

SEAFARERS LOG



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

Vol. VIII.

NEW YORK, N. Y., FRIDAY, JUNE 7, 1946

No. 23

BULLETIN

Work-Stoppage Meeting Blasts Govt-Operator Stall

NEW YORK, June 6—In coastwise meetings in all major ports, members of the SIU-SUP today voted for a referendum vote to determine whether or not to take strike action to back up their demands for certain basic changes in contracts between the Union and the shipowners.

This action followed a virtual halt to shipping in the United States as a result of a work stoppage by the SIU-SUP to protest against the delay in negotiations for new contracts.

STOPPAGES COMPLETE

The decision to participate in the "work stoppages" was reached at regular coastwise meetings of the SIU-SUP on Wednesday night, June 5. Stoppages took place simultaneously.

(Continued on Page 14)

Seafarers Will Testify Against Coast Guard Control At House Hearing

The Seafarers' battle with the Coast Guard assumed new proportions this week as SIU Secretary-Treasurer John Hawk prepared to lay down a verbal barrage in the halls of Congress.

Hawk will open up on a vulnerable flank of the Coast Guard at a hearing of the House Committee on Executive Department Expenditures next week. He will testify in opposition to the President's Reorganization Plan 3, Part 1.

This is the executive order which would transfer jurisdiction of the Bureau of Marine Inspection and Navigation from the Commerce Department to the Coast Guard in perpetuity.

Brother Hawk is well supplied with ammunition for the coming offensive.

THE RECORD

"All I've got to do is point to the record," he said. "The Coast Guard has hung itself a hundred times since it took over the Bureau at the beginning of the war—presumably for the duration."

Hawk's invitation to testify before the Committee came from Representative Manasco, its chairman, after he had wired the Congressman, requesting a hearing "to bring fully documented charges" against the administration of the Bureau by the Coast Guard.

At the hearing Hawk will point out the injustice of the Coast Guard's system of kangaroo court "hearing units," which have in many cases supplanted the officers of U.S. Shipping Commissioners. He will point to the prejudice of Coast Guard

(Continued on Page 5)

Truman Orders Navy To Break Maritime Strikes

WASHINGTON — Following his recently defined pattern of breaking strikes by force, President Truman instructed Secretary of the Navy James Forrestal to recruit personnel to break the maritime strike thus far scheduled for June 15.

Secretary Forrestal immediately sent out two orders to all Naval stations in the continental United States in which he asked for aid in recruiting volunteers and former servicemen to "meet imminent critical situation confronting country, caused by pending merchant marine strike."

The Navy, acting on these orders, moved to bring back into service all former Naval personnel available, plus others with

(Continued on Page 6)

Seafarers States Basic Demands; Won't Be Bound By CMU Settlement

The Seafarers took a firm stand early this week on the matter of present negotiations between the shipowners and the Committee for Maritime Unity, currently meeting in Government-sponsored negotiations in Washington.

A double-barrelled statement from Secretary-Treasurer John Hawk served notice on Secretary of Labor Schwollenbach that the SIU will not recognize as precedent any conclusions reached in the negotiations.

A long wire to Schwollenbach said that no strike vote had been taken by the membership so far. But he added that members would not cross legitimate picket-lines, established to better working conditions of seamen, regardless of affiliation.

The second barrel of the statement was loaded for the shipowners.

CONTRACTS OPEN

Hawk said that Seafarers contracts with shipowners have been open since October, 1945, and to date the operators have made no effort to meet with SIU representatives. Now that the Ship Sales Act has been passed and ships are coming back into private ownership, the SIU will press for negotiation meetings, his wire declared.

The wire contained the Union's basic demands and the reasons behind them.

The basic demands include:

A six-hour working day at sea and in port for all ratings; a 30 percent cash increase in wages; an increase in the overtime rate, ranging from 48 cents an hour to \$1.20 an hour; amendments to and clarification of working rules.

Hawk said that the Seafarers

always has had the best wages and working conditions in the maritime industry. In intending to maintain them, it refuses to be bound by any decision reached by Government-sponsored negotiations.

The text of Hawk's wire to

Secretary Schwollenbach follows:

Hon. Lewis D. Schwollenbach, Secretary of Labor Department of Labor Bldg. Washington, D. C.

In view of the current Government sponsored negotiations between the Committee on Maritime Unity (CIO) and the shipowners on seamen's wages and

(Continued on Page 4)

SIU Reinstates Steward; Increases Manning Scale

NEW YORK—As a result of negotiations between SIU representatives and South Atlantic officials, and backed solidly by the crew of the Cape Pillar, Chief Steward Harry Collins was reinstated on the job from which he had previously been fired by the company. In addition, the crew won an increase in the Stewards manning scale from 10 to 11 men.

South Atlantic was forced to capitulate as a direct result of the crew's job action.

The company notified the New York Hall that Collins reinstatement was okayed and that the Stewards Department would secure the additional man in line with the Union's demands.

Never has complete Union solidarity been more fully demonstrated than by the crew of the Cape Pillar. Union officials were high in their praise of the crew's

solidarity. Their action demonstrated once again that the Seafarers' typical militancy and policy of holding tight on all legitimate beefs is the only way to satisfactorily settle Union differences with the shipowners.

INCREASED SCALE

The Seafarers demand for an additional man in the Stewards Department, which the company finally conceded, is in line with like demands for increased Stewards manning scales being made on all SIU-contacted ships. This particular department has been undermanned for too long now, and the SIU is making sure that all ships are properly manned, or else they don't sail.

Trouble began aboard the Pillar when Collins demanded that the company or Port Steward send him copies of the supply requisitions in order that he

(Continued on Page 4)

Strong Steps Being Taken To Maintain Shipboard Conditions

NEW YORK — Acting on a recommendation made by the Port Agent, the New York membership voted to take energetic steps to see that shipboard conditions are improved.

To accomplish this, the cooperation of every Seafarer is needed. We can stop a lot of headaches if crews will refuse to sign on unless a representative of the Union is aboard.

MANNING SCALE

Stewards Delegates must get in touch with the Hall well before signing on so that a Stewards Patrolman can discuss with him the Manning Scale for the

Stewards Department. The Seafarers is determined to wipe out the inequities that exist in the Stewards Departments of some ships.

Repair lists should be made up before the ship pays off. These lists should be in duplicate, with one going to the Skipper, and the other to the Patrolman. In this way, the Union can make sure that no ship will sail unless the necessary repairs are made.

All ports are cooperating in this move. If we all work together, the old tubs that are now masquerading as ships will soon be completely squared up.

SEAFARERS LOG

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

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

HA 2-2784

HARRY LUNDEBERG - - - - - President
105 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - Secy-Treas.
P. O. Box 25, Station P., New York City

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

267

The Time Approaches

Eternal vigilance is the price of liberty.

These words are part of the American heritage. They have been drummed into us as part of the program to make America a strong military nation, and the words represent the thoughts of seamen today.

If we will be free of the shackles and slavery which big business has in store for us, we must be on the alert to fight for our freedom on every front. Seamen, and all other workers, know that the bosses do not give anything away without a struggle, and that the same bosses are Johnny-on-the-spot to take away any and all of the gains which labor has made during the past years.

The time is rapidly approaching when only the strong and the ready will be able to survive. The operators have tasted blood. They have gone through the war period with full permission from the government to make enormous profits at the expense of the workers and the public. It is inconceivable that they will agree, without a struggle, to the just demands of the seamen.

