOD BARNES
- METHA MOORE
- MOSES MORRIS
- JAMES DAYTON
- PETER LOPEZ

- LEONARD MARSH
- HENRY WILLET
- CHARLES DUNN
- GEORGE WHITE
- JOE WRIGHT
- THEODORE KLOSS
- HAROLD LEE
- MAX FINGERHURT
- SAM COLE

### BRIGHTON MARINE HOSP.

- H. STONE
- E. MAY
- P. CASALINUOVO
- N. ROBBINS
- E. JOHNSTON
- T. DINEEN
- P. BERGERON
- J. CAREY
- L. WHITNEY

### NEW ORLEANS HOSPITAL

- JOSEPH WALSH
- GLEN DOWELL
- F. V. VIGO
- GEORGE CONNOR
- ROBERT PEEL
- EDWARD CUSTER
- W. BROCE JR.
- W. OATIS
- LEROY CULBERTSON
- JOHN KROSCYNSKI
- R. M. NOLAN
- W. H. OSBORNE
- E. MAXWELL
- J. SEELEY JR.
- L. MELANSON
- THOMAS MORGAN
- ALVIN BALLARD
- OLAF JENSEN
- J. W. DENNIS
- NORMAN PALLME
- JOE WAGNER
- A. P. MORGAN
- W. B. ADDISON
- JOHN GOOLDY
- PHILIP McCANN

## STATEMENT OF OWNERSHIP

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACTS OF CONGRESS OF AUGUST 24, 1912, AND MARCH 3, 1933, OF THE SEAFARERS LOG published weekly at General Post Office, New York 1, N. Y. for October 1, 1946.

State of New York,  
 County of New York, ss

Before me, a Notary Public in and for the State and county aforesaid, personally appeared George Novick, who, having been duly sworn according to law, deposes and says that he is the Editor of the SEAFARERS LOG and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Act of March 3, 1933, embodied in section 537, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher Seafarers International Union of North America, Atlantic & Gulf District, 51 Beaver St., New York 4, N. Y. Editor, George Novick, 51 Beaver St., New York, N. Y. Managing Editor (none) Business Managers (none).

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent of more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.) Seafarers International Union of North

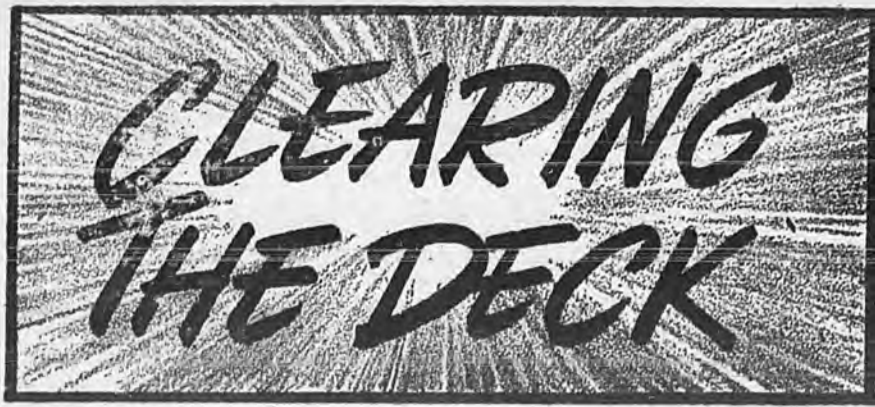
America, Atlantic & Gulf District, 51 Beaver St., New York 4, N. Y. John Hawk, Secretary-Treasurer, 51 Beaver St., New York 4, N. Y. J. P. Shuler, Assist. Secretary-Treasurer, 51 Beaver St., New York 4, N. Y.

3. That the known bondholders, mortgages, and other security holders owning or holding 1 per cent of more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. That the two paragraphs next above giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the twelve months preceding the date shown above is 24,500.

(Signed) GEORGE NOVICK, Editor Sworn to and subscribed before me this 1st day of October, 1946. ROSE S. ELDRIGE, Notary Public. (My commission expires March 30, 1948).



By PAUL HALL

Strikes are won on the picket lines and not in the negotiation chambers. To insure victory, however, much preparatory work and the thousand and one details must be painstakingly prepared in advance.

On the surface a strike might seem to be merely the taking of a strike vote, the presentation of demands, the establishment of picketlines and the setting up of a few committees such as food and housing, publicity, etc. Actually these are just details. The coordination of activities, the establishment of filing and registration systems, and the generally unseen and unheralded back-breaking work is that which determines the general effectiveness of the strike as a whole.

Seafarers' strikes and job actions have functioned smoothly because of the fact that these preparations were made and an apparatus was ready to go into action on a moments notice.

### The Maritime Trades Department

We are approaching the time when a strong national policy making organization will be an absolute must. We cannot afford to depend entirely upon hap-hazard coordination between ports. If a strike in the future lasts for any length of time, cracks will appear between the local port's policies, and this is just what our enemies the shipowners and the anti-labor boys will be waiting for. All strikes will not be as easy as the one we recently successfully completed and then the true national strength of Maritime Labor will be put to its severest test. We must be ready; we must be united. When we have this unity on the national basis that is so necessary then we can truthfully say we are ready for anything.

The need of a strong coordinating apparatus of all AFL maritime unions is apparent, and one of the first tasks of this great organization will be to establish such an apparatus on a national scale. This is important because of the need of a firm national policy governing our actions in time of strike.

In our recent strike the ports used a common picketcard, clearance and registration system. The strike committees were elected on a local basis and the New York Committee was accepted generally as the central or coordinating committee.

The main weakness was that, although the various local councils and broader general AFL groups were in session as needed, there were problems of a National nature handled one way in one port and another way in another.

### Local Autonomy Not Involved

A national policy or national coordination of activities does not mean that ports are sacrificing their local prerogatives. There will continue to be the main problems of administration, etc., that have to be settled locally; but it is of great importance that such issues as the extent of the strike, the time to act either on going out or returning to work, the question of negotiations, etc., be handled in all ports in the same manner.

This is one of the great factors of a trades department organization. The affiliate unions then are not merely supporting bodies, but are direct participating members of the strike apparatus.

### The Ships Officers Strike

The confusion that follows the failure to have a clear-cut national policy in any strike is shown in the case of the MEBA in the present strike. At the beginning of the present strike the Seafarers received a wire from the MEBA National President setting a National policy which clearly stated that only contracted ships would be picketed.

The local strike committee in the meantime held a meeting and decided to picket non-contract American flag ships as well. Later, they rescinded their action, and then again, still later, they decided to put the lines back again—thereby causing no end of confusion. A functioning national policy would have prevented this confusion from occurring.

### Clear Cut Policy Insures Victory

In this strike the AFL Maritime Trades Department met in New York and adopted a proposed National policy which was immediately sent out to all affiliated councils and SIU-SUP branches. As a result, despite the confusion caused by lack of organizations; the longshoremen, teamsters, seamen and other AFL organizations, the longshoremen, teamsters, seamen and other AFL affiliated supporters of the strike were clear and able to act in a coordinated manner. This support is the main factor that is winning the strike and will win all maritime strikes in the future.

# Brother Spikes Rumor Ore Ships Are Tubs; Strictly Bunk, He Says

By J. M. "WINDY" WALSH

Rumors are ugly things as a rule and can cause profound ills if not discredited. Around the Baltimore Hall I have discovered an ugly rumor and I believe it is my duty to debunk it. Had I listened to this rumor I would not be writing this article for the *Log*, but I went out to investigate and what I found is most interesting.

I was in the Baltimore Hall waiting for a ship and I noticed no one was taking an ore ship. There were about 300 men waiting around so I asked a couple of them what the matter was.

They all replied, "She's an ore ship." as if that was all that was necessary. All ore ships to them are lousy and hungry and not worth looking at.

### NOT SORRY

Well, me being sort of naive, and not believing things are as bad as they're painted I threw my card in and got a job. The other fellows standing around looked at me with a look of pity and someone called, "You'll be sorry."

For the information of he who was sure I was "going to be sorry," I have only to say that I have sailed everything afloat and

this ore ship is the best ship I have ever sailed on.

To debunk the rumor that these ore ships are rustbuckets and lousy I have the following to report:

Aboard the ship there are large airy rooms, with bath, toilet and washbasin in each. The mess-rooms are large with spare seats and no one has to wait to eat. (Victory ships take notice.) The crew's lounge has a writing desk with two large tables capable of handling a poker game on each.

There is a special coffee time messroom and a special night lunch refrigerator. The laundry setup is perfect with an iron that works and washing machines contracted for by the company.



The Stewards Department is tops; the cooks excellent. The Messmen are Messmen like old times, and the food can't be beaten anywhere even on our so-called "good feeding" ships.

### DECK EXCELLENT

In the Deck Department conditions are excellent. It takes only one hour to raise or secure all the gear. The Quartermaster has a white collar job with the iron mike on 24 hours a day and the hardest work is tying up and casting off.

If you get drunk in port no one bothers you, in fact, they expect you to come back listing a little to port.

As for the black gang, there have been but three changes in the last two trips. The Oilers have the same deal as the Quartermasters, everything automatic.

Of course, in a cut and dried run like this, Baltimore to Chile and back, the overtime earnable

is small but, Brothers, overtime was not put in the contract to make us rich. On the contrary, it was inserted to protect us from work crazy companies and their work minded stooges aboard ship. The law says we shall have an eight hour day, and overtime protects us from violation of our rest. The value of our Saturday and Sunday rest far outweighs the paltry \$12.00 (less tax) we can make by working the entire weekend. The same goes for overtime off watch.

### MORAL OF THE STORY

Now for the moral of the story: These ships in the past had a very unsavory reputation. Today these conditions do not apply. These ships are as good as anything we have under contract, but everytime they hit Baltimore they usually stay up on the board until some guy, dead broke takes her out.

This business of letting these ships rot up on the board is red meat for Manuel the finkherder. When SIU men won't man a ship the finks run to sign aboard. These men get aboard our union-contracted ship only because our good union brothers won't ride them. They would rather listen to old maid's gossip about bum chow, lousy conditions, bucko mates and Captain Blighs.

Now, if these same 'good' union men were good union men, they would get aboard these ships. If they found conditions as they are rumored they could take care of that in short by united action and union solidarity. If necessary they could take direct action and clear up these "supposed" conditions.

But these rumored conditions do not exist and action is not necessary. The point is to keep "non-union Joe" in his place, on the beach and his companion Manuel, the finkherder, where he belongs—in the poorhouse.

In closing, I would like to remind our membership that our motto has always been: **Ship from the Hall.** Today, I think a new motto is in order for the Baltimore beachcombers: **Ship on ore ships and keep them Union!**

## Attention Members!

### Seafarers Sailing As Engineers

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

## Commies Try To Disrupt Vital Strike Meeting

(Continued from Page 1)

file" committee, entirely dominated by waterfront communists.

Their efforts to rout the members who attended the special meeting met with no success. After their initial surprise attack was repulsed, these disruptionists were swept from the scene by the concerted action of the aroused membership. Few casualties were suffered, and these mostly by the goons who composed the commie rank-and-file.

Most of the attention of the rioters was directed at C. T. Atkins, 2nd Vice-President of Local 88, MM&P; Herman Straus, Chairman of the Strike Committee.

As a result of their failure to strike terror into the hearts of the decent MM&P members, the strength of the waterfront section of the communist party has been estimated to be at an all-time low, and the fight to clear them from the waterfront, and eventually from all American labor, has gained new momentum.

## Qualifications For Office

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

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

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

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

## MEET THE SEAFARERS



## Jim Rasmussen

After 51 years of sailing, Jim Rasmussen, Carpenter, is still going strong. Jim is 71 years old, and was born in Denmark in 1875. He started sailing in 1895 and has been at it ever since.

"I have been sailing Danish, French, English, and American ships," Jim recalls, "but the best are the American ones. Of course, it wasn't always this good, but since the Union came into the picture, seamen have been getting a much better break."

Rasmussen believes in his statements as he proved when he joined the SIU on November 26, 1938. Previous to that he belonged to the old ISU, and twenty years ago he was a member of the Scow Captain's Union.

Jim's first American ship was the old Indiana, a full rigged sailing ship which is today a Hollywood screen "prop" for motion pictures about those days. One of his trips was typical of those times. The ship sailed from New York to Yokohama around the Horn, and the trip took six months. During this entire time they were only within sight of land twice.

## OTHER TRIPS

Brother Rasmussen also worked on sailing ships on the West Coast, and for a while on the whaler Andrew Hicks, a four masted Barkentine which worked in the Japanese Sea, and in the Arctic Circle above the Bering Straits. In this work, they were paid on a percentage basis.

Those aboard ship worked covered with grease and oil from head to foot. Several times while in a longboat going for a whale, they were capsized into the icy sea by a swish of the whale's tail.

Later he decided to forsake this dangerous work, for a while at least, and worked the famous salmon traps along the Columbia River in the State of Washington. This did not suit him and so he



welcomed the excitement and action of the First World War.

During World War I, he was on the regular supply run to Rotterdam and Antwerp. Very little trouble was encountered, but the end of the war did not make him feel sad.

## ANOTHER WAR

In this last war Jim was on the Murmansk run continually and was fortunate throughout. Although the convoys he was with were frequently attacked by submarines and dive bombers, nevertheless, he came through unscathed.

One wartime trip was even pleasant. That was when he was aboard the Robin Gray on a voyage to Buenos Aires. The ship broke down on the way and had to stay in BA for six months awaiting repairs. Rasmussen says that they had a wonderful time, mostly because the Skipper was a good guy and he gave the men plenty of freedom as long as they performed their duties.

Brother Rasmussen remembers when ABs were paid \$16.00 per month, and had to work like slaves for even this sum. That is why he says, "I welcomed the Union, and the good conditions brought by the Union because I went through the rough days aboard sailing vessels and on those old steamers. We have gone forward but it is only because we got together into a Union and then made it strong."

# NMU Makes Its Usual 'Mistake', Scabs On MM&P, MEBA Picketline

BALTIMORE, October 5—Charges were leveled at the NMU today by William "Curly" Rentz, Baltimore Agent of the SIU and chairman of the AFL Baltimore Maritime Port Council, that they had intentionally gone through established picket lines of the Masters, Mates and Pilots—AFL and Marine Engineers Beneficial Association—CIO. Later, the NMU Baltimore Agent, Dunlavey, attempted to explain the NMU scabbing as being the result of a "mistake" on their part.

According to Rentz, the NMU attended a meeting of all maritime Unions in the Port of Baltimore held in the MEBA Hall on October 2. They (the NMU) agreed to respect all picket lines of the MMP and MEBA. When a deadline was set for 5:00 P.M., October 2, by which time all attending maritime Unions agreed to have their members off the ships, the NMU was in full accord.

Less than one hour later, NMUer Dunlavey stated that NMU members were going to go through the picket lines. Which they proceeded to do!