The Seafarers is aware of the situation. Port Agents, well acquainted with the feeling of the members, met at the last Conference and adopted a program designed to streamline the Union apparatus so that, without a waste of time, it could be switched over from normal to emergency operation. Let us hope that it will not need to be used that way.

The operators have made plans to take the offensive. While it is President Truman's voice that asks for volunteer and reserve naval personnel to be used in breaking any maritime strike, it is apparent that these plans were formulated by the shipowners.

It is an unholy alliance between management and the government to coerce the seamen and allied workers. The constant threat that the Navy will be available to enforce the conditions laid down by the shipowners is sure to bolster the operators in their determination not to give in on any point.

They can refuse to negotiate honestly, as they have done and are doing, and they will be backed up in their dishonesty by the Government.

The United States Navy should not be a servant of the bosses. Naval personnel must not be used as scabs to break the strikes of decent seamen who are fighting for the right to live. During the war, the seamen made bloody sacrifices while the shipowners were piling up profits of 21 billion dollars. This money is out and out plunder, paid for by the blood of patriots.

The United States Government has taken the side of the few bosses against the many seamen. They have tried to call two strikes on us before the first ball is pitched. But we are in this to stay. Seamen are not quitters—they fight hardest when the going is toughest!



Men Now In The Marine Hospitals

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

- NEW ORLEANS HOSPITAL**
- EDWARD CUSTER
 - WILBUR MANNING
 - J. DENNIS
 - J. DENNIS
 - W. F. LEWIS
 - R. M. NOLAN
 - JOHN R. QUINN
 - G. W. WIGGINS
 - A. C. STRUSHOLM
 - JIMMY DAVIS
 - A. SKYLLBERG
 - LEROY DAVIDSON
 - WILLIS N. MORRIS
 - J. GURGANOS
 - NORMAN McDONALD
 - HAROLD TENNANT
 - WILLIAM RUPP
 - HENRY UGLIS
 - FRED SUMERLIN
 - ERIC ANDERSON
 - R. D. LUSKO
 - J. AMAYA
 - E. LADINER
 - AXEL HENRIKS
 - EMERY SIMMS
 - JAMES SNELL
 - GEORGE DAVIS

- BALTIMORE HOSPITAL**
- IVER IVERSEN
 - E. J. DELLAMANO
 - NATHAN BARKSDALE
 - WILLIAM ROSS
 - ROBERT LITTLETON

- JAMES KELLY
- WILLIAM RUMBOL
- LEONARD PHILLIPS
- FRANCIS STURGIS
- MOSES MORRIS
- ARTHUR VIPPERMAN
- JOHN STEWARD JR.
- THOMAS CARROLL
- DONALD LE BOUEF

- GALVESTON HOSPITAL**
- R. V. JONES
 - BROMMLY
 - BROWN
 - ROBERTS
 - DYKES
 - P. MANDEY
 - H. OLLOMON
 - BRANT
 - BLANCHARD
 - SPENTS
 - WITT
 - VAN AKIN
 - FLETCHER
 - WALK
 - VAN AALT

- STATEN ISLAND HOSPITAL**
- V. PAINTER
 - R. M. BROWN
 - R. L. OLIVERA
 - AL LONGUIDES
 - H. C. HENRY
 - W. G. H. BAUSE
 - R. G. MOSSELLER

Hospital Patients

When entering the hospital notify the delegate by post-card, giving your name and the number of your ward.

Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

- Tuesday—1:30 to 3:30 p. m. (on 5th and 6th floors)
- Thursday—1:30 to 3:30 p. m. (on 3rd and 4th floors.)
- Saturday—1:30 to 3:30 p. m. (on 1st and 2nd floors.)

- W. B. MUIR
- M. J. GODBOUT
- L. KAY
- JOHN DALY
- W. W. McCLURE
- L. L. MOODY
- L. R. BORJA
- E. B. HOLMES
- G. H. STEVENSON
- C. G. SMITH
- T. E. LEE
- G. L. PERRY
- G. KUBIK
- L. A. HORNGY
- H. NIELSON
- J. L. JONES
- G. JANAVARIS
- R. A. CENTRIC

- NEPONSIT HOSPITAL**
- E. VON TESMAR
 - P. CORTES
 - B. BRYDER
 - J. SPAULDING
 - J. S. CAMPBELL
 - E. CARRILLO

- SAN JUAN HOSPITAL**
- R. GAUTIER
 - P. PAGAN
 - B. DEL VALLE
 - P. PEDROSA
 - T. C. LOCKWOOD
 - J. VANDESSPOOLL

A Strike Must Be Called By Men Involved, Not Forced By Outsiders

By EARL SHEPPARD

Voting is beginning to drag as the election goes into the stretch, but it is in this phase of the organizing campaign that constant attention to all details is most important.

This is a period when some are apt to feel that the job is done and grow careless and shipshod in their work. This is wrong—the organizational work on the Isthmian line won't be over until the voting is over, the Seafarers announced as winner, the negotiations with the company concluded and the agreement signed.

Even then there will still be the job of acquainting the new members with their union rights and showing them how to make every Isthmian ship a real Union ship.

Right now there is a lot of talk about "strike." The question is: how does it affect the men on Isthmian ships? The answer is the answer of all union men. A strike is a strike when it is voted upon and decided by the men involved.

PICKET LINES

The Seafarers respect legitimate picketlines whether they are AFL, CIO or Independent. There is one thing to remember, however, and that is that a picketline loses its dignity if it is used merely as a means of coercion.

A seaman has no right to call a strike for a miner, and one union has no right to call a strike for another.

Recently the Seafarers supported the UAW-CIO strike by making a donation of two thousand dollars and one hundred dollars a week. This was a legitimate strike which deserved and received the support of all union men.

The same held true in the strike of the miners affiliated to the AFL and the Railway workers who are Independent.

The Seafarers has notified the CIO Committee for Maritime Unity that it will respect any picket lines they establish so long as they do not infringe on Seafarers-contracted ships.

The same holds true for Isthmian ships. The only ones who are entitled to picket Isthmian ships are Isthmian seamen—it is they who decide whether to strike or not to strike.

JOB ACTION

The Seafarers was born on the picket line, and gain after gain has been won both on the picket line and through job action. Seafarers' agreements have been constantly bettered through a long, hard and bitter fight. Negotiations are now being conducted to make them better still.

A strike is a serious thing, nothing to be taken lightly or entered into carelessly. To safeguard against any irresponsible action and to prevent the membership from being steamrolled into any inadvisable activity, the membership of the Seafarers has voted a clause in the constitution which provides that a strike may be called only after a resolution

to that effect has been carried by a two-thirds majority in a referendum vote. That is the democratic way to conduct union affairs.

To insure success in the event a strike becomes necessary, a complete strike apparatus and a substantial strike fund is always kept in readiness. The Seafarers will strike when the membership so decides and when they strike they will win.

The organizational apparatus developed during the Isthmian campaign has been streamlined

and incorporated as a regular part of the Union apparatus.

One of the main tasks of this apparatus will be to develop organizers to conduct the drives in the future. There are still a number of unorganized companies, and these must be organized if the Union is to survive.

So long as a section of the maritime industry can operate on a non-union basis it will constitute a menace to wages and conditions. The job of the Seafarers is to keep on organizing until all seamen are united under the banner of the Seafarers International Union.