The following day, October 3, the NMU representatives attended another meeting at the MEBA Hall. This time only representatives from the NMU, MEBA, SIU and the AFL Maritime Port Council were present, and the NMUers attempted to clear the record by maintaining that it was all the result of a "mistake." They further promised that they were going to be good boys, and not scab any more.

## RENTZ' STATEMENT

Following is the text of a statement issued by AFL Port Council Chairman Rentz to the Baltimore press:

"The Maritime Council of Baltimore, the Seafarers International Union of North America and the Sailors Union of the Pacific would like to know when the NMU once gives its pledge—Will it be lived up to? Can they be trusted?"

"At both meetings, which will

quoted below, they hollered about Maritime Unity—Is this Maritime Unity or orders coming directly from the communist party in Moscow, Russia?"

"The NMU on October 2, 1946, at a joint meeting, held by all maritime Unions in this city of Baltimore at the MEBA Hall, went on record stating they would respect all picket lines of the Masters, Mates and Pilots, and later reversed their position and came back telling the strike committee that they were going to go through the lines and put their men back on the ships. Which they did!

## OCT. 3 MEETING

"On October 3, 1946, they called the MEBA to have a meeting at 2:00 p. m. The SIU strike committee was called in for this meeting, also the Chairman of the Maritime Trades Council. All requested were present. Before these three Unions and the chairman of the Council the NMU stated their case and decided to change their policy. Quote: 'The NMU stated that due to a MISTAKE on their part, and during the confusion of messages received from New York, they reversed their decision on Oct. 2.'

"However, from word received since from New York they are in full accord with the proceedings they agreed to an Oct. 2 and wish to work with us in full accord."

It's easy to see that the NMUers didn't get their orders from New York straight. Either that, or the line was changed after they received their first instructions from the local comintern.

## FIRST MEETING

Present at the first meeting on October 2 were C. Antis, and L. C. Cates of the MFOWW; Reuben J. Pulman and B. C. Williams of the ACA; I. Devrin from the MCS; Butler, Kirk and Keenan of the MMP; Chesmore, Lom-

bard, Woodward, Patrick, G. Wren, Silverthorn and Andrews from the MEBA; NMUers Dunlavey, Sweyko, and Finn; and William Rentz representing both the SIU and the AFL Port Council.

The actions of the NMU in agreeing to the 5:00 p. m. deadline for all seamen to be off the ships is a matter of record in the minutes of this meeting. Their scabbing? Hundreds of MMP and MEBA pickets are witness to the NMU scabbing as they were on the picket lines which the NMU members, on orders from their leaders, were so brazen in walking through.

It is also a matter of record that NMU Agent Dunlavey stated less than one hour after this meeting that the NMU would not pull their crews off the ships, and that they would not observe the MMP and MEBA picket lines. Approximately 3000 NMUers (their figure) went back and forth through the picket lines, until these phonies attempted to reverse their stand for the third time—going back to the original agreement of observing MMP and MEBA picket lines.

## OUTRIGHT SCABBERY

At the October 3 meeting, the NMU representatives pleaded "mistake" as the reason for their scabbing. They vainly attempted to excuse their strikebreaking activities as being the result of confusion over messages received from New York. In addition, the NMU attempted to remove the record of their abortive action from the records. This, they failed in doing.

Yes, the record is clear on this most recent act of scabbing on the part of the commie-dominated NMU. Let them try to deny that their members—on specific instructions of the port officials or other higher ups—openly scabbed not only on the MMP but on their supposed brother CIO members in the MEBA. Let the record speak!

## AFL COUNCIL BACKS SHIPS' OFFICERS SUP Keeps Coos Bay Tied Up

(Continued from Page 1)

munists who dominate this section of the waterfront labor movement, they have tried tactics designed to throw the strike into turmoil, and turn the situation to their own advantage. Only the vigilance of the MM&P membership has prevented this, but no aid or support has yet

been received from the CMU.

One meeting of the MM&P, held on October 4 at Palm Gardens, was marked by violence. Communist goons attacked the officials of the MM&P and the Greater New York Maritime Trades Council in an effort to incapacitate them so that their leadership would not be avail-

able. This maneuver did not prove effective, and the strike has been prosecuted without interruption.

## UNEXPECTED RESULT

One result of this action, which was certainly not foreseen by the communists, is that now they have been branded as shipowner stooges, and the little support they have been able to gather has rapidly fallen away.

The morale of the striking deck officers has been growing steadily, and they are now at the point where they are determined to stay off the ships until they have been granted their minimum demands—namely, a substantial wage increase and union security.

Further developments on the strike situation are expected at any time since the negotiators have been holding regular sessions and there is question as to whether the shipowners on the West Coast can hold out much longer when so much money can be made in the maritime industry today.

As an aftermath of Harry Bridges' refusal to abide by the decision of the Arbitration Commission set up by Secretary of Labor Schwelienbach to mediate in the case of the SS Mello Franco, (American Pacific Steamship Company), the company was forced to turn this vessel back to the Maritime Commission, and it was thereupon sold to the French Government.

The Government fact-finding board ruled that the contract between the SUP and the company was a legitimate one and violated none of the established rules under the NLRB.

In the face of this verdict, Bridges has refused to allow his men to work any ships of the company, and as a result the company has been forced to turn back to the Maritime Commission another ship, the SS Stephen Willard, and to threaten that they will go out of business if they cannot have their vessels worked on the West Coast.

In a regular membership meeting, SUP Secretary Lundeberg

disclosed that the Union had been requested to unfreeze the port of Coos Bay as soon as the Mello Franco was sold. He recommended that this request be disregarded in view of the fact that the CIO longshoremen were persisting in their refusal to load or unload any ships belonging to the American Pacific Steamship Company.

## SECRETARY REPORT

Lundeberg's report to the membership contained the following statement. "We have fought this beef now for a period of three months," he said, "and I do not think that at this time we should back down, because if we do we are only going to face it again with the steam schooners and the oil tankers, and it is a question of policy within the organization at this time."

"We know that we are right; we had a bona fide agreement and we cannot allow the bunch calling themselves the CMU to drive off this coast any company with which we have agreements."

(Continued on Page 6)

## AFL Convention Opens In Chicago

CHICAGO — The American Federation of Labor's 65th annual convention formally got under way Oct. 7, as President William Green, in his keynote address to the 650 delegates, aligned himself with anti-communist workers everywhere in the fight to oppose totalitarianism.

The convention is the first in two years, the 1945 meeting having been cancelled because of the government's restriction on post-war travel. The assembled delegates will deal with many issues vital to the labor movement, such as wage policy, price control, and

action to defeat anti-labor legislation in Congress and the State legislatures.

High on the list in importance at the convention is the scheduled meeting of the newly chartered Maritime Trades Department, which will draft a constitution and discuss the questions of future affiliates, affiliation fees, and future course and policy. Although the youngest of the AFL groups, the Maritime Trades Department already has demonstrated its powerful role on the waterfront.

# AROUND THE PORTS



## Strike Of The Licensed Officers Also Affects All The Seafarers

By JOE ALGINA

NEW YORK—The sight of licensed officers walking the picketlines is sure a good sight to those of us who still sail in the forecastle. Some of the Masters and Mates even pounded the bricks in full uniform, but this only happened for the first few days. After the laughs that went up the deck officers decided to walk the picketlines wearing civilian clothes.

There is no question that they are doing a good job sealing up the New York waterfront. Of course, they lack the experience that we have had in the past, but still their activities are becoming smoother every day.

### FULL SUPPORT

Since the Masters, Mates, and Pilots are members of the AFL Maritime Trades Department, we have been supporting them to the limit of our ability. We unlicensed seamen feel that the beef of the officers is our beef, and that when they win a victory it will benefit the entire maritime labor movement.

After our strike was over we did not dismantle our strike apparatus and equipment. So now we are in the position of being able to go ahead with our work without interruption.

On Monday evening, October 7, the New York Hall started serving meals on a three meals a day basis, and arrangements were made for beds for men who need a flop.

### BACK WAGES

Some of the officers are eating here with us since they have no kitchen at the MM&P Hall. Well, one good turn deserves another and we hope that these men will not forget us when they settle the strike and sailing begins again.

When we signed the contracts

## Baltimore Continues To Remember Brothers In Marine Hospital.

By WILLIAM (CURLY) RENTZ

BALTIMORE — This week in Baltimore, Seafarers remembered their hospitalized shipmates by donating \$42.00 for their incidental expenses while they are recuperating. The ship's that contributed were: Thomas J. Reed, \$10.00; John Lawson, \$10.00 and the Cape Corwin \$22.00.

The hospitalized brothers benefited to the amount of \$4.20 each and those receiving the money are: Michael J. Walsh, Max Fingerhurt, Peter Lopez, Leonard Marsh, Henry Willett, Charles W. Dunn, Sensold White, Frank Franks, Moses Morris and A. L. Schwalunbery.

giving us the best wages and conditions on the waterfront we did not only win those increased wages for the future. Those increases are retroactive to April 1, 1946, and the overtime pay of \$1.00 per hour goes back to June 15. The overtime rate of \$1.25 per hour is only retroactive to September 19, 1946.

Some of the companies are ready to pay this money immediately, and some are making preparations. Here is the way it lines up at this time:

Robin Line	Anytime
American Range	Anytime
Smith and Johnson	45 days
Bull Line	Now on company ships—75 days on WSA ships
Alcoa	45 days
Waterman	Will mail out in 90 days
South Atlantic	Write to main office in Savannah, Ga.
Eastern	Write to main office in Boston, Mass.
Newtex	75 days
Calmar	Pending negotiations between Union and company

As I learn more information about this back pay business I will let you know.

## Who, Why And How Is A Seaman, And What Makes The Man Tick

By LOUIS GOFFIN

Just what is a seaman, what does he do, what does he think of and why does he go to sea for a living? Questions such as these are asked from time to time of almost all seamen. Taking my trusty pen in hand I'll try to answer some of the mentioned questions.

We know that cracks have been made that a seaman is a guy with his brains knocked out, that he builds and sails his ship in front of a bar and makes love to women all over the world. However, ignoring the cracks and, taking up the questions one by one, the answers do not coincide with the popular conception.

In answer to, "What does he do?" I say a seaman does plenty. His work is endless. Starting with the deck department; he is a jack-of-all-trades, a quartermaster, a lookout, a sailmaker and a carpenter. In addition he is a painter, scaler and an all around work horse.

In the Engine Department he is a machinist, toolmaker, plumber, welder and general handyman. In the third Department, Stewards, he is a cook, baker and butcher; also a linen keeper, bedroom man, waiter and general clean-up man.

### ALL WORK

So regardless of his department he works continually from the day he joins the ship until the day he pays off.

Now, what does he think of?

## NO NEWS??

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

- SAN FRANCISCO
- HOUSTON
- CHARLESTON
- NORFOLK
- PORT ARTHUR
- PHILADELPHIA
- JACKSONVILLE
- MOBILE
- TAMPA
- SAVANNAH
- GALVESTON

## Midland Voting Begins On Lakes; Seafarers Leads On First Ship

By HERBERT JANSEN

CHICAGO — The election on Midland Steamship Company ships has started with the SS Carmi Thompson being the first ship to vote.

She voted at Indiana Harbor on September 30, and from all indications the SIU carried the vote by two to one. She is the first ship out of seven voting to determine their bargaining agent,

and the other six will vote soon in Lake Erie ports.

As we expected, the NMU has started a slur campaign against us. They withdrew from the election at the last minute, stating that a collusion existed between the Midland Company and the SIU. This is their usual tactic and it fools no one. It only serves to give notice that they are beaten.

### SEEING THE LIGHT

Applications for membership have been on the upgrade during the last two weeks with quite a few Lake Carrier seamen coming in and taking out SIU books. All of these men have seen the phony setup in the NMU political strike.

They are starting to realize now that the SIU will, and always has, fought for the seamen. They realize too that the SIU is run by the rank and file and not by a few higher-ups who are only out for their own political ends.

These newcomers are finding out that the officials of the SIU are bona fide seamen with many years of sea service behind them who know the score and problems of seamen, having sailed under conditions far worse than exist today.

### SIU MILITANCY

After all the ballyhoo and high talk about militancy that has been thrown at them by the NMU, they realize now that it is the SIU that has the real militancy.

The fighting rank and file members of the SIU were the ones who fought for and won the conditions which seamen enjoy today and it was the loud and verbose NMU who rode the back of the SIU in every fight for better conditions and wages.

Not much to report in the shipping department. There are a few jobs on the board and only a handful of men around. Some of the boys, who have had happy homes aboard six WSA vessels tied up here are taking the ships on their last trip.

## Marcus Hook Hall Is A Haven For Striking MM&P And MEBA

By BLACKIE CARDULLO

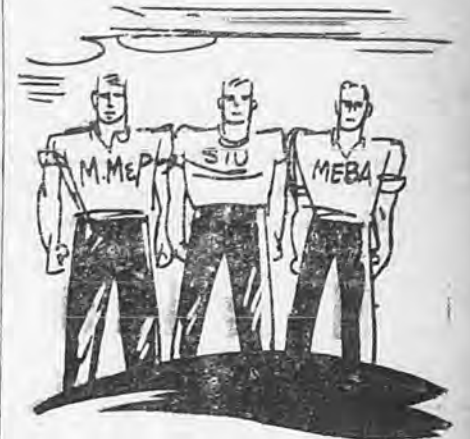
MARCUS HOOK—We thought, that with our strike over we could go back to routine branch and organizational work, but along came the MM&P and MEBA strike. The SIU here always stands ready to help any non-commie non-political outfit that has a legitimate beef and so both of these striking outfits have the use of our Hall as their strike headquarters.

Captain Larson, the MM&P representative in Marcus Hook, really know the score, as he started going to sea when he was 12 years old on a sailing ship and is still going strong. He is 66 years old and this is far from being his first beef.

He appreciates the help we're giving to the MM&P and his own words show his feelings about the SIU backing: "I have

seen many a strike and walked many a picketline. Some of the strikes we've won and some we have lost, due to the shipowner tactics of divide and conquer, but this is one time that the shipowners will be thrown for a loss. With the backing of the unlicensed personnel we can't lose."

These sentiments were echoed by Harry G. Chaplin, the representative for MEBA here, who said he really appreciated our loaning them the Hall for their



strike headquarters. So, all in all, you can see that the port of Marcus Hook is the biggest little port on the coast.

### BIGGEST LITTLE PORT

We have started to look around for a larger Hall as the present set up is too cramped. We realized this when we first moved in, but on short notice we had to take what we could get. We intend to find a place that is big enough for the members to hang around in comfort, if they must hang around.

Sun Oil is trying to give us a hard time by firing any man that has the nerve to look at our organizers. Pity the poor Sun Oil men. It's like working in Moscow. Anyone that has a grudge against another man can put the finger on him by accusing him of being a union sympathizer, and down will fall the ax.

The biggest joke of all is one that an SIU man heard in a local restaurant. They fired a couple of company men, because somebody put the finger on them as signing pledge cards in the SIU.

I don't think these men know what its all about yet. It did my heart a lot of good to hear this, because these men fired are the same men who wouldn't listen to us when we talked to them about job security that would be theirs if they joined the SIU. If they are fortunate enough to get a job with one of the few remaining non-union companies, perhaps they will pay a little attention to our men when we preach job security and unionism.

### WORD GETS AROUND

It looks like the word that we have opened a Hall in Marcus Hook is really getting around, as out of the corn fields have come Brothers Tom Ryan and love-sick Mike Cirelli. If we didn't go looking through the corn fields we would never fill the jobs that are on the board. These guys take one look at the local girls fresh off the farm—and off they go.

So, fellows, if you want a good port come down to Marcus Hook. Shipping is good and the cost of living is low. A good room can be had for four dollars a week, and if you are lonesome for company I can guarantee you plenty of earbending when I'm not out settling a beef.

**BRINGING HOME THE BACON**



Within a short time after this picture was taken, the pig was reduced to pork chops, bacon, and large hams. One way to beat the meat shortage, and one way to make sure that the Philadelphia seamen had meat during the strike.

**NMU Backs Out Of Midland Vote, Spends Energy Slandering SIU**

By HENRY W. CHAPPELL

DULUTH — We predicted two weeks ago, in the Log, that as soon as the Midland ships were to be voted the NMU would attempt to throw a monkey wrench into the machinery; that there would be name-calling of scabs, finks, scab-herders, etc., by the NMU—which is the old, tried and true policy of the communist party in trade unions. And so it has turned out.

If they can't win an election, they'll make every effort to see that no other union does. In this Midland election, the NMU saw the handwriting on the wall, reflecting the opinion of the majority of the seamen involved, so they took their ball and glove and went home mad.

The SIU told them in advance of their so-called strike that we saw through the smoke screen and knew that it was an organizational campaign, and we stated very definitely our stand on the matter. We would not stand idly by or help them in their campaign to drive lake seamen into the NMU.

**NO NAME-CALLING**

The NMU went to great expense printing leaflets describing the great victories they have won for Great Lakes seamen. The gains they have won have been enjoyed by the SIU members for four years. The 40-hour week during the fit-out and lay-up has

**Mello Franco Sold; Coos Bay Tied-Up**

(Continued from Page 4)

The membership thereupon voted to continue the freeze of Coos Bay, and to fight this issue through to a complete victory.

Support of the SUP stand was given last week when the AFL Maritime Trades Department notified all shipowners, prospective shipowners, the United States Maritime Commission, and the President of the United States, that in the future, new shipping companies, starting on the East or Gulf coasts must make agreements all the way through with the AFL. Failure to do so will mean that the AFL longshoremen will refuse to work the ships of any company that does not comply with this statement of policy.

been in SIU contracts since 1942.

The 40-hour week at sea was in the process of negotiations since June of this year, and the SIU won these gains through arbitration, without going to the expense of a strike and name-calling.

When we first heard the NMU was withdrawing its name from the ballot on the Midland election we knew it wasn't because they loved us.

We knew it was because they were beaten and wanted to devote more of their time and energy to the communist political interests. The communistic tactics have been exposed repeatedly, not only by the daily press, but by bona fide labor union papers all over the country.

**WHAT'S THEIR RECORD**

The NMU certainly deserves a great deal of praise from the communist party for the work it has done for the party on the Coast and the Great Lakes.

But getting down to specific issues: just what has the NMU done for seamen who are good union men at heart, and who pay their money into the NMU treasury, outside of having their wages brought up to par with the SIU? Nothing!

**"ME. TOO!"**

The same policy of the NMU riding the SIU bandwagon has just occurred in the coast strike. The CMU was satisfied to accept the meager pittance the bureaucrats in Washington doled out to them, but after the SIU struck all coasts and tied up all shipping, making the WSB reverse its stand, the NMU put in its oars and demanded the same thing. When they were granted the gains won by the SIU, the Pilot proclaimed in a streaming headline, "It's the greatest victory we ever won."

Shipping has been fair in Duluth the past week, and as a result we are short of rated men. Several new members have been signed up for the SIU, and new men are coming into the Hall every day inquiring about our Union. They all express the desire to join up as soon as possible. Soon they will be swarming in here to join up under the SIU banner.

**GOOD ADVICE**

Now that Draft Regulations have been liberalized to allow men with 18 months of substantially continuous sea time to leave the sea, many men have taken, shoreside jobs. It is a good idea to retire your book if you decide to make a similar move. In that way you can insure yourself against having to pay a whopping amount of back dues if you ever want to ship out again.

You can retire your book in any SIU Hall.

**Corpus Christi Busy Organizing The Unorganized**

By G. (TEX) SUIT

CORPUS CHRISTI — At this writing the port serving the fair metropolis of Corpus Christi has slowed down to a walk due to the strike by the MM&P and MEBA. The only activity at present is the organizing work that goes on per usual.

With the outlook for an early settlement of the strike, there will probably be a rush of business, as there are a number of scheduled runs on this port. Inasmuch as there are no ships in port and no men on the beach there is little to report.

Our Agent, Brother Johnnie Williams has taken the lull in activities in stride, as his wife is expected to present him with an heir any day now. We'll let you know what the addition to the Seafarers is as soon as Johnnie comes in with the cigars.

As for the organizing drive, at present an extensive campaign is being waged on all inland boatmen such as Intercoastal and Harbor Tugs and Dredges and the fink tanker outfits. On the latter we feel favorable progress is being made. Among these are Sun Oil and City Service.

We had the City Service scow, Kathio, in port the other day and Brothers Hall and Kelly boarded her and found a strong NMU element. After a few hours of showing the boys what a militant progressive organization the Seafarers is they left the ship with the majority of the men signing SIU pledge cards. We'll keep plugging away and soon we'll have these tankers sewed up solid SIU.

**QUIZZICAL QUENTIN**

WHEN ARE THE MM&P RANK-AND-FILEERS GOING TO GET THEIR LICENSES?



**New SIU Increases Attract Land-Locked Seamen In San Juan**

By DANIEL BUTTS

SAN JUAN — Well, we're in business again with the Cape Mohican, our first ship to arrive since the termination of the strike. The morning that it arrived we had enough members and their brothers around here to equip six shoregangs, much less one.

We have had quite a few cases in the past few days of guys coming down here and asking for permit cards, yet these men have papers dated back to '40 and '41 with no discharges from the day the papers were issued. I wonder where these people have been all during the war?

**CONTRACTS ATTRACTIVE**

I also wonder if our winning this last strike and new wage scale had anything to do with their coming out from under their rocks? Naturally I wouldn't listen to them; instead I referred them to the "comicals" who might be only too happy to ac-



cept them in their already-overcrowded and under jobbed setup.

We even received letters with checks enclosed from high authorities here asking to ship the bearer, usually a relative, and secure papers for him. When we return the checks we get indig-

nant phone calls from the officials wanting to know why their money, name, and position is not recognized by our organization.

The other day I received a phone call from the delegates on the Sidney M. Short, which was in St. Thomas, concerning a beef between the Captain and the crew. I advised them as to the proper procedure to follow, and was later notified by the Coast Guard here that the crew, and the delegates in particular, were to be commended in their sensible handling of matters aboard the ship.

**BROTHER, BEWARE**

Not so commending was a call I received yesterday from the local authorities. They informed me that drastic action is to be taken against the gashounds that make skid-row their haven. It seems that now that the tourists are returning to San Juan the indecencies and drunken behavior of these characters will no longer be tolerated. So take warning those of you who are planning to go on the beach down here: BEHAVE YOURSELVES. On the other hand, if you come down here and live decently you are more than welcome.

At the moment we have on the Island the Belgium Victory, Cornelia, Helen, Coastal Stevadore, Cape Texas, Cape Mohican and Golden Fleece. The Cape Hattaras is due the latter part of the week.

We are moving this week to the lower part of this same building. It is now being done up in Bristol Style for us and will be ready for occupancy next week.

Remember that . . . Knowledge of your constitution and shipping rules; good shipmates; clean ships; knowing and doing your job . . . all go into the making of a good union.

**Port Boston Tie Up Is Complete; Only Tankers And Colliers Move**

By JOHN MOGAN

BOSTON—The Port of Boston is still tied up, with nothing moving except tankers and colliers. Quite a number of members have piled up on the beach here as a result of the MEBA and MM&P strikes, and it will take a lot of shipping to clean out the register.

In the meantime we have had many requests to re-open the soup kitchen from out-of-towners who are stranded here because of the strike. After considering the requests and estimating the number of members involved, it was decided to make arrangements with the seaman's club for meals and lodging for as many men who need it for as long as is necessary.

The first night, only a handful of men took advantage of the set-up; hence it appears that this was the right decision, for a re-opening of the kitchen would constitute an expense altogether out of proportion to the number of men to be fed.

Then, too, with the meat situation being what it is right now, the Food Committee would have

a difficult time to get even cold cuts for sandwiches.

There are few ships tied up here. With the exception of a couple of Waterman vessels, everything else is West Coast, with the latest arrival being the Pennsylvania (Weyerhaeuser). An effort is being made now to get this latest arrival paid off, so that the crew — mostly West Coast men—can hit the road for balmy climes.

There is a World Series to be played off in Boston in the next few days, but the weather would dim the enthusiasm of all but dyed-in-the-wool fans. And a sailor from the Gulf or the Coast just doesn't like the idea of riding the cool breezes up this way until the strike is over, and those of us who live here out of habit don't blame them for wanting to get closer to the heat.

The only payoffs lately were a couple of tankers in Boston and one in Portland. The Citadel Victory paid off, also, after being caught in the strike. But the outlook for the immediate future is very poor. For at least a couple of weeks after things get back to normal, there won't be any surplus of jobs in this port.



By JOE VOLPIAN

Peacetime merchant ships are wanderers for use and profit. They must be fitted, furnished and manned. These notes will try to shed some light on one phase of the most important problem—desertion by those who man the vessels.

The laws of nearly all maritime nations provide for securing the personal attendance of the crew on board, and for punishment for desertion during the life of the shipping articles. Under the law of the U.S. the penalty for desertion is forfeiture of all of the deserter's clothes or effects which he leaves on board and all or any part of his earnings up to the time of desertion.

We all have a pretty good idea of what desertion is, but as in most other things there are technical definitions which have been made by the courts. It seems that desertion in the eyes of the law courts is continued abandonment of the vessel during the existence of the contract of service with intention not to return, and without sufficient cause. Keep in mind that earnings and gear are forfeited only when the abandonment is without good reason.

**SOME EXCUSABLE**

Certain things are recognized as justifying a seaman in leaving ship without incurring the loss of earnings and gear. He doesn't have to continue on a voyage which is essentially different from that set forth in the shipping articles; and he doesn't have to continue a voyage which he agreed to at a time when war was not contemplated if war breaks out and there is good reason to fear loss of life or liberty.

Again, where a seaman goes ashore with proper permission and, while there, is detained by civil authorities as a witness, during which time his vessel leaves, he is not guilty of desertion. It appears questionable that an unauthorized absence after the end of the voyage in the home port, but before a seaman is entitled to his discharge, constitutes desertion.

The above circumstances are a few of the instances where it has been found that the seamen leaving his vessel had sufficient cause to do so.

**MISTAKES OCCUR**

Of course, it sometimes happens that men are logged as deserters through misinformation and misunderstandings or because some would-be "sea dog" decides to lower the boom for reasons of self-inflation. In any event the seaman involved finds, upon reporting for his earnings and gear, that he's in the book as a deserter and the Shipping Commissioner is unable to help him until the log entry has been changed either by consent of the Captain or by being ordered disregarded by a proper court. Naturally, the consent of the Captain, if it can be obtained, is the easier method but very often the seaman finds that the skipper is unwilling or unavailable for the changing of the log entry which means so much to the seaman. Recourse then is to the Court where affidavits, petitions, orders and maybe also personal appear-

ance enter the picture. Suffice it to say that if the Old Man's consent cannot be gotten, the procedure gets very involved.

Briefly, a seaman's abandonment of his ship in order to constitute such desertion as will result in forfeiture of earnings and loss of gear, must be a voluntary act on his part and any element which would make such abandonment involuntary on the part of the absent seaman, is not desertion. Keep in mind that if he is unable to return to his ship due to his own misconduct, the Courts would probably hold that his desertion grew out of circumstances which he himself could have avoided.

An example of an involuntary leaving of the ship would be where a seaman ashore on liberty becomes ill and reports for medical treatment and is told to remain ashore for further treatment. Of course, as a practical matter, it is suggested that under these circumstances, the seaman involved make every effort to get word to the proper authority aboard the ship concerning his condition. He might also obtain a clinical abstract or doctor's certificate as proof of his being under medical treatment and unable to return to his ship for that reason.

In conclusion, always bear in mind that you have a Union which is your shore-side representative and advisor. Use these facilities of the Union by contacting either your Port Agent or if in New York, your Special Services Department.

**Spending At The**



**A Day Court**

By Jack (Aussie) SHRIMPSON

Every big daily paper devotes much of its space to court cases and I have always wondered why **The Log** did not do likewise with the many human interest stories that come before the various Trial Committees.

It was with this in mind that I ran for and was elected to the "bench" at a recent general meeting, and on the following morning duly found myself installed as an arbitrator of justice sitting with my learned Brothers, Alfred Stewart, Paddy McCann, and Big George Whale.

The Court met on the 5th deck of the Hall, and it was quite obvious that the calendar was going to be a heavy one. It contained every known pecedillo against good Unionism, and ran the whole gamut from the serious felony of "Tale Bearing to the Captain" to the humble petition for "Reinstatement."

After several false starts the Court finally got itself convened and proceeded to dish out justice.

First on the list was the case of an erstwhile bellyrobber who seemed to have managed to get himself charged with every crime known to law and several that are not known.

The evidence against him was duly heard and, as he had made matters worse by not appearing after having been warned to do

so by the paying off Patrolman, the Court had no alternative but to find him guilty as charged, and to enroll him in the famous 99 year club.

**TWO-BOOK JOE**

Then came the case of the character who was such a good Union man that he thought it might be a wise idea to have two Union books in two different names—the thought being, I suppose, that he considered himself as good as any two Union members put together.

He, too, (or rather, both of him) had decided that it would be best not to appear, and once again the dread sentence of "99 years" fell from the lips of Mr. Justice Whale.

Case No. 3 was that of a young guy who had loaned his book to a non-Union member to get into the Hall with. As the evidence disclosed that his strike record was not at all what it should



have been, the Court decided that the Union could get along quite well without his membership, and promptly sentenced him to Siberia for life.