Labor Fights Reaction's Drive For Open-Shop In Louisiana

By C. J. "BUCK" STEPHENS

NEW ORLEANS—Louisiana is another state that is rapidly being forced into the camp of labor-haters and reactionaries. In a surprising holiday open session, the House Judiciary Committee on May 30 favorably reported the two so-called "right to work" bills sponsored by State Representative Cleveland.

In the face of mass protests from labor and the general public, the bill, which has been termed by responsible labor leaders as the "right to starve" bill, was passed by a majority of 8 to 4.

The vote on both measures, for the benefit of members from Louisiana, was:

For—Stuart S. Kay, Jasper K. Smith, Jr., Chris B. Stovall, J. Thomas Jewell, M. Rainach, G. Curtis Taylor, Earl C. Miller, and C. W. Thompson.

Against—Charles V. Gonzales, William P. Haggerty, Sigur Martes, and Erlo J. Durbin.

MANY AGAINST

The hardest blows against the "open shop" bills were hit by Rev. V. J. O'Connell, S.M., Chairman of the New Orleans Diocesan Committee for Social Action.

He stated, "To prohibit the union shop on the pretense that it would be unfair to the non-union minority is in fact an injustice to the majority. The union members probably risked their jobs and certainly made sacrifices to get their unions recognized, to obtain good wages and working conditions, and maintain job security.

"For non-union workers to profiteer on these sacrifices by accepting the fruits and refusing to contribute morally and financially is clearly unjust. And yet the state is being asked to legalize this injustice."

Other spokesmen for labor's point of view brought out the fact that passage of the bill would retard the state's industrial development. E. H. Williams, President of the State Federation of Labor, warned that a state of war would exist between labor and management if the bills were passed.

DIVIDE LABOR

Fred Peiper, Regional Director of the CIO, asserted the bills have the express purpose of dividing the labor movement, but that workers would not give up

the gains which they had made after years of struggle.

The opposition to the bill was led by former State Senator Ernest Clements. In his opening statement, Clement said that it was beyond his comprehension why an attempt was being made to pit the farmer against the laboring man, and one laboring man against another.

"During the war," he said, "the farmers and other workers went into the war plants, and thanks to organized labor, made \$1.25 and \$1.50 an hour.

"Out of this trucks were bought, mortgages were paid off, and many people were able to get out of debt. There has been no labor trouble in Louisiana, and this seems like an attempt to start some."

POOR ARGUMENTS

Arguments favoring the bill were poor and based on the claims that various veterans were

Here's A Good Beef \$3000 Bucks Worth

By RED SULLY

NEW ORLEANS, June 4—Demonstrating once again that the SIU-way makes hay, the SIU rang up a \$3000 victory for the beaming crew members of the SS Robert Treat in a 3100-hour overtime dispute with the Eastern Steamship Co. The vessel pulled in here May 31 after a 13-month trip.

The SIU scored after 14 hours of negotiation with three company agents who were sent here by airplane from Boston to slice the accumulated overtime which the crew demanded.

SS John Lind Gets Needed Repairs Done

Conditions that were a throw-back to the days of the old wind-jammers prevailed on the SS Governor John Lind for quite a while. But things are different now.

"The Bull Line kept promising to make the necessary repairs," said Robert Humphrey, Deck Delegate, "but each trip saw a new crew come aboard, and so the company never bothered to keep its promise."

When the last trip ended, however, Humphrey and Henry C. Roch, Engine Delegate, made up their minds that they would stay aboard and see to it that the company fixed up the ship so that it would be comfortable.

NEEDED REPAIRS

First they made a list of all necessary improvements. This included fumigation, painting crews' messroom, fixing showers, new mattresses, and better arrangement of crew sleeping quarters.

Then they gave a copy of the list to Patrolmen Warren Callahan and Jimmy Sheehan who boarded the vessel on May 9 for the payoff. They told the Patrolmen that the crew was determined not to let the ship sail again until the suggested changes had been carried out.

Their militancy paid off. When the John Lind sailed on May 13, she was free of bed bugs, the bunks had all new mattresses, the showers had been fixed, and the company had agreed to send the boat to drydock after this trip so that the rest of the repairs can be made.

As the Delegates put it, "She'll look like a miniature Queen Mary if they do all they should to her."

J. Gunn's Bucko Now Ex-First

The 1st Assistant Engineer of the J. Gunn, who in the last two issues of the Log, was a target for blasts in the "Patrolmen Say" and "Log-A-Rhythms" columns, certainly rated the denunciations, but they "didn't go far enough," in the opinion of Brother L. B. Callahan.

Callahan, a crew member aboard the Robin liner, told the Log that "this 1st Assistant is about the worst character I've ever met. What the Log printed was true but it didn't go far enough."

This 1st Assistant is now definitely off the ship, the result of the crew's and officers thorough dislike for him. Both groups brought pressure to have him removed.

"But the other officers were not in the same class with him," Brother Callahan added. "I've sailed with lots of men in my 37 years but never with a better Skipper than J. P. O'Connor, the Gunn's master."

"The new 1st Assistant Engineer is really okay and the stewards and cooks are all swell guys," Callahan said.

Brother Callahan, now aboard the J. Gunn as a member of the skelton crew, commended the ship to Seafarers. "When the call comes for a full crew don't hesitate to sign on," he said.

Cape Elizabeth Chooses The SIU

Reports from the Cape Elizabeth Union will be the Seafarers. Some two or three NMUers are aboard. But that doesn't deter ships organizer George Smith and others who declare that these men will be made to see the light, and converted to the Seafarers' cause.

NOT ELIGIBLE

Due to the fact that the Elizabeth was taken over by Isthmian after the bargaining election deadline, crewmembers will not be eligible to vote in the balloting to determine which Union shall represent the Isthmian seamen. But these seamen can hold the ship tight for the SIU until such time as Isthmian is forced to sign a contract with the Seafarers guaranteeing improved wages and conditions.

Several overtime beefs developed during the Elizabeth's first few days at sea, such as three hours overtime for two Wipers who did some plumbing work and some other instances.

Despite the refusal of the 1st Asst. to okay this time, the crew is following the policy of keeping track of all disputed overtime with the thought in mind that it might be collectible upon their return to the U. S. when Isthmian might be under SIU contract with certain retroactive provisions.

ATTENTION!

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

Seafarers States Basic Demands; Won't Be Bound By CMU Settlement

(Continued from Page 1)

working conditions, I should like to acquaint you with the position of the Seafarers International Union of North America, whose membership comprises a large portion of U. S. Merchant Seamen.

The 62,000 AFL seamen, members of the SIU, will not recognize nor accept as precedent any conclusions reached at this conference.

The SIU always has dealt directly with the shipowners in any negotiations for wages and working conditions. We intend to continue doing so. Our contracts have been open since October, 1945. So far the shipowners have made no effort to meet with us.

BASIC DEMANDS

Now that the Ship Sales Act has been passed and ships are being returned to private operation, we are determined to meet with the shipowners in the near future.

Our basic demands are as follows:

- 1—A six-hour working day at sea and in port for all ratings.
- 2—A 30 percent cash increase in wages.
- 3—An increase in the overtime rate, ranging from 48 cents to one dollar and twenty cents an hour.
- 4—Amendments to and clarification of working rules.