**INNOCENT VICTIM**

Next on the list was a young man with flaming red hair and a contrite heart. He was formally charged with loaning his picket card to another guy, and as he frankly admitted that it was a damn fool thing to have done, and, as further, his strike record was absolutely 100%, he drew a "ten-spot" fine, which he chipped in at once like a good Union man, and then departed uncomplainingly on his way.

At this point the Court decided to adjourn for lunch and when it reassembled in the afternoon a spirit of genial conviviality was apparent. Brother Justice McCann was all for holding the rest of the trials at the local gin-mill, while Brother Justice Whale decided to give 99 years (or the chair) to anyone who came through the door, just on a matter of principle. In fact Agent Paul Hall stuck his noggin round the door, just to say hello and promptly drew a life sentence from Brother Whale, who complained bitterly that he was a dead ringer for a bellyrobber that he had once sailed with.

When this little misunder-

standing had all been straightened out, the Court started in on the Reinstatement cases and at once struck a reef in the first case of Terrence Kerrigan. Brother Kerrigan is a real old-timer, gnarled and wrinkled, every inch of his five foot one, a seaman, but by no flight of imagination could Brother Kerrigan be termed a spring chicken.

He, himself, admitted (with a large disarming, all-Irish wink) to being 58, while his papers showed him to be 65. It was the unanimous opinion of the Trial Committee that he must be 77 if he was a day—particularly when he started yarning about "the gales of '66" and of rounding the Horn in a wind-jammer!

**YOUNG FELLER**

When his story had been pieced together, it seemed highly probable that Terrence was a fugitive from Snug Harbor who merely wished to "go down to the sea in ships again," and by golly he had come to just the right place and this Committee were just the boys to help him do it.

The fact that his book had been retired for four years and that he was stone broke was all hastily glossed over, and the Trial Committee went into a huddle and at once fined itself a buck apiece in order to give the young feller a start in life.

Your humble reporter was elected by unanimous acclaim to pay out the 'fin,' he being one of those frugal guys who are always silly enough to be around the Union Hall with cabbage in their pokes. Terrence was given a note to the Dispatcher, explaining the Trial Committees wishes, and tottered away quite happily.

At this stage of the proceedings the possibilities of the situation struck Brother Justice Stewart and he avowed that he was going right out and purchase a false beard and white wig and come



on back in again and get a buck or two himself.

Several more Reinstatement cases were heard and disposed of with the utmost dispatch, but none of them came up to Terrence's for color. Then as Paddy McCann kept muttering about 'overtime,' the Court adjourned at 4.30 p. m. safe in the knowledge that it had done its good deed for the day and that it had impartially administered justice for the members, to the members, by the members and still wondering what the hell had happened to Terrence.



**PHILADELPHIA**

**INDIVIDUAL DONATIONS**

Crew of Coastal Defender—\$20.00  
SS Felipe De Bestrope—\$14.00.  
L. C. Heidgens, \$2.00; G. H. Heier, \$1.00.

**BOSTON**

**INDIVIDUAL DONATIONS**

A. Atkison, \$2.00; R. French, \$1.00; T. Tomisson, \$2.00; R. Christenson, \$1.00; L. Borrison, \$1.00; G. Wirlert, \$1.00; T. Binder, \$2.00; T. Doyle, \$1.00; J. Paine, \$2.00; J. Shea, \$3.00; H. Van Vun, \$2.00.

**NEW YORK**

**SS VON STUEBEN**

M. Shumate, \$3.00.

**SS IBERVILLE**

George Bales, \$1.00; L. M. Yarbrough, \$2.00; F. P. Drozak, \$4.00; James Stover, \$2.00; H. L. Meyer, \$1.00; W. C. Nicholson, \$1.00; Robert Weeks, \$3.00; C. W. Hempfleng, \$2.00; H. W. Roberts, \$3.00; Paul Thomas, \$1.00; Lanier Speed, \$2.00; J. C. DeSham, \$1.00; Harry Kusek, \$2.00; Robert Neurenberg, \$2.00; E. E. Durden, \$1.00; Ed O. Moore, \$1.00; M. D. Schjott, \$1.00; O. R. Kimbrell, \$1.00; T. L. Newton, \$2.00; G. A. Urick, \$1.00; W. C. Boyd, \$3.00; W. D. Goff, \$1.00.

**SS H. GIBBON**

A. L. Steberg, \$1.00; H. Pruszk, \$1.00; James W. Divall, \$2.00; D. M. Wodside, \$3.00.

**SS CAPE BORDA**

J. Lee, \$2.00.

**SS PIPE SPRING**

T. P. Clark, \$1.00; E. Padilla, \$2.00.

**NORFOLK**

**INDIVIDUAL DONATIONS**

F. W. Edgett, \$2.00; W. Hawkins, \$10.00; E. D. Ankeney, \$50.00; F. L. Dowdy, \$10.00; J. A. Rainey, \$11.00; G. H. Haga, \$11.00; G. Harris, \$20.00; V. Copeland, \$10.00; R. J. Ferguson, \$11.00; C. E. Silver, \$10.00; E. W. Ebbert, \$12.00; J. E. Liles, \$10.00; J. Morgan, \$11.00; J. Price, \$10.00; J. W. Pruett, \$10.00; L. W. Gray, \$10.00.

R. F. Stockton, \$10.00; M. E. Walker, \$12.00; G. W. McLaawhorn, \$50.00; B. F. Rollins, \$10.00; L. A. Peck, Jr., \$10.00; R. D. Smith, \$10.00; J. L. Wallace, \$50.00; J. M. Linkous, \$11.00; R. S. Pittman, \$10.00; D. Bissett, \$8.00; F. J. Collins, \$11.00; G. L. Nance, \$11.00; T. Thomas, \$13.00; W. M. Crimble, \$11.00; E. Powell, \$11.00; J. D. Thomas, \$11.00; J. D. Thornton, \$11.00; W. Gibbens, Jr., \$13.00; J. E. Keller, \$11.00; W. Groover, \$13.00.

D. Smith, \$10.00; C. Schurck, \$11.00; R. Boyd, \$10.00; M. Oliver, \$11.00; E. H. Larrimore, \$11.00; L. Raker, \$10.00; W. Kaualski, \$11.00; J. Brooks, \$10.00; R. Scott, \$10.00; H. White, \$10.00; A. Sartalaastasi, \$10.00; C. Yau, \$10.00; C. Knight, \$10.00; C. Neity, \$10.00; E. Harrell, \$11.00; W. Groover, \$1.00; W. Akins, \$13.00; W. W. Barrett, \$11.00; A. Thanson, \$11.00; A. Lealy, \$11.00.

A. Lealy, \$2.00; J. Stepp, \$13.00; J. Fulgher, \$11.00; B. Lewis, \$10.00; L. Cooper, \$10.00; W. O. Hart, \$4.00.



# UNION SOLIDARITY WINS UNION GAINS

# MASTERS, PILOTS ARE THEIR

## MM&P Winning Beef Despite Con

For the second time in the period of one month in the United States is being made. Last month a strike in the United States was completely sewed up as a strike in U.S. maritime history, and this week a strike of licensed officers in the same length of time.

On picketlines established along the three coasts, Masters, Mates, and Pilots, AFL, and the Marine Engineers' Union, CIO, are marching together for gains which include higher wages and union security. They deserve the support of any way with the waterfront, and, to a great extent, the support of the waterfront.

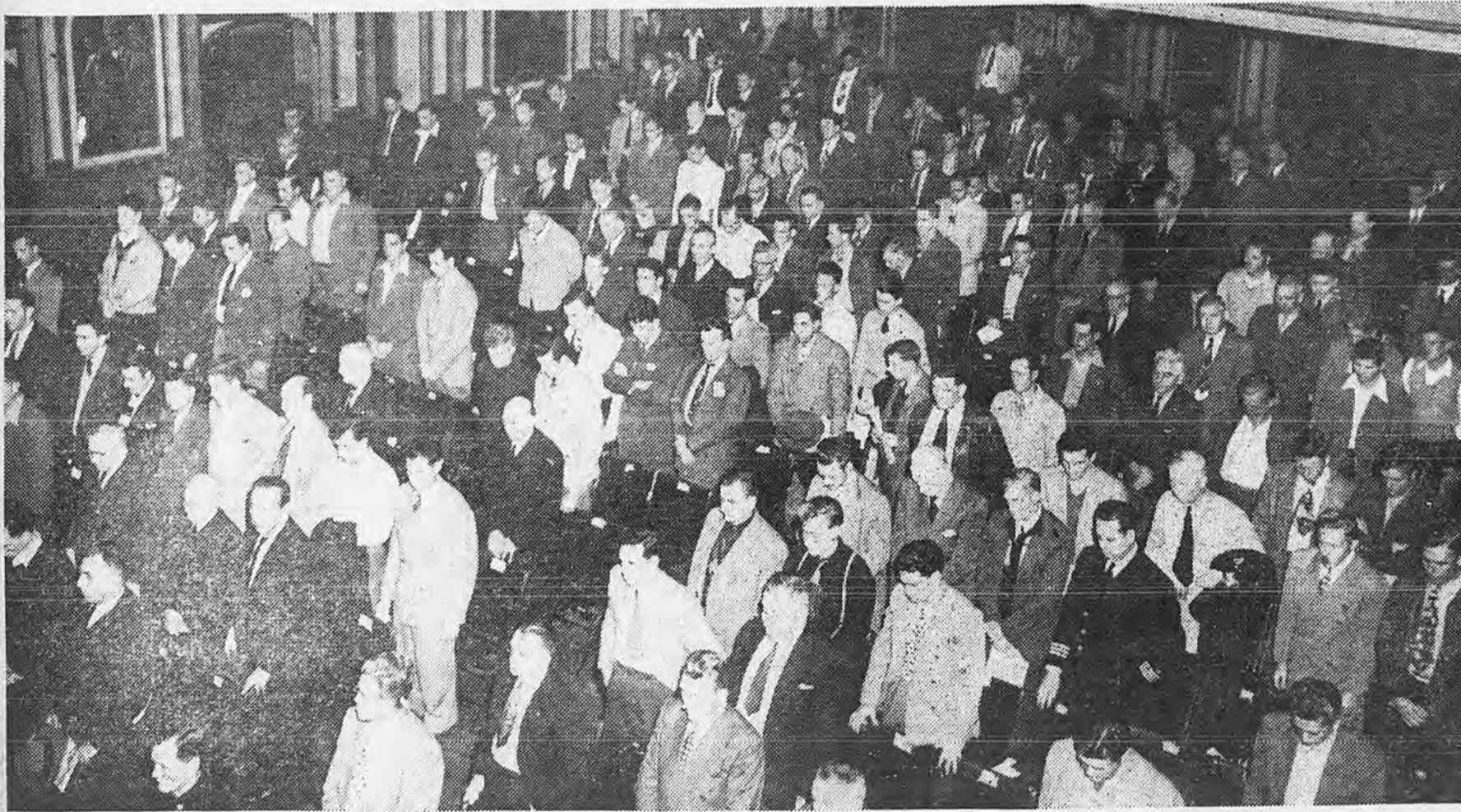
As soon as the strike started, the AFL Marine Engineers' Union pledged any aid necessary to make this strike a success. In most actions of this sort, the CMU promised aid in providing any support whatsoever. This is nothing but a CMU.

The communists along the waterfront and the waterfront situation, but they have lost their prestige along the waterfront has suffered.

All in all, the situation looks good, with indications of a complete victory for the striking Unions. On the highlights in the strike up to now. More pictures on the pages of the Log as the action progresses.



This should prove that there are no neutrals in the fight for higher wages and better working conditions. When the Masters, Mates, and Pilots, AFL, went on strike last week, Mrs. Floyd Lotker joined her husband on the picketline. She knows that it is impossible to get along on the present wage scale, and she wants to be sure that her husband will get steady work. That's why she is in favor of rotary shipping. The above picture was taken at Pier 14, East River, and shows, left to right, Stanley Smith, George Neale, Mrs. Lotker, Floyd Lotker, and Joseph Beccu.



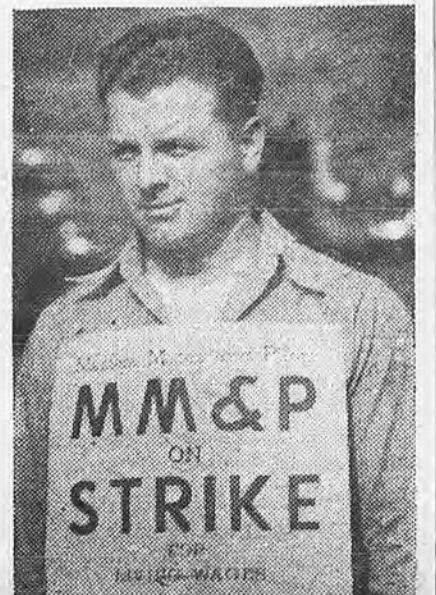
In memory of Brothers lost at sea, and a pledge to keep up the fight that they took part in; a fight for better conditions for the men who go to sea in the merchant fleet. While negotiations continue in Washington, the while communists in and out of the Union tried to wreck the strike, these men met at Palm Gardens on Friday evening, October 4, to plan further strategy and make plans to fight the strike through no matter how long it might take. But, as is the case in all meeting of seafaring men, this one commenced with one minute of respectful silence for the Brothers who are no longer able to join in the good fight.



Toiling day and night, to find an acceptable solution necessary. But management against the reasonable demands negotiations got underway. Owens, Secretary, AFL Marine Engineers' Union, Harry Martin, President, MM&P, and J. Lisi, representing AFL President and J. Zelwak, AFL economist.



Left—J. Holland. "I don't know whether we're on strike or whether we're locked out. From the looks of things, we are locked out. But in any case, we should fight this through to the end." Right—J. Lisi and J. Zelwak. "Let's get the East, West, and Gulf Coasts to sign together," said Lisi, "and then we would have good conditions for all members of our Union." Zelwak echoed this by stating, "If we can get all our jobs through the Union Hall, then we will all have plenty of work, and every man on board a ship will be a Union man."







### Communist Sabotage

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A report is rendered at each meeting concerning negotia- tions to date. Future plans are discussed, and every man gets a chance to blow his top if he wants to. That is the way AFL Unions operate, and that is what makes AFL Unions strong. The above picture was taken at Palm Gardens, and shows, from left to right, Captain C. T. Atkins, 2nd Vice-President, Local 88; and Captain Herman Straus, Chairman of the Strike Committee.