Our demands are based upon the following points:

TAKE-HOME

1. Prior to U. S. entry into the war the take-home pay of able seamen (for example) was one hundred and eighty dollars a month, exclusive of overtime pay. Following U. S. entry, December 1941 to April, 1944, the take-home pay ranged from two hundred dollars to two hundred and thirty dollars a month, exclusive of overtime pay. Since that time it has been reduced to range from one hundred and forty five dollars to one

hundred and sixty dollars a month, exclusive of overtime. Comparable decreases have affected all unlicensed personnel. The cost of living has increased approximately 30 percent since U. S. entry into the war. Thus, there is a gap of at least 30 percent to be adjusted in seamen's wages.

FEWER HOURS

2. During the war more than 5,000 vessels were in operation, affording a maximum employment for seamen. There now are less than 3100 vessels in operation. The number of men who sailed these 5000 ships has been swelled by veterans of the armed services who are returning to the Merchant Marine. The unemployment among seamen will be further increased as more ships are laid up and sold to

foreign flag operators. Consequently, we are asking a shorter work day and an increased manning scale to avoid a waterfront WPA.

This information is sent to you to clarify our position. The SIU has not held a strike vote to date, though its members will not cross legitimate picketlines established for betterment of wages and working conditions of seamen, regardless of affiliation. The SIU will not participate in the present Government-sponsored negotiations between the CMU and its operators. Any decisions will not be considered as a precedent to be foisted upon us in our contracts or future negotiation.

JOHN HAWK,
Secretary-Treasurer
Seafarers International Union
of North America
Atlantic & Gulf District

SIU Reinstates Steward; Increases Manning Scale

(Continued from Page 1)

could properly check to see if enough food was aboard the ship. For some obscure reason the company refused this legitimate demand, and shortly thereafter Collins was fired as of 6:00 p. m. Saturday, May 25th.

A lame excuse was given for Collins' dismissal—"conduct unbecoming a man holding the responsible position of Chief Steward"—to excuse the company's action!

However, it was stated by the Captain, when firing Collins, that a man of his particular caliber was not to be considered as the type of man that the company would want as a Chief Steward.

FORMER OFFICIAL

Any statements that Collins is not qualified, capable or what have you, are certainly laughable, according to port officials, in view of the fact that he has been sailing as a Chief Steward for years, and in addition was formerly Philadelphia Port Agent for the Seafarers. The fact that the Cape Pillar crew backed him up is sufficient proof that the crew considered him capable of doing his job, regardless of contrary remarks.

After being notified of his reinstatement, Collins stated, "A ship's beef is no better than the manner in which it is legitimately presented and backed by the crew. Whether a beef be for a Steward or a Wiper, both being members of the Union, they are entitled to equal backing when they are right."

He continued, "In this particular case, I, as Chief Steward, was fired for strictly Union activity, and nothing else. The Cape Pillar crew very readily realized that they were not only backing their Chief Steward, but that they were also backing the Union and its policy, 'No man shall be fired for Union activity.'"

ON OTHER FOOT

"In the past," Collins declared, "many a Steward has been taken off his ship by the crew for an infraction of the Union rules.

However, we now have the shoe on the other foot. A crew not only backed me as Steward, but in doing so was fired three times, and I'm happy to state that due support of shoreside officials in New York I was able to go back on the Cape Pillar."

Concluding, Collins remarked, "Solidarity between all departments and standing behind one another in the matter of beefs will go a long way in building a bigger and better Seafarers International Union."

In further proof of their solidarity, two men from the Stewards Dept. worked on Collins job as Chief Steward after he was fired, and before the crew was reduced to skeleton size, collected the extra wages for the job, and then turned the money over to Collins. That's real SIU cooperation!

Here's The Score

WHAT IT COSTS TO JOIN THE SIU IF YOU ARE AN ISTHMIAN SEAMAN

Current Month's Dues. \$ 2.00
Initiation 15.00

TOTAL\$17.00

WHAT IT COSTS ALL SEAMEN TO MAINTAIN MEMBERSHIP IN THE SIU

Yearly Dues @ \$2.00 per month\$24.00
Annual Strike Assessment, Yearly .. 3.00
Annual Hosp. Fund 2.00

YEARLY TOTAL\$29.00

WHAT IT COSTS TO JOIN SIU IF YOU ARE NOT AN ISTHMIAN SEAMAN

Current Month's Dues. \$ 2.00
Initiation 25.00
Seafarers Int'l Fund 2.00
Building Fund 10.00
Annual Strike Ass'mt.. 12.00
(4 years @ \$3.00 per year)
Strike & Org'al Fund .. 5.00
Hospital Fund 2.00
Strike Fund 10.00

TOTAL\$68.00

All assessments in the SIU were passed by a secret vote requiring a two-thirds majority.

Marine Fox Holds Meeting

Holding a meeting on May 5th while at sea, crewmembers of the Marine Fox of the Isthmian Lines decided that as far as the maritime industry is concerned an injury to one is an injury to all. Under the chairmanship of Pat Hulvey, and with Arthur Mann as secretary, numerous overtime and other beefs were discussed.

Overtime beefs for the Wipers doing maintenance work, day workers' beef on working second Sunday of International date-line crossing, cargo time in Seattle for Firemen and Oilers, overtime in the Stewards Dept. in excess of eight hours, Quartermaster shining brass on watch; all of these were discussed.

The meeting further decided that port holes should be installed in the messrooms and fo'c'sles upon arrival at Seattle. If not, then the air conditioning system should be improved.

Final action of the meeting was taken on the question of a Union contract, and it was decided that any contract signed with the Isthmian company should be made retroactive to March 18th when the voting began. The meeting was then adjourned at 7:15 p. m.

THEY WON THEIR BEEF



This is part of the Cape Pillar crew who stuck together solidly and won their beefs from South Atlantic. Sitting (from left to right): H. Morey, C. Hitchens, R. Eifling, J. Saea, H. Streling and B. Scott. Standing: A. Kala, A. Acosta, H. Collins (fired Steward who was reinstated by company), A. Anaya, J. Smith and F. Corcoran.



Taken aboard the Cape Pillar before their beef developed, this is the entire crew with the exception of a few samens working or ashore. Kneeling (from the left): F. Lugietti, F. Bose, C. Curtis, H. Brown, H. Morey, J. Beard, J. Blake and A. Acosta. Center row: S. Anaya, R. Eifling, H. Sandvig, B. Crosby, M. Menor, H. Collins, F. Romano and G. Hayden. Rear: R. Starr, F. Corcoran, C. Hitchens, C. M. Cox, B. Scott, E. Pantoja and A. Kala. Some of the boys moved around, so the name sequence may be incorrect.

Volunteers Are Rewarded By SIU

A concrete way of showing appreciation to those Seafarers who have made sacrifices by riding on unorganized ships, enduring poor conditions and low wages in order to organize Isthmian and AT&P has been adopted by the Seafarers International Union.

All Seafarers who have sailed on Isthmian or AT&P ships since June, 1945, are urged to report to the New York Hall as soon as possible where they will be credited the dues they paid while sailing unorganized ships toward future payment.

A complete record of their activity will also be stamped in their book to show that they have worked long hours for low pay in the battle to organize Isthmian and AT&P.



QUESTION: — What was your pleasantest trip and why?



ROBERT GORACKE, AB:

The best trip I can remember was the last trip I was on. The ship was the Simon Bolivar and we went to the Philippines. It was four and a half months of fun. Sure we worked, but with a swell crew and good officers, it made even work enjoyable. We got shore leave and a draw in Manila, and boy, that is some town. Part of the success of the trip was due to the excellent food we had. The Steward and the other men in the Stewards Department all knew the jobs they were supposed to do, and we had no trouble at all.

ERNEST TROTMAN,
Second Steward:

It's hard to pick one, when I've been on so many good and pleasant trips. You know, trips to Europe, South America, West Indies. I've been going to sea for 40-odd years and I can remember when every trip was bad, but now since we have a Union, practically all trips are good. I guess the best trip was one to South America. We got liberty in Santos, Rio, B. A., and Montevideo. Sailing conditions were swell, and the crew was fine. Best of all the good was good, and we had plenty for everybody.



ERNEST METTS, Oiler:

I've been pretty lucky, because most of my trips have been pleasant. I remember one in particular because V-J Day came right in the middle of it. We were in Panama at the time and of course we had to go out and celebrate. Everybody got in to the spirit of things. We did a lot of drinking, and had plenty of fun out of the experience. After that we went on to the Philippines and then back to New Orleans. All in all, it was one of the most interesting and pleasant trips I was ever on.



WILBERT BLANTON, FOW:

About a year ago, I made a trip on the Finley Peter Dunne. If all trips were like that one, the sailors' life would really be a happy one. When we paid off in Galveston there wasn't a single beef on the whole ship. The crew was composed of 95 percent full book men, and Whitey Godfrey was the Bosun. He kept everybody working, and the ship was clean from stem to stern. The Stewards Department was perfect, and food can make or break a trip. Our Skipper was tops and other officers were also okay.

80 Percent Of Isthmian Fleet Has Voted; SIU Is Far In Front

NEW YORK, June 5—Voting in the Isthmian election to choose a Union bargaining agent for the unlicensed seamen of that company has slowed down considerably, with the Seafarers International Union still holding a commanding lead over the opposition. With 72 ships already voted as of this date, this leaves approximately 2 percent of the 90 odd ships in the Isthmian Fleet still to be voted.

On Monday, June 3rd, the Edmund Fanning crew voted at Baltimore. Accurate estimates by crewmembers and observers indicated that the Seafarers received approximately 70 percent of the total number of ballots cast.

Results from this ship and others recently voted followed the trend already developed by the overwhelming majority of Isthmian ships which have selected the SIU as the Union of their choice by a better than 2 to 1 vote. According to all estimates, the SIU expects to maintain this favorable percentage with the possibility that it may be revised upward when all of the ballots have been tabulated.

NEW ADDITIONS

Recently, over a period of the past few weeks, Isthmian has acquired a number of new vessels. Apparently they are building their postwar fleet of the better types of ships which may be used for carrying a wide variety of cargo plus auxiliary space for some passengers.

Among the new acquisitions are the Sea Cardinal which is a C-2, and the Oriental which is also a C-2 type. Both the Cape Meredith and the Cape Elizabeth are C-1 types. These ships have all been bought by Isthmian, not just operated for the WSA, and are an indication of Isthmian's desire to build up a fast, modern postwar fleet which can compete with merchant fleets of other countries.

Since these ships were acquired by Isthmian after the election eligibility deadline, their crewmembers will not be able to vote on their choice of a Union to represent them in negotiations with the company. They can, however, keep these ships solid for the Union, and make certain that the company does not attempt to load them with anti-Union seamen during the time that contract negotiations are in progress.

As the election nears the finish

line, it will become increasingly necessary to keep all Isthmian ships lined up in order to enforce the contract demands which the Seafarers will present to the company as soon as the SIU is certified as the Union bargaining agent.

SIU organizers urge that the crewmembers of all Isthmian ships survey conditions, wages

and overtime aboard their vessels, and then send in the demands which they wish to have submitted to the company. Shipboard meetings should be held on all Isthmian ships for the purpose of discussing demands, and they should be democratically approved before they are submitted for negotiation.

Seafarers Is Due To Testify Against Coast Guard At Hearing

(Continued from Page 1)

"brass hats" toward unlicensed seamen.

A NEW BEEF

And as the SIU prepared to go to bat against the Coast Guard, that exalted branch of the military was girding itself for a new battle that is hardly designed to endear it to seamen.

This was the announcement by the Coast Guard that it was suspending all discharges "for the time being."

There was no outright statement of intent, but the implication was apparent: the Coast Guard is planning to move in and run the ships in the event the strike of the Committee for Maritime Unity comes off on June 15, or earlier, as proposed by some of its members.

In addition, the Coast Guard was reportedly listing all of its

available reservists for duty aboard struck ships.

FOR SKID LIST

Meanwhile, President Truman, already on the railroad unionists' skid list, had fixed himself up nicely with maritime unions, too. He had, in effect, told the ship operators to get tough with the CMU by insisting that the Navy and Coast Guard would ride the ships in case of a strike.

Navy Secretary Forrestal immediately followed through with an order that former Navy men and qualified volunteers be recruited to operate merchant ships.

Truman's blast at the maritime unions reveals clearly how he would use the Coast Guard once he gets the maritime industry under its thumb.

So there's now an added impetus for John Hawk when he appears before that committee.

New York's Recreation Room Is A Belly Robber's Paradise

By JIMMY STEWART

The third floor recreation room in the New York Hall has been cluttered up with Stewards since the \$850,000,000 Thieves have been tying up our ships.

There's a laugh a minute when these Stewards meet. One tells about the cockeyed Cook he had; another about the Baker he had who baked a cake chock-full of caraway seeds. On looking over ships' stores he discovered he had no caraway seeds, but did have a nice nest of mice in dry stores.

Then there's the one about the smoked shoulders. This Steward told his Cook to soak them, and he did just that—with soap in the tub. He had heard that "Duz does everything."

TAKE YOUR CHOICE

You boys with the fancy palates who crave strawberries and cream for breakfast—to say nothing of pears and watermelon all year 'round—better ship out with Brother Hutchinson, as he demands these things for his ship.

Of course, there is Brother Harris, who offers you fine South American limburger cheese. Or Walsh, who would coax you along with doughnut, if he could get Grimms to make them. After receiving a letter from Kelly, his ex-Chief Cook, Walsh sang "Oh, How I Miss You, Dear, Old Pal of Mine" for the rest of the voyage.

HE'S READY

The way it sounded today, the only Steward of those mentioned

who will need a crew is Hutchinson, as his department will be made up of Chief Steward No-chalk as Galleyboy; Walsh as Messman; Hanson as 2nd Cook, and Joe Harris as Utility. The crack of doom cannot make any more commotion than "Little Honest Joe" and Harry Collins when they sound off.

Don't be asking Brother Whalen to sing "Chloe" for a long time, as he has been suffering for past month from leaky pipes. He has requested four mop boys to handle four dozen extra mops.

Had we not seen Whalen, we would have known the Claymont Victory was in, as the "Little Admiral" was spotted along the North River the other night.

NOTICE!

To Stewards Of Ships In Port:

As soon as your ship anchors, order sufficient milk, bread, and vegetables for all the men on board.

If this does not arrive, notify the Union Hall.

When the food is delivered, it is to be put into the ice-box immediately. The Deck Department is to cooperate in this work.

Add Perils Of Sea (Cont.)-China Dept.

The Journal of Commerce had an interesting little yarn the other day, out of the Navy Department. Strangely, it headed the piece "Marine Casualties."

"Marine Casualties" related that a force of 60 Chinese, presumably pirates, had been repulsed after having attempted to board the SS Chief Joseph, an SUP ship, while the vessel was aground at Shitau Bay in North China. The ship was refloated and proceeded on her trip under her own power, the Journal said.

Sounds like Milton Caniff could do something with this one. Maybe the Dragon Lady had a hand in it, at that.