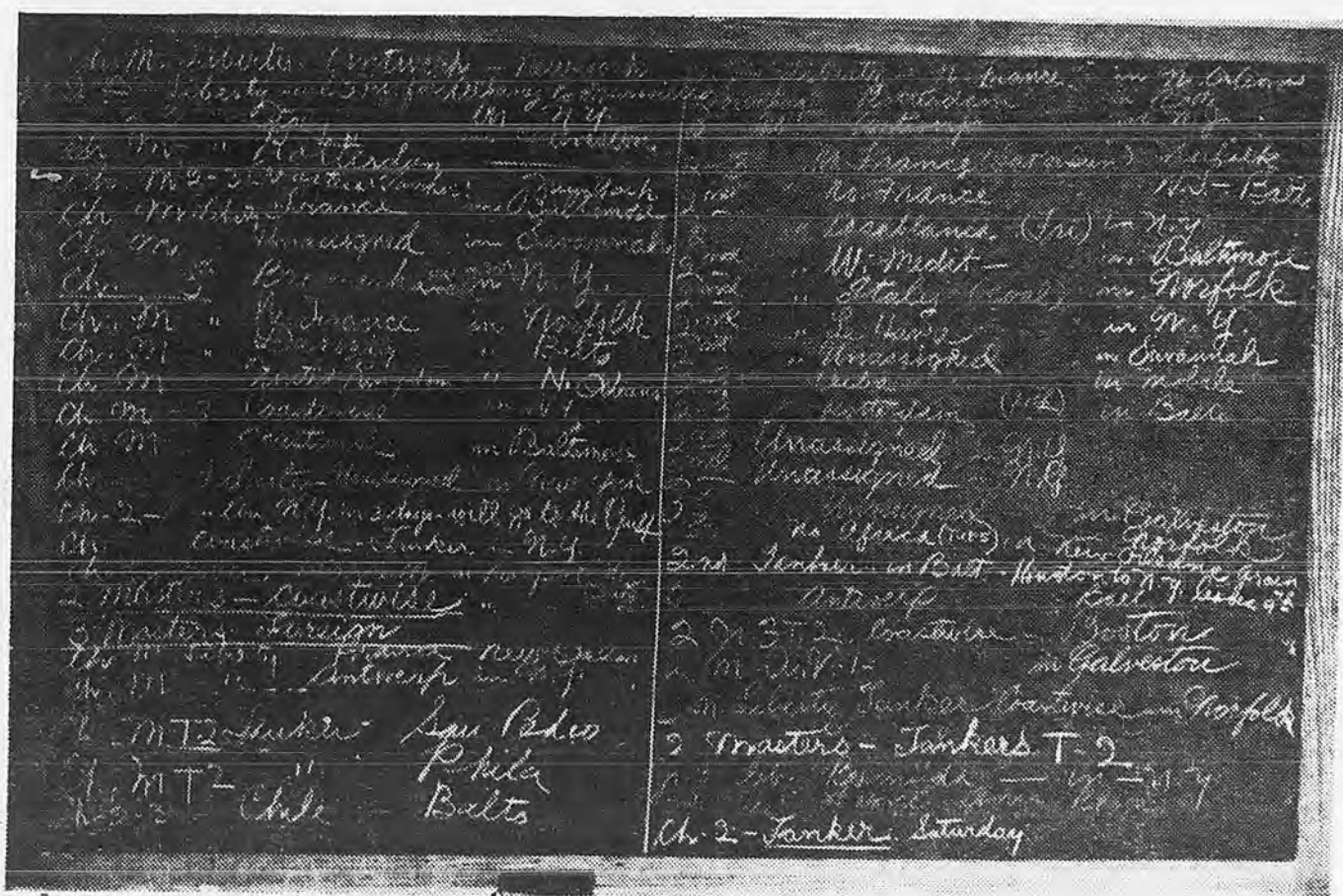


Also right is E. C. Mitchell, Chairman of the MM&P Food and Housing Committee. Mit- chell has organized a squad of coffee and doughnut cars to transport food to the men on the picketlines. That this has gone over well with the mem- bership is attested to by the applause which greeted his re- ports at each of the member- ship meetings which have ben called to report on the progress of the negotiations in Wash- ington.

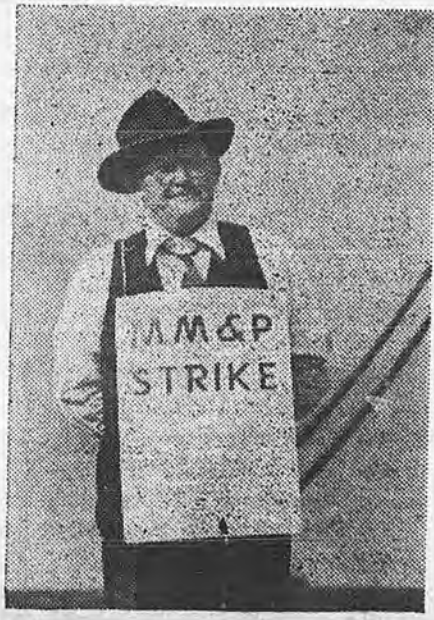
Left — Paul Hall, Chairman of the Greater New York Coun- cil of the AFL Maritime Trades Department, addressed the meeting of the MM&P at Palm Gardens on October 4. Hall pledged the full support of the organization in the licensed of- ficers fight to better their wages and conditions. "The entire re- sources of the AFL Maritime Trades Department is behind you men," he stated, "and if that isn't enough to do the trick, the whole AFL will go down the line for you."



F. C. Flagler, Chairman of the Publicity Committee.



Plenty of jobs for everyone when you ship by rotary shipping. Not much for favoritism. either. That's what the MM&P wants right now!



Right—Captain Bohn. "We men have worked our way up from the forecastles. We will not let the shipowners beat us down, and we will not allow the communists to take over our Union. We were slaves before, but we won't be ever again."

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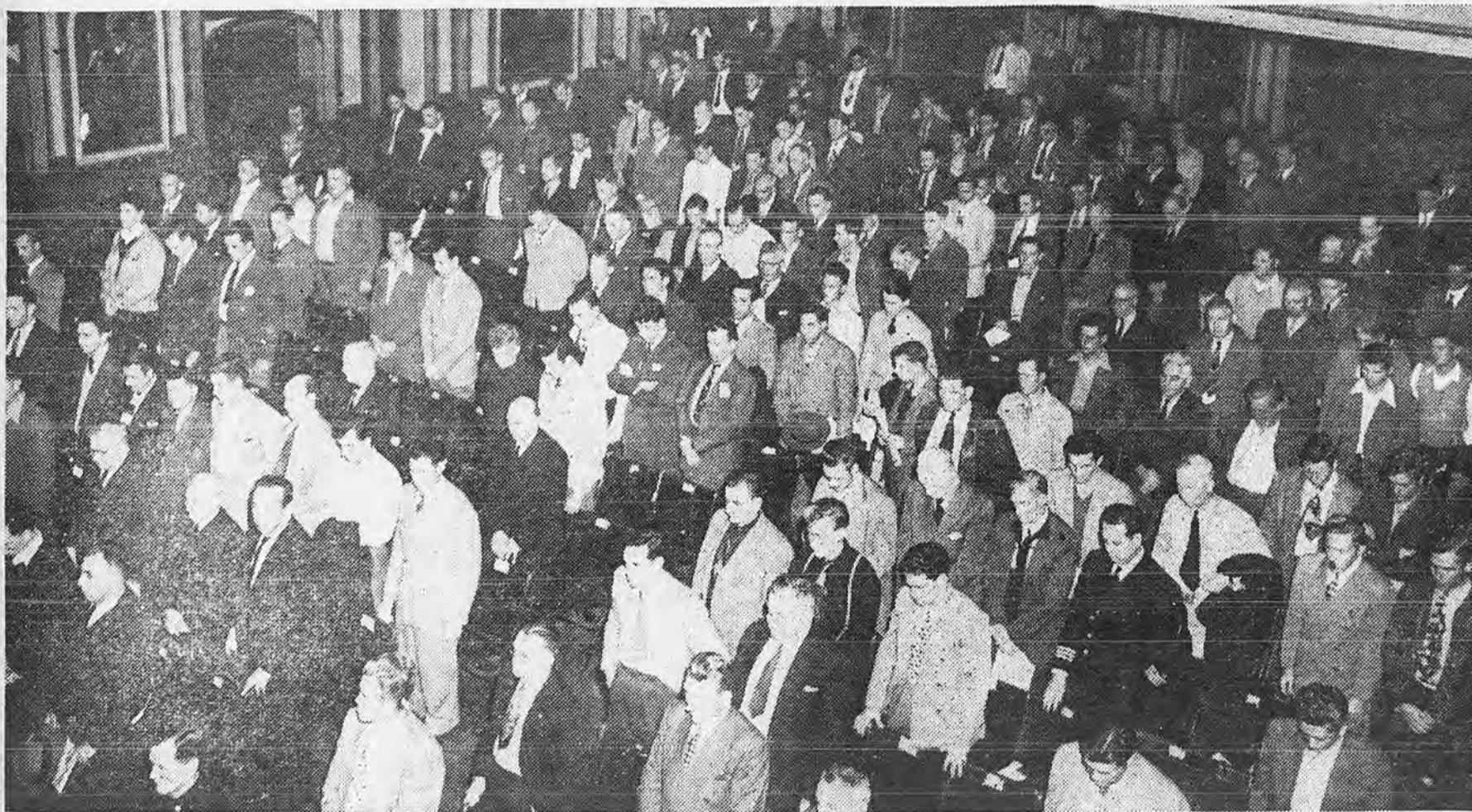
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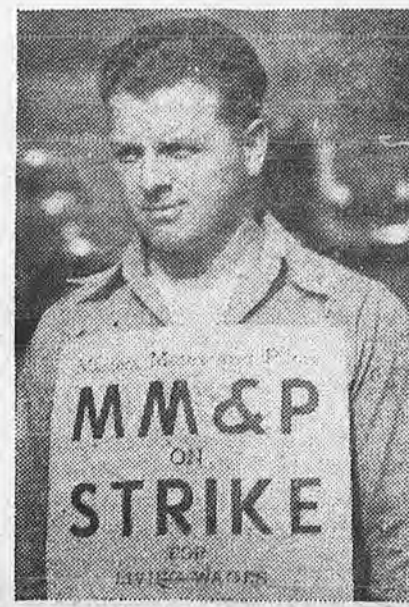
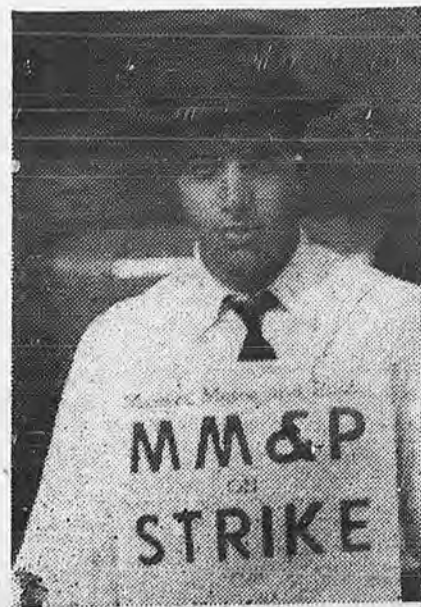
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# MATES & WINNING BEEF

# ROTARY SHIPPING — NO BOOTLICKING

## Communist Sabotage

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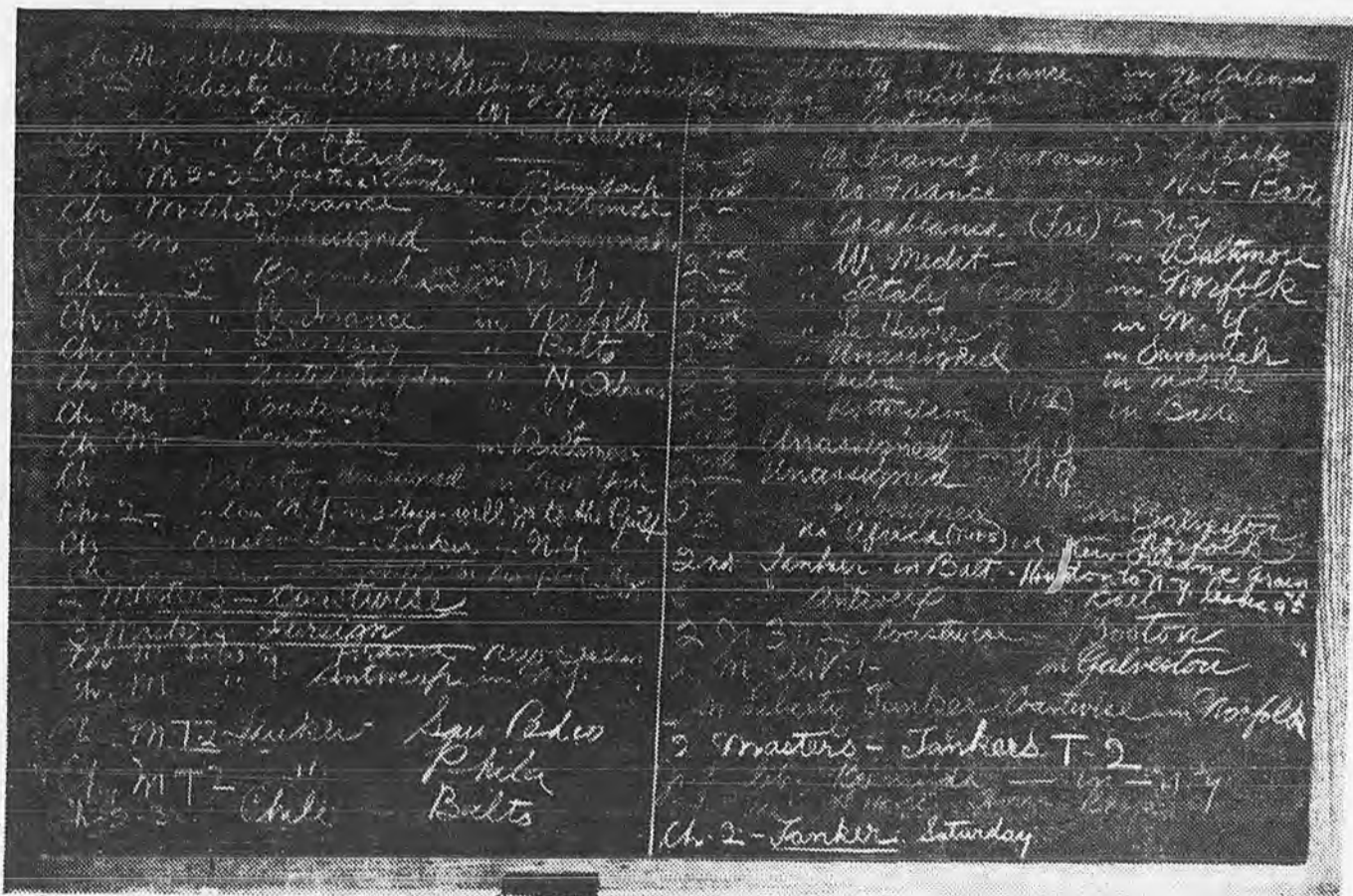


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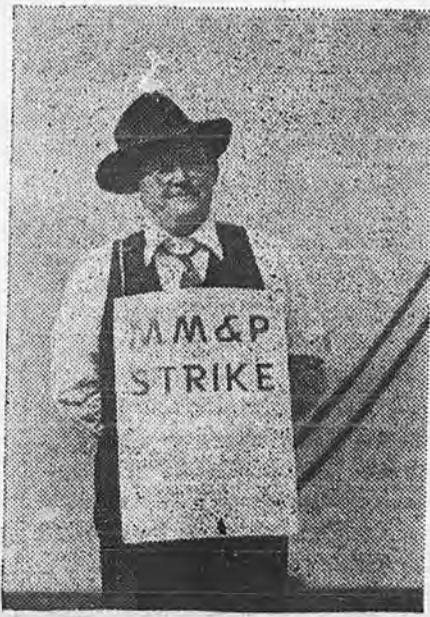
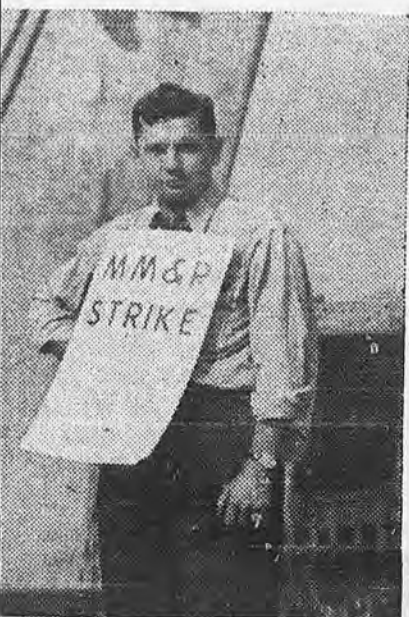
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# SHIPS' MINUTES AND NEWS

## SIU Member Dies In Auto Crash

An auto crash ended the life of Frank Kolar, 21-year-old SIU tripcarder, early the morning of Sept. 14 when the car in which he and three other youths were riding went out of control and crashed into a telephone pole on an Illinois highway, Route No. 16, four miles east of Mattoon, Ill. Kolar died in a nearby hospital shortly after the accident. The other occupants suffered severe injuries.