Navy Ordered To Sail Strike-Bound Ships

(Continued from Page 1)

experience in the merchant marine.

This development overshadowed the negotiating sessions which are now taking place between the Committee for Maritime Unity-CIO, and the New York Agents of the War Shipping Administration.

The manner in which Naval personnel will be used to break the strike has not been announced, but the orders emphasized that deck, radio, and engineering qualifications are particularly needed. Officers and men experienced in stowing dry or fuel cargo are also to be recruited.

While the President was formulating plans to break the threatened strike, if and when it comes off, two AFL Unions pledged that the picket lines of the one independent and six CIO Unions would be respected.

To the assurance previously given by John Hawk, Secretary-Treasurer of the Seafarers International Union, were added those

of Harry Martin, President of the Masters, Mates, and Pilots.

The hysteria which Mr. Truman unleashed when he threatened the use of troops to break the railroad workers strike, was once more unleashed by the latest announcement that the Navy would be used to sail struck ships.

Such action was immediately condemned by all labor leaders as another step on the road leading to fascism.

One responsible labor leader said that negotiating when the President has threatened to call out the Navy is "like bargaining with a loaded gun at your head."

Other spokesmen pointed out that only labor was being coerced. No pressure is being put on management to come to an agreement.

The President of the United States is pursuing a disastrous policy when he automatically turns to the Army and Navy to help in settling disputes between labor and management. All organized labor will eventually suffer unless this practice is stopped immediately.

The Seafarers International Union is the product of the years that have been so briefly described in this journal. Ours has been a long steady grind. The past years clearly illustrate the power and prestige we have acquired throughout the years.

In the Fall of 1939 we demanded the payment of a war risk bonus. The NMU howled to high heaven in much the same plaintive wail they used when the SUP forced the payment of a five hundred dollar bonus for the Siberian run.

Curran and Blackie Myers mournfully expressed the opinion that conditions would be lost and later asserted that "the strike is shipowner inspired." All of this was a pitiful self-apology for outright scabbing.

SIU WINS

The first bonus agreement was won by the Seafarers International Union and by it alone. The NMU leadership had condemned the strike and ordered their membership to stay off the picket lines but when the strike was won, they made a quick rush to cash in on the SIU victory and get the bonus agreement added to their contracts.

The NMU scabbery in the bonus strike was not the first instance. In the SIU strike on the P&O ships and car ferries the NMU finked openly. Scab Jones, Miami Agent of the NMU, recruited finks in Miami and went back and forth through the picket lines under police escort. (Mr. Jones suffered a severe accident several days after a ship sailed with a scab crew.)

With scabs on the ships, the NMU won a temporary victory but within a year the scabs had departed from Florida for other climates and the SIU was victorious after a twenty month fight.

The P & O was forced to give in, and a contract embodying all of our demands was signed.

FIRST ONE

The first American ship torpedoed was the "Robin Hood," an SIU contract ship manned entirely by SIU members.

SIU members died and the remainder went through the pattern of suffering that has since become so well known, long seemingly endless days in the lifeboats, a story of which we know too much already and which to seamen needs no description.

Our entire apparatus, already geared for struggle, immediately launched a campaign for more adequate war risk compensation, and thus Pearl Harbor found the SIU leading the entire maritime industry in the fight for adequate conditions, pay and war risk compensation.

Prior to Pearl Harbor and throughout the year of 1941, NMU members by the hundreds were attempting to join the SIU.

For the protection of our new membership we could only accept a few of these applicants and then only those with clear strike records and no evidence of Communist membership or sympathies.

With the entry of our country into the war we resolved, as we had in 1917, to make all other matters secondary to the win-

ning of the war. We pledged ourselves to a no strike, no stop-



page program for the duration.

We pledged ourselves an unceasing vigilance against any efforts of the shipowners to convert the war into a profiteers' boom, thereby destroying our conditions under the excuse of "war needs."

THE BONUSES

The SIU was the first union to demand and receive the attack bonus and the war area port bonus. We were the first to fight against the cancellation of these bonuses and to insist on large definite areas being designated as combat areas.

Tens of thousands of seamen on the "shuttle" runs have drawn millions of dollars extra pay as a result of these efforts.

When we fought against the cancellation of the port bonus, Vice-President Frederick Myers of the NMU made an eloquent conciliatory speech in Washington declaring that fighting against the Government edict was "like a dog barking at the moon."

This is the historic role of labor-fakers, the role of collaboration with the employers. When we continued the fight and won the majority of our points it was a different tale, however, and we, who had been referred to as "dogs barking at the moon" saw the usual picture of the NMU fakers wagging their tails behind us begging the shipowners and WSA for a hand-out.

FOLLOWS SIU

It has ever been thus. The greatest demand the NMU has presented has been that of parity with the SIU. There is a definite reason for this.

In their mad struggle for membership and contracts at any price they have sacrificed every vestige of unionism. Today the NMU is practically a subsidiary of the American Merchant Ma-

rine Institute, and the administrative organization of the shipowners.

They have accepted (not negotiated) a master contract which fails to take into consideration the diverse needs of different operational areas. This agreement written by the master hands of top notch corporation lawyers is as full of holes as a swiss cheese and as smelly as limburger.

It can be interpreted more ways than astrologers can interpret the heavens. The NMU officials cannot settle beefs satisfactorily and that is one of the many reasons why the majority of the seagoing membership of the NMU are so dissatisfied.

Ninety percent of all NMU members repatriated aboard SIU ships immediately apply for membership in the SIU.

The Seafarers International Union, on the other hand, negotiates its contracts with the companies directly.

(Continued Next Week)

Pity The Poor, Poor Shipowner

Pity the poor, hungry shipowner. His profits have decreased since the end of the war, and now he only makes a mere umpteenth hundred percent profit. He simply has to economize, and let the chips fall where they will.

The penny-pinching tactics of the Overlakes Steamship Company held up the sailing of the Cape San Blas from May 8, until May 15. Carrying twelve passengers, the Cape San Blas was ready to sail on May 8 with only nine men in the Stewards Department instead of the required eleven. This was brought to the attention of the Patrolman, Howard Guinier, and he refused to allow the men to sign on.

It was only after several days of negotiation, handled for the SIU by Assistant Secretary-Treasurer J. P. Shuler, that the company agreed to sign on the necessary men for the Stewards Department.

Another cause for holding up the sailing was averted when the Skipper agreed to allow the Saloon Messman to eat his meals in the Saloon, instead of in the pantry, standing up.

MEET THE SEAFARERS

OLIVER HODGE

Here is the story of a Seafarer who left the sea for good, but came back to sail the worn-torn seas when his country called.

Oliver Hodge, Chief Cook, started his sailing career in 1927 as a cook, and although he is now qualified to sail as Chief Steward, he prefers cooking.

"I don't like anything better than cooking, especially when I get stuff to cook with," he says. "I'm happiest when I am out at sea, cooking good food for a bunch of men who appreciate good cooking."

The men who have sailed with Brother Hodge readily attest to his ability with the pots, pans, and vittels.

WANTED ACTION

Brother Hodge left the sea in 1936—for good, he thought. He got a job as cook at the swanky Atlanta-Biltmore Hotel in Atlanta, Georgia, and settled down for the life of a landlubber. But it couldn't last, and when the United States entered the war, Oliver felt that his services could be utilized so he volunteered to go to sea. Although past the draft age, he wanted to do his bit.

He did—and more. When the enemy submarine menace was at its height, Hodge was on the Woodbridge N. Ferris, sailing for Murmansk. Christmas, 1943, found the crew doing battle with a wolf pack and this continued for two days and nights until the last submarine was sunk or chased off by the convoy.

RETURN BOUT

And if this wasn't bad enough, the convoy was again attacked on the way back from Russia.

Submarines were not the only danger he faced. In the Mediter-



OLIVER HODGE

anean he was aboard the Samuel Griffin which was attacked by German dive bombers on ten different occasions. Although he escaped being wounded, flying metal did hit his helmet.

"I've still got that helmet," he says, "to remind me of how close I came to cooking permanently on a real hot flame."

Brother Hodge has a reputation for keeping cool in an emergency. His shipmates say that nothing ruffles him, and that he is always patient with new men who make mistakes.

Oliver Hodge is a good Cook and a good Union member. He has never been on the beach during any major action, but he has played a big part in actions taken on any ship he has been on.

"I'm a quiet guy, but I don't like to be pushed around," is the way he puts it. "The Union has been good to seamen, and so I always have insisted on doing my part for the Union. It pays off in the long run."



AROUND THE PORTS

After Scabbing On The Entire Waterfront, NMU Asks For Support

By **SONNY SIMMONS**

TAMPA—We are getting quite a few ships in here lately. There are three in port now, and four due within the day or so. If the boom is on, I hope it is here to stay.

The Shipping Commissioner came by a couple of days ago and told me that we had a ship leaving Boca Grande short one Messman and one Wiper.

If he hadn't warned me, the ship would have cleared without a full crew.

It is the responsibility of the Delegates to make sure that this doesn't happen. The work on board ship is tough enough without having extra work put on the men.

SOME NERVE

The local NMU is spreading a lot of hooey about having the support of all seamen when, and if, they go out on strike June 15.

They may have some support, but we down here don't want to have anything to do with it. We saw the super-militant NMU sail the LaSalle Seam out of here last month, and there was a picket line around her.

If they can sail a "hot" ship in April, they can probably do the same thing in June. I can't understand those guys. They scab



on other workers, but as soon as they get into a hole, they come whining for help and support.

I bet they even had the nerve to ask the Phosphate Miners, whom they scabbed on last month, for support, or maybe a contribution.

STRIKEBREAKERS

Florida Attorney General Watson has started to import super finks to organize the scabs in this state into a so-called open shop union. James Karam, who was unmasked in the Log a few weeks ago, has come to Florida to do some more dirty work.

His Veterans Industrial Association is sponsored solely by business men and farmers, and will probably be used to break strikes as they did in Arkansas.

This Attorney General is a guy who should be beat in the next election. He is a definite menace, and is completely on the side of the bosses.

The P & O Line is advertising that now is the time to make reservations for a vacation trip to

Cuba, so it looks favorable for the men who want to sail on the good ship Florida.

There are several of the old-timers in port at the present time. We got news about the Baltimore gang from Bob High, and news about other ports and people from Buddy Bregg, Roland Velasco, and others.

NO NEWS??

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

- CHARLESTON
- MOBILE
- SAVANNAH
- NORFOLK
- HOUSTON
- SAN JUAN

Mutual Respect On Ship Makes For Good Trip

By **JOHN MOGAN**

BOSTON — This Branch has just seen another very busy week, with several payoffs in Boston, a couple in Portland, Me., and another in Providence, R. I.

Then, too, about a dozen ships that were lying around on "idle status" suddenly got assignments all at once, which meant hustling up full crews for all of them and covering each sign-on with a patrolman.

The SS Calvin Austin (Eastern) was one of the ships paying off in Boston. This ship is one of the cleanest to hit this port in many a moon. The quarters and passageways were spotless, everything having been freshly painted.

The Austin carried a crew that made no bones about their affection and respect for the officers aboard, particularly the Master, Captain Donald Nelson, and his Chief Mate, Carlton Landers.

The officers were equally loud in their praise of the crews they had for the last couple of voyages, saying that the spirit of cooperation was ever present. Finally, there was not a single hour of overtime disputed — a perfect payoff.

SIU STANDARDS

To make it an exceptional week, two Calmar vessels—the SS Thomas Reed and the SS John B. Latrobe—paid off in exceptionally good style. There was not a single overtime beef on the Reed, which was another clean ship in accordance with SIU high standards, with all quarters and passageways painted and messrooms spotless.

All hands were grateful to Brother Henderson, Chief Steward, for his fine work in putting out tasty menus and keeping his department as clean as a hospital at all times.

On the Latrobe, we found another instance of mutual respect and a high degree of cooperation between officers and crew. Both were eager to say that the other group was the best they had ever sailed with.

The payoff was not without disputed overtime; but with the help of the ship's delegates and all hands, who agreed not to take a drink until the ship had paid off, everything was thrashed out satisfactorily.

The Patrolmen wish to express their gratitude publicly for the cooperation they received from

the crew of the Latrobe. Would that all ships' crews could appreciate how much better it is for themselves and everybody else that they are perfectly sober when the ship is paying off!

IN MEMORY

The Fort Lane, a Deconhill tanker, paid off in Providence. The people of Providence, through Rev. Father Dillon of that city, presented a wreath to Captain C. D. Johnson, the Lane's Master, to be cast into the sea in memory of all the mariners lost at sea. The Master and crew will hold services when they get into "torpedo lane" and cast the wreath over the side at the conclusion of services.

In Portland, the SS Clarence

Shipping Booms In Buffalo Area

By **ALEX McLEAN**

BUFFALO—The railroad strike certainly gave the passenger vessels all the work they could handle. The Great Detroit and the Eastern States, D. and C. Line, started their 1946 schedule last week and had capacity loads every day.

The general improvement in port activities continues. Several idle ships in Buffalo harbor are being considered for recommissioning. This entire area is booming, and the industrial picture looks better and better as time goes on.

AUTO VANISH

Automobiles are being shipped to this point for redistribution to other sections of the east. Plenty of new cars pass through this spot, but from the newspapers we gather that they are not for sale except on the "black market" or to a select group of special customers.

Today, 390 new Nash automobiles arrived from Kenosha, Wisconsin, on board the J. P. Wells, D. and C. Lines. These will probably disappear like all the others.

The Canadiana of the Crystal Beach Line is on her regular run to the Candian shore. If any of you lake sailors or deep-sea men want a little recreation, drop into the Buffalo Hall. There may not be any shipping on the day you come here, but we can at least send you to a foreign port for an afternoon's entertainment.

Beefs Are Settled In Port Arthur

By **LEON JOHNSON**

PORT ARTHUR — Shipping and business have been a little better than usual during the past week. We have had to send for men to Galveston on several occasions. We are still experiencing a shortage of rated men, so any of you boys who really want to ship and have the ratings, come on down and take your choice.

We paid off the Newburg, L. A. Tankers, at Lake Charles during the early part of the week. She had only two beefs on her and these were settled to the complete satisfaction of the crewmembers.

The first beef concerned 25 hours disputed overtime earned by the Oilers for cleaning bilge strainers under orders from the First Assistant Engineer.

The Chief claimed that this

was unauthorized overtime and we had to take him down to the engine room and show him that the First had it marked on the board that cleaning bilge strainers was a part of the Oilers' duties. Of course, his argument then blew up in his face.