Kolar, who was to have been inducted into the Army on Sept. 17, lived with his parents, Mr. and Mrs. George Kolar at 12 North Third Street, Geneva, Ill. The four youths were driving one of their party home, with Leonard Baldrige, a friend of Kolar's at the wheel when the accident occurred. They were proceeding west when the car went out of control, and ran off the highway, the side of the machine crashing into the telephone pole.

### CAR DEMOLISHED

The crash completely demolished the car. Passing motorists sent a call for help to the police department at Mattoon, four miles away. The call was relayed to the district state highway police headquarters. Ambulances and

## SS Sea Carp Crew Eat Like Kings (For Day)

Dry Sauterne . . . Dry Port . . . Haig and Haig Scotch whiskey . . . Old Bordeaux Cognac . . . Inventory of the King of England's wine and whiskey cellar? Don't be silly—just some of the liquid refreshment on the SS Sea Carp's menu.

While the juice oozes from your chops, take a gander at the following: "Roasted Young Tom Turkey . . . Roasted Long Island Corn Fed Duckling in Wine . . . Virginia Baked Ham in Madeira Wine (10 years old) . . . Shrimp a L'Indienne . . . Broiled Flounder with Maitre D'Hotel Butter . . ." Just a few of the more delectable dishes on that Carp's menu.

### DON'T GET EXCITED

But should you be entertaining the idea of making a mad dash for the Sea Carp, better settle down and get the story straight. That menu is not a hungry Bosun's dream; it's a real live honest-to-goodness actuality. The crew members of the Sea Carp really sat down to feast on these delectables and more. But they don't do it every day. It was a very special luncheon, and here is how it came about:

police arrived from Mattoon within a few minutes, and all four occupants of the wrecked car were taken to the Mattoon hospital.

Kolar, who held Tripcard No. A-4584, suffered severe internal injuries in addition to a three part fracture of his right leg. He died within a few hours after being admitted to the hospital.

## Brother Dodge Jumps Home The Winner And New Champ

For the entire two and a half months Marshall Dodge was aboard the SS Hibbings Victory not a day passed that he didn't have to defend himself against the rugged jumping tactics of his shipmates. Every trick in the bag was employed to make him throw up his hands and holler quits.

But Marshall Dodge has fought his way out of tight traps and boxed corners too many times to fall easy victim to the dupery of novices. At every turn he got the jump on his challengers. His superior skill, knowledge and timing enabled him to beat his sweating adversaries into submission time and again.

When the Hibbings' voyage wound up in New York, Dodge reigned supreme. All his shipmates acknowledged his championship caliber. They even had one of the ship's Firemen rig up a large medal, which they pinned on Brother Dodge's chest, in recognition of his outstanding performances.

On the makeshift medal was this stirring inscription:

"SS Hibbings Victory—Checker Champion—1946."

As Dodge modestly displayed the medal—a white enameled mayonnaise jar cover in the center of which was painted a black

and red checkerboard, and from which hung two red corduroy pennants, he related that he had a pretty easy time of it all through the trip to South Africa and return.

He was in danger only once. His closest competitor was another whizz, Brother Smith who, like Dodge was a Jr. Engineer aboard the Hibbings.

Dodge's crack defense of his checker title was matched by his defense of his modesty. Pleas to have him pose for the Log

photographer went for naught. He scurried right out of the Log office at first sight of the camera, leaving his prize right on the desk.

The champ's medal is being held for him, and until he shows up for it the Log is filing it under "Memorable Events of 1946."



Several weeks ago as the SS Sea Carp was lying in port at Beira, in Portugese East Africa, Arthur Lewis, the president of the Robin Line, owners of the vessel, unexpectedly came aboard. He stayed for lunch and was so impressed with the excellent condition of the ship, that he asked the Skipper, Thomas Frith, if the Stewards Department could arrange for a banquet luncheon for himself and 14 guests on August 30.

### SWEET RESULT

The Skipper called in the Chief Steward, James R. Porter, and the arrangements were made.



What the Stewards department concocted was fit for a seaman. But let's have it in the words of Chief Steward Porter, who wrote the following letter to Secretary-Treasurer John Hawk:

SS Sea Carp  
Beira, E. A.  
Sept. 3, 1946

Dear Brother Hawk:

As we were lying alongside in this port last week, we had an unexpected guest in the person of Arthur Lewis, President of the Robin Line, who stayed for lunch with us and was so impressed with the ship and its excellent condition that he asked the Master, Thomas Frith, Jr., if the Stewards Department could arrange for a

## AT LAST — A MEAL FIT FOR SEAMEN

While mouths watered in juicy anticipation, this is the regal repast which the Stewards Department prepared to serve recently to crewmembers of the SS Sea Carp.

SEAS SHIPPING CO., Inc.

ROBIN LINE

SS SEA CARP August 30, 1946

LUNCHEON MENU

Green Olives Stuffed with Pimento	Mixed Sweet Pickles
Chilled Hearts of California Celery	Salted Nuts
Chilled Lettuce and Tomatoes with Mayonnaise	
Shrimp a L'Indienne	Cream of Corn Soup
Broiled Flounder with Maitre D'Hotel Butter	
French Green Peas with Drawn Butter	Hash Brown Potatoes
Fresh Leeks Braised in Butter	
Young Tom Roasted Turkey with Sage Dressing	
Cape Cod Cranberries Sauce	Mashed Potatoes with Drawn Butter
Roasted Long Island Corn Fed Duckling in Wine	
with Thyme Dressing	Boiled String Beans with Ham Flavor
	Southern Candide Yams
Virginia Baked Ham in Maderia Wine with atural Sauce	
Duchess Potatoes	Candied Sweet Potatoes
Southern Cooked Turnip Greens in Ham Sauce	
Hot Parker House Rolls	Hot Biscuits
Chocolate Cake	Hot Mince Pie
Oranges	Pears
	Apples
	Bananas
	Choice of Chilled Wines
Dry Sauterne	Dry Sherry
Haig & Haig Scotch Whiskey	Old Bordeaux Cognac
Coca Cola	Canadian Ginger Ale
Soda	
Cigars	Soffee
Hot Tea to Order	Cigarettes
J. R. Dixon—Chief Cook	James R. Porter—Chief Steward

banquet luncheon for Aug. 30, for himself and 14 guests.

With the cooperation of the Master, the Stewards department and I complied with his request and everything was carried out in the traditional policy of the Seafarers International Union, and the luncheon was highly successful. The Stewards department was highly complimented for their excellent service.

I was personally complimented by Mr. Lewis and his wife for the excellent food, and my Second Cook and Baker, Guy Craig, made a special cake which was properly decorated for the occasion. The turkeys, wild ducks, and hams were prepared by my Chief Cook, John R. Dixon, with 10 year old Madeira wine.

Through the courtesy of the Master, every man aboard the ship was served the same dinner plus cigarettes, a pack to each man, and a glass of 10-

year-old table wine. As it is our policy, every member of the crew had the same dinner as the company president.

I would like to say a few words about the crew. In all my years as a Steward and Chief Cook, I have never had a better crew on any ship. They have given me the greatest possible cooperation. The Engine, Deck and Stewards Delegates have all been above average in their efforts to be of service.

Our Agent at Norfolk, Brother Ray White, should be commended for his excellent judgment in sending such a fine body of young Americans aboard our vessel. Enclosed for your information is a copy of the menu which was served.

James R. Porter  
Chief Steward

We think it only fair to report at this point that on that day, August 30, there were no beefs made about the grub on the SS Sea Carp.

## Digested Minutes Of SIU Ship Meetings

EDWARD L. LOGAN, May 9

—Chairman Tex; Secretary (not noted). New Business: Motions carried: that crew will not pay-off until all disputes are taken care of; see Patrolman about penalty cargo for phosphate; consult Patrolman about transportation to and from ship while in foreign ports; that tripcarders stay in one Department and learn to do one job well. Good and Welfare: Crew asked to cooperate by turning in dirty linen. Discussion on why Purser hasn't Pharmacist's ticket and his refusal to give penicillin shots to crewmembers who needed them. Find out who has charge of administering first aid. Consult with Patrolman about several



cases where crewmembers paid their own money to shoreside doctors for penicillin shots.

§ § §

CHARLES H. LANHAM, May 26—Chairman Thomas Gould; Secretary Kendall R. Tomkins. New Business Motions carried: to send letter to the hall on dispute over setting of sea watches when leaving port; to inform Union of Captain Jorgensen's abuse to men on sick list; to elect four man committee to work with Chief Steward to settle dispute over work in galley; to have chill

box cleaned within a week; that wipers do a more satisfactory job of sanitary work; that messboy make sure there is coffee in messhall for night watches; that messhall and ice-box be kept clean at all times; keep dogs out of messhall; to conserve coffee, tea, and fresh water.

RICHARD BASSETT, May 12—Chairman Pickler; Secretary Helms. New Business Motion made and passed that the Engine Department delegate see the Chief Engineer about the drinking fountain. Motion carried that each department take turns for one week each in keeping the recreation room and laundry clean. Motion car-

(Continued on Page 11)

# Digested Minutes Of SIU Ship Meetings

## SEAFARER SAM SAYS:

(Continued from Page 10)

ried that perculators for the crew's mess and engine room be obtained and that they be procured before paying off. Motion carried that a temporary delegate is to check stores as soon as coming aboard before signing articles.

**JOHN W. GATES, May 2—** Chairman Shakkovick; Secretary A. Harris. Discussion about the quality of meats, also the variety. The lack of fresh fruits and vegetables in port. Bugs have been found in some of the food and requested that those foods be removed from daily diets. Motions carried that the steward be instructed to make up a list of the foods needed for the ship and to obtain fresh eggs, meats, fruits, and vegetables; that the above list of demands be posted in the mess-room by the Steward and also that he post another list of the food that has been okayed by the Captain; that a delegate have Chief Engineer clean rust from coffee urn.

**ELOY ALFARO, June 16—** Chairman Halloway; Secretary Palmer. New Business: Motions



carried: to close head across from messhall; that each department take turns being responsible for the care of recreation room; that delegates check to insure an ample supply of fresh and dry stores before leaving Frisco; that only six glasses and six cups be left out for the night watches and all hands wash them after using; a repair list was made and is to be presented to Captain upon arrival in Frisco.

### Crew Likes 'Eggs' With Sunny Side Up

There were a couple of "good eggs" aboard the SS Laura Keene on its recent two-month trip to France, reports Steward Delegate A. J. Kuberski. They weren't fried and they weren't hard-boiled, either.

In short, they were just plain scrambled. More specifically, Brother Kuberski was referring to the Skipper, H. A. Hansen, and the Chief Engineer, C. E. O'Kelly.

Why were they "good eggs?" Well, over in France the crew had no trouble whatever getting a decent draw when it was needed, and throughout the voyage, the delegates (H. Berger for the Engine men, and O. Gonzales for the Deck men) say that the two officers displayed a cooperativeness that made the sailing pretty pleasant.

Brother Kuberski's report sort of refutes the old adage that there's a bad egg in every basket.

**JOHN BARTRAM, June 16—** Chairman J. Henry; Secretary R. Hicks. New Business: Motions carried: that icebox in crews mess be kept clean at all times; that WSA discontinue shipping men without going through Union Hall; that all beefs be taken to respective delegates and not directed to the individual it concerns; that the Union investigate ships being sent to foreign ports that are not properly stored; that the rationing on foc'sle cards be renewed.



**WILLIAM F. MacLENNAN, June 16—** Chairman Green; Secretary Ballard. New Business: Motions carried: to make less noise in pasageways; relieve the watch on time or be fined one hour overtime; that we give the mess man a little more cooperation in messhall; that shelves be built back aft so library books can be stored. Good and Welfare: Suggestion that brothers quit throwing cigarette butts in pasageways. One minute of silence for brothers who died in the war.

### All's Well On Belle, Crewmembers Agree

The crewmembers of the SS Belle of the West stick together closer than a shipowner's fist on his pocketbook. Cooperation is the keynote of their relationships, and they don't hesitate to let it be known.

Here's a note which was sent to the personnel manager of the Seas Shipping Company, operators of the vessel, signed by the entire Deck and Engine Departments:

We, the crew of the SS Belle of the West, have come together to sign this letter on behalf of the Stewards Department. We have found our Steward competent and are quite pleased with him as well as the entire Stewards Department. Our food was good and we found no fault with it. We hope for the benefit of the men that they remain for the next voyage. We also believe that if all the officers were as conscientious and cooperative as the Chief Steward, Frank Gardner, this trip would have been completed with a minimum of complaints.

Attached to a copy of the ship's minutes, is a carbon copy of farewell note to the crew from Chief Steward Gardner, in which he thanks the Deck and Engine men for their cooperation.

Anyway, this sea-going mutual admiration society sounds like a damned nice set-up.

**ALCOA POINTER, June 4—** Chairman Jimmy Prestwood; Secretary Hiram Barron. New Business: Ships delegate to see First Assistant to have Oiler signed back on. Motions carried: to get bulletin board for gunners and crew messhalls; to have ham for crew at breakfast. Good and Welfare: Suggested to keep laundry cleaner; less noise in pasageways; take linen from cots and stow away; place soiled linen in pillow slips when changing; fumigate store rooms because of weevils; correct working conditions in Engine room; make bunks each morning.

**ELOY ALFARO, July 4 —** Chairman Hershaw Holloway; Secretary J. Palmer. Minutes of previous meeting read and accepted. Motion carried: to furnish Union Hall with list of repairs needed aboard ship and to obtain backing to procure same. It was decided that not later than six days before vessel is scheduled to sail, or as

soon as it is evident that the company attempts to comply with making repairs. Delegates are to check lits of repairs and make report to crew, who will in turn decide what action to be taken.

**JOHN BARTRAM, July 14—** Chairman J. Henry; Secretary R. Hicks. Previous meeting's minutes read and accepted. Motion carried to have lifeboats checked as soon as ship reaches port because of missing gear.



A vote of thanks given to the 2nd Cook and Baker for the unusually good work he has done in handling both his and the Chief Cook's job" during the emergency that arose.

**JOHN P. POE, June 27 —** Chirman Fritz; Secretary Conland. Minutes of previous meeting accepted as read. Motions carried: that Delegate see Chief Engineer in regards to drinking water; that Steward see about obtaining more knives; that Steward purchase necessary food stores to last from Italy to States; to contact Purser in regard to ordering Wipers below—request knowledge of his authority to do so.

### Something Is Fishy On The G. Washington

In loud and lusty tones, the lads of the SS George Washington cried, "Can it!"

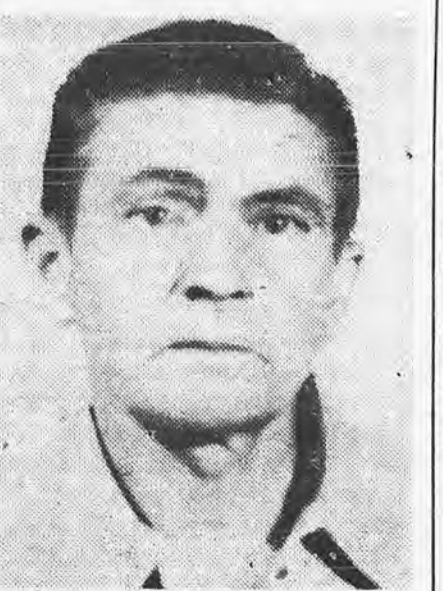
Cause of the outburst, which, by the way, was absolutely justifiable, was the highly offensive condition of the sea food served. In short, the fish stunk.

At the Sept. 25 membership meeting the crew recommended that the "rotten" fish be removed from the menu and replaced with a good quality canned salmon. Food was the major item under discussion at the meeting. There is an insufficient variety of fresh fruits at mealtimes, and the crew has not been getting a full quota of fresh milk per day.

Even the dry cereal was unsatisfactory, it being more mouldy than dry. It was suggested that it be disposed of.

A motion was carried to have a Patrolman investigate the possibilities of having fire and boat drill on week-day instead of on Sunday.

### In New York



Jimmy Brooks, according to our own Hank, is in the Big Town. For the latest on Jimmy's doings and other inside buzz-buzz-buzz see the Cut and Run column by Hank.

**A JOB IS YET TO BE DONE!**

THE MEMBERSHIP RESPONDED OVERWHELMINGLY TO THE APPEAL FOR VOLUNTEER ISTHMIAN ORGANIZERS AND, AS A RESULT, ISTHMIAN WILL SOON BE SIU. HOWEVER, THERE ARE STILL UNORGANIZED OUTFITS THAT ARE READY FOR SEAFARERS CONTRACTS. DO WHAT YOU CAN TO STABILIZE WATERFRONT CONDITIONS AND YOUR FUTURE — SEE YOUR LOCAL ORGANIZER OR AGENT FOR INFORMATION AS TO WHAT YOU CAN DO.

## CUT AND RUN

By HANK

Well, while the "red rats" are desperately and foolishly trying to rule and ruin everything, we're chipping in another October Cut and Dry column of items . . . First about Luke Collins, one of the best oldtimers and bosuns afloat or ashore. Luke says that the crew of the Joshua Sloum extended their vote of thanks for the bottom of their stomachs to the Steward's Department for doing such a swell job in everything especially by the Steward and the Second Cook. Next week you'll see a photo of Luke and also one of the big sharks they caught while their ship lay out in the ocean without a propeller waiting for the Coast Guard to rescue them—which they did in a few days. By the way, Luke is planning a trip to Italy with some shipmates, too.

Oldtimer Jimmy Brooks, is one of Luke Collins shipmates waiting for that trip to Italy, you see. Jimmy's picture is in this Log right now and we have a story about Jimmy too. Something happened to his leg on the other side and he was hospitalized for some time. Then he came to New York in July. Right now he says he's in fine shape and can ship out. Atta boy, Jimmy, good luck to you and esnd us a photo and post card from Italy, will you, oldtimer? . . . Accidentally we overheard Brother "Sunshine," the Mate, who is midtowning right now, saying that he's quitting this "sea business" for awhile and is looking for an apartment in Brooklyn. But we don't believe everything we hear—well, at least not no a permanent basis, anyway . . . And while we're mentioning that country across the river which is inflated with the greatest sadness in its history, we heard that Blackie Lloyd Gardner came up from Philly and went straight to Brooklyn to celebrate!

Ted Thompson, the oldtimer is in New York right now. He used to be some classy lightweight champ, we've heard through our never-cauliflowered ears. Well, we guess the only boxing Brother Thompson has been doing in his retired ring years has been shadow-boxing with the pots and pans in many a ship's galley . . . Two weeks ago we heard that Pete De Petro was flying down to Cuba to get spliced. Congratulations, Pete, whenever it does happen . . . we've noticed several oldtimers in New York right now. For instance, there's Earl DeAngelo, who's been out on the West Coast quite a bit . . . Then there's Stanley Greenridge, smoking a cigar as usual . . . and last but not least, we notice Raffaele Sommelli present in this town, too.

Up there in the Port of Beans but no rice there may be the following oldtimers waiting for the strike to finish: Arfin Oyhus; Martin Jensen; Resmo Gavoni; Evald Olson; Leonardo Ruggero; Benjamin Gordy and William Hardy . . . Well, until next Friday, we'll part with this thought which should be knotted into some heads: The brand we smoke is not called Lucky Strike. The shipowners, bureau-rats and the bleary-eyed finks got a whiff of our brand not so long ago. We hope some people don't foolishly forget our particular brand, indeed . . .

# THE MEMBERSHIP SPEAKS



## Ropeyarn Hot On The Trail Of His New Pet Character

Monroe, La., Sept. 24  
(Special to the Log)

Dear Editor:

Well, this missive finds me down here in de land of cotton and laters, hot on the trail of our friend and candidate for president, the Honorable Orson Farfufnick, who says he "not not labah's friend."

(Editor's note: Last week's issue of the Log had a letter from Ropeyarn telling of his meeting with Farfufnick, and promising us more on this character. We think it's another of Ropeyarn's dream characters but we're going along with him on it).

I was discussing the possibilities of candidate Farfufnick being elected with an old-time Louisiana politician who had just been released from the city hoosegow for stealing his grandma's false teeth, and when he learned of this most un-orthodox political slogan. "Not Lab's Friend," he said he wouldn't give two pieces of homemade terbacker for Orson's chance of being elected.

### DEFEATED AS DOG-CATCHER

Well, Ed, though this sage Louisiana politician has been defeated several times for city dog-catcher right here in Monroe, I think it would be well for Candidate Farfufnick to bend an



ear to the advice of this oldtime performer of the political circus. Advice is cheap, eh, Ed? You and I was always ready to take on anything that didn't cost us nothing. In fact, Ed, by following this formula religiously the two of us have landed in the clink on several occasions, only it wasn't advice we were taking.

Ed, a politician is supposed to announce to all that he is high and mighty, holy and unholy, that he is for everybody and everything. He is supposed to be the saviour of the wicked and the rewarder of the righteous. He must tell everybody within hearing of his voice, that it is in his power to make the rich richer, and the poor poorer. Maybe I got the last part a little mixed up, but a feller can't get technical in laying out these political programs.

### HIGH-LOW TARIFFS

I wasn't able to get into the meeting here to hear candidate Farfufnick proclaim the points of his program that'll be incorporated into political planks, whatever that is. But an irritated farmer liked to knock me down while rushing from the meeting muttering about too much rain and the boll weevils eating up his

cotton. I take it for granted that Orson didn't do so good, talking about high-low tariffs, as if that would keep the sheriff from selling the farmer's eye-teeth to satisfy the loan sharks.

According to most reliable reports, Ed, Orson, in line with the usual run of politicians, had kissed an unusual number of babies and had ogled and grinned at their mothers until he looked like a baboon who had just completed a feast in a coconut forest.

### HAS A PROGRAM

Candidate Farfufnick, says a Monroe news reporter, appeared on the platform in a white teggallon hat, and made the high point of talk by presenting the following program for the farm belt:

1. Guarantees that he will call on the gods of the weather to see that every day is farm day (meaning, of course, that he will use atomic automatic weather control).
2. Assure the farmers that he will begin immediately a drive to invoke the powers of mumbo-jumbo to cause the boll-weevils to flee to Mexico and gobble up all of them Mexican sombreros instead of these Louisiana farmers' cotton.

One farmer, after somber reflection, was heard to remark "what the hell has this to do with the cost of a pound of hamburger meat, especially if a man can't buy any without being arrested for engaging in the black market."

They say that Mr. Orson was a real showman on the platform, with one farmer commenting that the feller must have walked through the cow lot with them cow boots on, because they gave evidence of smell and color that he had been in the vicinity of where cattle stand around a while.

Next week Mr. Orson journeys to New Orleans to make his bid for the seamen's vote.

Ropeyarn

## WOODY AND HE(A)DY



Down in the isles of rum and coke there is also romance for Seafarer Woody Lockwood, as this cozy photo will bear out. The young lady standing close to Brother Lockwood's heart is unidentified, but the lad who brought the picture to the Log office said she is known as "Headhunter."

## SIU'S LABOR ROLE STIRS STUDENT'S INTEREST IN UNION

Dear Editor:

In making a study of the maritime workers, and the problems facing them, I have been particularly interested in the part the SIU is playing.

Information on the SIU specifically, however, has been difficult to locate. It would be greatly appreciated if you could send me what statistics and publications the SIU has gathered and printed concerning the Union: its characteristics, personnel, policies and channels of action, and the problems confronting it.

This constitutes a big order, I see, and I only hope you can help me out. The San Francisco office suggested that I write to you and mentioned the possibility that the Seafarers Log might be made available.

Mary Fite  
Vassar College

## Poets, Attention!

Several poems recently submitted to the Log bear strong resemblance to works already published by other authors. The original poems are protected by copyright law and republication by the Log, especially under different authorship, would make the Log liable for violation of the law.

The Log, therefore, asks those Seafarers who submit poetry to be sure their stuff is original and has not been published previously by any other person. Such caution will avoid any unnecessary complications.

## NMU TRIPCARDERS HEAR SOME TALL TALES

Dear Editor:

Thought I'd drop a few lines to give you some dope on the NMU trip carders who want to go SIU.

Here are some rules that were put to them by their NMU brothers:

1. They must get a release from the NMU because we don't take anyone without a release.
  2. Any man with a log against him cannot get in, either.
- We put these men straight on these phony statements, and we received thanks and beers. This isn't the only case I ran into on this trip (nine months) but it is the best.

We will be back in about a month and will have a full report of a rotten trip then.

I would like to have the Log sent to our home, where my family are all readers of it.

T. Drzewicki  
SS George E. Hale  
Shanghai, China

P. S. Enclosed is one dollar contribution to the Log for many enjoyable hours of reading.

## CHIEF MATE OF THE SS FAIRPORT HAS CASE OF 'SHUT-OFF' FEVER

Dear Editor:

Here we are on one of the Waterman C-2 scows, the SS Fairport, on a 'round-the-world trip.



### BROTHER KOROLIA

We have a perfect crew aboard this ship with very little disputed overtime.

Only one licensed member on here is NG—the Chief Engineer. He started to ration water on a

12-day run from Panama to Honolulu. He also shut the ventilator motor off, and he doesn't seem to want to get one of the engineers to install a steam pipe in the ship's laundry. This chief seems to have the "shut-off fever." He even cut down the pressure on the showers.

He claims that one day we used 56 tons of water, and therefore he had to shut off the water, allowing it to be turned on only three times a day. I asked him how the men of the Stewards Department and the men coming off watch were supposed to take a shower.

He replied that they had to take their showers before going on watch. Outside of this guy we have a good gang. The Skipper is a real square-shooter; the Chief Mate, all the other mates and the Engineer are all okay.

Spider Korolia

## Log - A - Rhythms

### The Guy in the Glass

By VIC COMBS

When you come to the end of a struggle,  
And the world makes you king for a day,  
Then go to the mirror and look at yourself,  
And see what that guy has to say.

It isn't your father or mother  
Who judgment upon you must pass,  
The fellow whose verdict means most in life  
Is the guy staring back from the glass.



You may go down the pathway of years,  
And get pats on the back as you pass,  
But the final reward will be heartaches and tears  
If you've cheated that guy in the glass.

## Following the Sea

By RAYMOND CONWAY

There's a man who follows the sea,  
And I think, as he goes walking by,  
He helped win the war, for you and me,  
When the going was tough, he was ready to die.

Many people think differently, though,  
Those who during the war made profit of loot,  
They think of him as naught but an ignorant Joe,  
For sure it is they who deserve the boot.

They never heard of Bari—or the Murmansk run,  
These profiteers who suck the best from the land,  
They claim a seaman's desires are but for drink and fun  
And never would they lend him a helping hand.

One day they'll stand trial in the highest court,  
The evidence against them weighed with care,

And surrounding Him in the heavenly scene,  
Are those who went down with the ships in the great war,

Yes, they are the men of the Merchant Marine,  
Who, in the hour of need, gave their all—and more.

# Commies' Sordid Waterfront Record Should Be Publicized, Says Seafarer

Dear Editor:

Arriving back in port from a three-month trip the day before the completion of the NMU strike, the entire crew of our ship got off here (Baltimore), and remained ashore until everything was cleared away and the strike called off.

What has me puzzled is the boast of the NMU that complete solidarity existed among all seven unions in their CMU. We met quite a bunch of the oldtimers from the Pacific coast Marine Firemen's Union who were still on strike when the NMU was going back to work. That was sufficient for us SIU members to respect the picketlines.

Glad to know that V. J. Malone, secretary-treasurer of that union was in there fighting the political element which has been trying to sabotage the union.

The oldtimers in the P. C. Firemen's union should come out with the history of the "unity" drive attempted by the so-called militant NMU, when it tried to sabotage that union in 1937-38. They should tell the younger element the purpose behind the fight to keep the union free from the clutches of these political parasites.

## TIME FOR MILITANCY

This is the time when Malone requires that old line militancy that was shown when they fought the commies up and down the coast to place him in office. The younger element should be told why they destroyed most of the picket and clearance cards from the 1934-35-36-37 strikes that the commies on the East coast claim they upheld with such solidarity.

We all realize the commie-controlled NMU denounced any rank and file in their so-called militant union when he flashed his strike record. Picket cards were in direct opposition to their program of accepting all the

## TONY TAPS OUT HIS OWN OBITUARY

Dear Editor:

Here is something for the Log. An obituary for a Seafarer who expects to be darn near dead in the next couple of weeks.

It's me. My friends and neighbors must have read "Steamboat O'Doyle" in the last week's Log and took it to heart, for they're going to try to cut my good-time days short and shove my fanny into the Army. That will be worse than belonging to the NMU.

Two weeks ago I was in Baltimore to ship, but things were pretty slow down that way then, and so I went broke and had to come home. Now, since we're on strike, I'm caught home with my pants down.

I went to see the darlings (the Draft Board) and told them that, since I only have a few more months before I am eligible for discharge, they should give me time to get a ship. But, instead, what do they do but give me hell for belonging to the Union.

They feel since we're on strike it's the Union's fault that I can't ship. Personally, I'm only sorry I can't be in some port now with the rest of the boys on a picketline.

So boys, hang the crepe outside and think of me spending my days in purgatory. My heart dwells with the Union.

Tony Gniewkowski

scabs who sailed throughout the entire strike.

They should also be told how Joe Curran was the only union leader who did not fight against the Copeland fink books, when the West Coast turned thumbs down and refused to carry this shipowners blackball.

Every seaman wants unity and solidarity, for both coasts but not at the price offered by the National Maritime Union. "Beware of Greeks bearing false gifts."

Tell the younger element, too, how Joe Curran fought against war bonuses on American ships when we were carrying lend-lease cargo to the entire world.

## QUICK CHANGE

Let them hear about this super-patriot who shouted for isolation, denouncing the President of the United States as a tool of capitalism while Hitler and Stalin had their pact. Tell the brother members how Joe Curran's so-called militant union changed from left to right within a period of five minutes at the Cleveland convention in 1941 when Hitler invaded Russia.

Tell the seamen the true story of how the NMU first entered the maritime field in the guise of unionism.

Today, the NMU boasts of gains in the maritime field, yet if studied squarely one can only see where these people rode upon the backs of the militant seamen of the West coast, and the progressive SIU on the East coast. The NMU had its chance in June of this year, but lacked the courage of leadership to force the is-

## ANOTHER BROTHER SCORNS TACTICS OF COMMIES

Dear Editor:

I happened to be sitting in the Hall and I overheard a couple of Brothers talking about a political party, a party that is spreading the worst scuttlebutt that can be spread and I guess that you know of what party I speak. Naturally, it's Uncle Joe's communist party.

For those brothers that do not understand; the commies are a party that is trying to change a democratic America into a communistic Russia. Which means that we won't have a President, but will have a Joe Stalin, and we won't have the four freedoms that we all fought for.

In the Hall there happens to be certain groups that want you to sign petitions sponsored by the commies, but if you are a true Union man tell them to go take a jump in the lake.

When you are in a democratic country you can worship any religion you please, but if you are living in the Soviet Union you have to worship Uncle Joe.

Keep these commies out of the Hall. These guys are the same ones that put the NMU in the position it's in today. They can't win a beef because their party comes first. When they go out on strike it isn't for the workers, it is to test the strength of the party. As you can see they aren't very strong and we don't want them to be strong. So, to every Brother that has been asked to join the party; remember, it will die some day and so will all the rest of the comrades. Just like the Nazis and the Fascists!

Blackie Colucci

sue by strike action. It waited for the militant AFL seamen's unions to use direct action.

Joe Curran, regardless of what he might bleat about the Marine Firemen, realized that this militant independent group would always stick in solidarity to the SUP because the oldtimers within its ranks have never forgotten the terrible struggle of 1934 when the old Marine Workers Industrial Union tried every means to destroy the P. C. Firemen's Union.

## ILLEGITIMATE

To enlighten the younger element of maritime labor further, the National Maritime Union is the bastard child of the Marine Workers Industrial Union, the waterfront branch of the communist party.

Yes, fellow workers, we wish unity, but not of the can-shaking variety offered by Joe Curran, who boasts of a two million dollar strike fund, yet was begging the public for donations the second day of the strike.

Joe Buckley

## SIU CONDITIONS MIRACLE-LIKE TO OLDTIMERS

Dear Editor:

We have just completed a seven weeks voyage on the SS John Gibbon, sailing under our new agreement. SIU officials well deserve thanks and congratulations from the membership for their untiring and successful efforts in getting for us the best contract ever obtained in maritime history.

The new and younger members possibly cannot appreciate the wonderful improvements because they never sailed in the sail days. Oldtimers like myself are now ready to believe in miracles. Through a hard grind and unity we attempted the thing that couldn't be done, and DID it.

I am very happy to state that every member of the crew leaned over backwards to live up to every clause of our agreement. Each man knows that he is well-paid, well-housed, well-fed and well-treated. The result: we brought this old Liberty home looking like Astor's Yatch. Every one acted like he had a shot in the arm, and was on the ball at all times. There was no waste or pilfering of the ship's property.

To sum up, we tried to do our duty and help convince cynical shipowners that we are not out to skin them, and to show them that if they play ball with us it will be to their profit as well as ours.

Most employers think that unions are a collection of gangsters and tramps. I claim that the SIU code of honor and ethics is just as high as any body of organized men, and that includes Congress and other legislative bodies.

If any member of our organization is guilty of mis-doing we appoint a committee to give him a fair trial, but unlike the U. S. Congress he must appear before that committee. He cannot plead some Constitutional privilege or a phony heart attack.

In other words, we are just average human beings, and we are going to be treated as such. In conclusion, let us all do our bit as men—it will be of great help in getting still better conditions in the future.

Joseph J. Malone



## BROTHER NEARS INDUCTION, WANTS INFO ON RETIRING BOOK

According to work I have received from the Draft Board, it looks as though I will be going into the army soon.

In view of this change in my status, could you please advise me if it is possible for me to retire my book without coming into New York. I owe a few months dues, and I will be glad to straighten out this matter. So how about giving me this dope as soon as possible?

Tony Gniewkowski

Answer:—You can retire your book without making the trip into New York. The files in the bookkeeping department show that you owe \$19 on your book. Simply mail a check or money order for that amount, and enclose it, with your book and a note that you wish to retire it, in an envelope addressed to the New York Hall. Mark it attention of Bookkeeping Department, 6th floor.

The book will be returned to you as soon as proper entries have been made.

## Delegate Urges Membership Accept Ship's Union Duties

Dear Editor:

Being the Union delegate on the SS Montezuma Castle during the past trip, and on other ships at various times, I thought I would write you and call the attention of the Union members to some conditions that exist in the hope it will be of some benefit to all.

Frequently I have noticed in my time at sea (I have been going to sea since 1934) that the crewmembers sometimes give the delegate a hard time. This happens a lot in the business of making overtime sheets tally. Most of the Union men go aboard a ship fully familiar with the terms of the agreement with the shipowner, but

knowledge. This lack of knowledge naturally destroys confidence and is easily sensed by the officers and places the delegate just where they want him. Knowledge is power and the lack of it on the part of an inexperienced delegate sometimes works a hardship on the other members of the crew.

I am earnestly requesting that when the position of ship's delegate is offered you, and you have the necessary qualifications, proudly accept the honor of being your Union's representative for it is a distinct honor and one that can afford you a lot of satisfaction and pride. Accept it not only with that aim in view, for it is an opportunity for you to lead in putting up a solid front for our Union.

We have just won a magnificent strike. Our leaders deserve all the praise and commendation we can give them. If we become careless and feel that now the fight is won and because victory is ours we can take our ease, we are not only fooling ourselves, but we are letting down those tireless fighters we have ashore in the front lines who fight every day earnestly and sincerely knowing that if they slack off an instant the owners will soon take over and rob our sails of the full and fair breeze that is blowing. Let's back them up by doing our bit on the ships by knowing our jobs and knowing the work that has to be done and doing it right. Then when a question or a beef comes up lets not ride the man who has become your Union's delegate. Let's help him by being prompt and correct in turning in our overtime and any other matter that requires his attention. If you will all cooperate in this matter I don't think the position of ship's delegate will have to be filled by a tripcarder.

I am personally proud of my Union and the only time I ever expect to cease being a 100 per cent Union man is when my body will be launched over the side draped with the flag of our beloved country.

Well, here's aloha. Continue to steer a straight course on the lubber line for the SIU-SUP.

Duke Himler

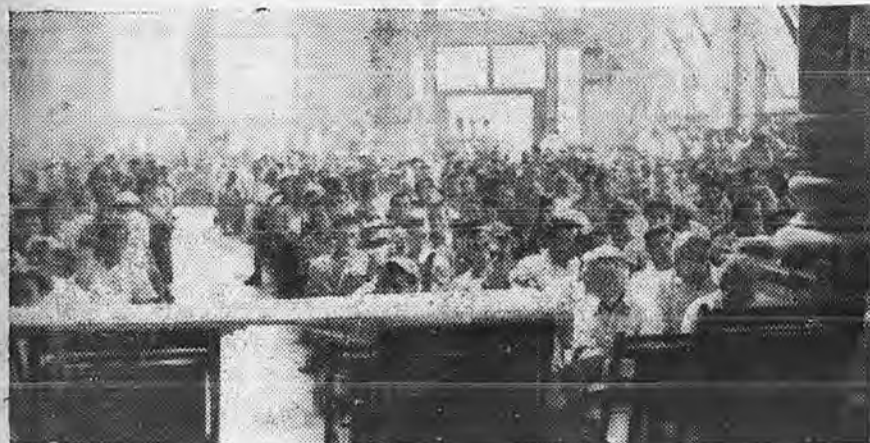


owing to the criticism that accrues to the job of Delegate almost all book men will decline the job. Consequently some tripcarder takes over the position.

To be an efficient delegate, one should be an AI Union man. The delegate is the Union's sole representative aboard ship and he must be filled with fire and the desire to do a good job. A complete knowledge of the Union agreement and requirements is necessary so as to be perfectly satisfied that he is right in his stand when he is called before the mast for an interview with the Old Man.

A tripcarder, however sincere, does not have the background of Unionism necessary to properly handle the situation. He not only is unable to properly handle delicate questions, but he cannot properly inculcate the union spirit into others through lack of

# AFL Seamen Show New Orleans How Strike Should Be Run And It Proves That Ballyhoo Is No Substitute For Unity



Left—The meeting that started the whole thing. Over 800 Seafarers met in one of the largest meeting halls in New Orleans to make plans for the largest mass general strike in the history of the American merchant marine.

Right—After a few days of the strike the wharves and warehouses of New Orleans were crammed full of merchandise. Here are bags of wheat piled up waiting for the end of the strike so that food can start moving again.



There is only one way to handle a strike so as to bring it to a quick, successful conclusion. And that way is to handle everything efficiently. This bulletin board was the center of all activities in New Orleans. On it were posted the picket assignments, the news of what was happening, and any other pertinent information. In this way all men knew what they had to do, and what was going on, not only in N.O., but in all the other ports. After reading the bulletin board, these men pictured reported to their assignments, and they, and men like them, were responsible for carrying things through to a complete victory.



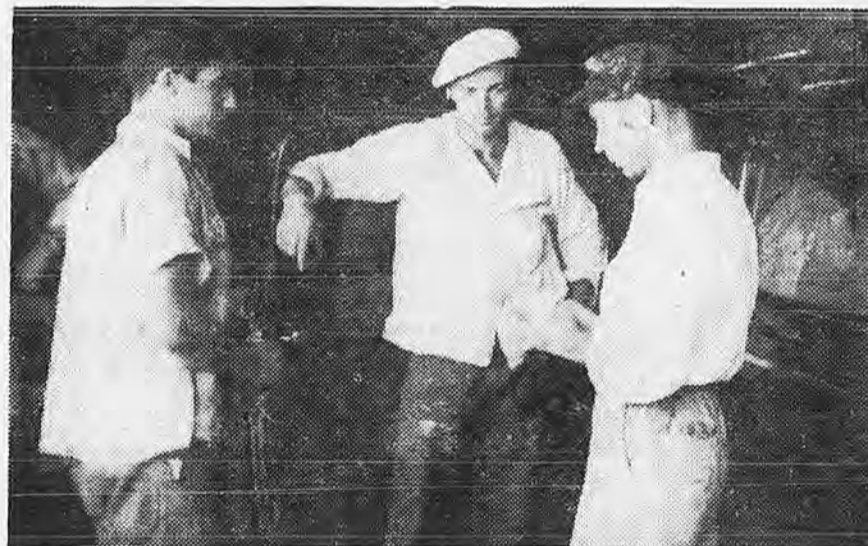
After walking the picketline all day there is nothing like a little rest to get you set for the next watch. These men have just come back from their trick on the line, and they are waiting for a hot meal. After eating they will hit the sack, and get up the next day for the same grind. But it was worth it.



Hot coffee, fresh twenty-four hours a day. Meals were served also, but it was the coffee that pepped the men up, and kept them on the ball all the time.



All you had to do was give the Teamsters the lowdown and they would not attempt to go through an SIU-SUP picketline. In every port it was the same story. This truck driver came up to the line, was given a leaflet which told the story of our fight against WSB dictatorship, and he promptly turned his truck around and went away.



Besides having hot coffee ready in the Hall, the men on the picketline were supplied with coffee, doughnuts, and sandwiches. A truck, equipped with cans that retained heat, made the rounds each watch and the men were able to get all the "coffee and" that they wanted. It made the time pass faster.



Men who can carry out an action like that which forced the Government to back down, really deserve a celebration. This is part of the party that made merry after the official word was received that the strike was over. Plenty of back-slapping, and lots of good fellowship, but underneath it all was the feeling that if the SIU-SUP ever has to fight for its rights again, the Unions will be ready for anything.



Here are hundreds of picket signs piled up after the end of the strike was announced. The men called them signs of victory. And plenty of men said that if they needed picket signs again, they knew where they could be found.





THE MASTERS · MATES ·  
AND PILOTS' BEEF...

IS THE  
SIU BEEF...

IS THE  
SUP BEEF...

IS THE  
ILA BEEF...

IS THE  
AFL MARITIME TRADES DEPT.  
BEEF!