The ship was due to go to the shipyards at Galveston for tank cleaning, as the tanks were declared unfit for cargo and this caused the second beef. The Captain wanted to hold the crew until the ship reached Galveston, and so he claimed that there was a seven-day clause in the rider. When we asked him to show us where the articles contained a seven-day clause, he was unable to do so. Was his face red!

We had an exceptionally clean payoff on the Haiti Victory. The crew claimed reimbursement for launch service not furnished by the company while the ship was in Chile, and we had no trouble in obtaining the money which the crew had spent for launch service.

PROUD OF SIU

Being a member of the Seafarers International Union makes me very proud. Our organization is active, and we have the best-paid group in the maritime industry. Most of us have taken all this for granted, not realizing that these things are a direct result of the attitude our Brothers have toward our Union. We do not feud among ourselves. We are cooperative; we uphold the traditions of good unionism. We continue to organize the unorganized so that every man who goes to sea can share the freedom and satisfaction which all Seafarers have.

The people of the United States are not too well aware that we delivered the goods through untold hazards — hazards which even now make us shudder. Countless men perished in the fight, uncomplainingly. We do not now complain. We are proud that we did our bit.

We are a growing Union. Our policy will help us to continue the growth. The membership runs the SIU, and our complaints, desires, and new ideas are given every consideration.

Oldtimers and newcomers will agree that SIU members are represented on the ship and ashore. Beefs and overtime are settled, not forgotten. And they are settled at the point of production.

So be proud of your Union. Remember that you are doing unorganized seamen a good turn when you talk to them about the SIU.

Stewards Delegate Does A Good Job

The Stewards Department of the SS Aiken Victory consisted of 43 members, and so it was quite a job for Stewards Delegate Patrick McCann to keep things on the ball. He did it, and there were no beefs at the payoff.

All other Delegates did a fine job. The cooperation we received was wonderful.

At the first shipboard meeting, the crew went on record to fine any members who broke the rules about sanitation, etc. The sum of \$36.00 was collected, and this money will be used for the benefit of SIU Brothers in the Staten Island Hospital.

Everyone on board has a good word to say for the Skipper, a one-time ISU member.

**Jimmy Sheehan
Ray Gonzales**



to Boston with several men in irons—owing to a shooting spree indulged in by some of the crew while in sunny Italy. We can only wait and see what the damage will be.

SEA WEEDS

A comparison of various payoffs will prove conclusively that there is a certain type of crewmember which is to the SIU what a weed is to a garden. Which seems to indicate that a little "weeding" is imperative. And sometimes it is a member with an old book who might be the worst offender against the policies of the SIU—it would be well to remember that these members are subject to the "weeding" process also, provided their behavior is detrimental to the welfare of the whole body.

Well, with that bit of moralizing out of the system, it is about time to call it a week. Oh, yes, in case there are any unemployed SIU members in the country, we shipped 178 men last week, with quite a few jobs still on the board as of Saturday night.

Seamen Sailing Calmar Ships

Payoffs are to be held on board ship from now on. Under no circumstances are men to agree to payoff in the company office.

If the company representative insists on paying off at the company office, notify the Union Hall immediately.

Shipowners Go-A-Begging, Their Pockets Bulging With Cabbage

By JOE ALGINA

NEW YORK—It's had to believe that the operators have the nerve enough to claim that they can't afford to raise seamen's wages and decrease hours. It takes a lot of guts to "cry poor mouth" when you have over 21 billion dollars in your pocket.

That's a lot of money, and all of it came of the taxpayers and the seamen's pockets. The patriotic operators talked about making sacrifices but saw to it that they increased their rate of profit; worse than that, they actually chiseled the government by selling ships to the Maritime Commission for from seven to 10 times the original cost. And this was for ships 20 or more years old.

POOR RICH

Now they claim that they cannot increase wages. To oldtimers who know the way the mind of a shipowner works, it looks like a squeeze play to get an additional subsidy out of the government—more than enough to pay the wage demands of the seamen.

The operators can afford to play cagy. Truman has promised to use the Army and Navy to enforce the shipowners position, and so they are prepared to rest on their swollen profits and tax rebates and let Uncle Sucker foot the bill for them. Nice work, if you can get it!

We received a report that the Maritime Commission people in Philadelphia didn't think that that the crew of the Otis Hall should be fed ice cream. Maybe they thought that straight ice cream—without a chocolate soda chaser—would be too strong for seamen.

JOB ACTION

By militant job action we have succeeded in increasing the Steward Department Manning Scale on the old Bull ships, and on the Cape ships. The Bull

scows will now carry an eighth man, a galley utility, and the Cape vessels will sail with two more men.

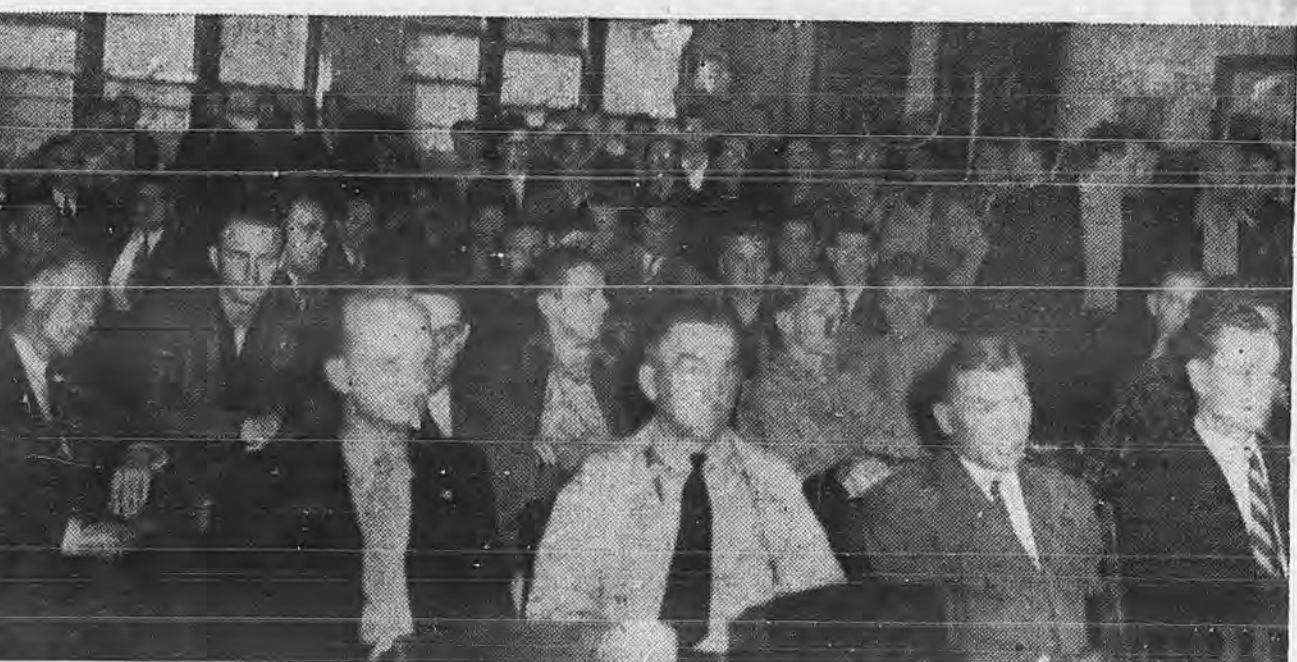
Business and shipping slowed down this past week. I guess that the operators are keeping all possible ships out to sea until the strike threat is over.

PORT GOSSIP

I hear that Chief Steward Joe Ryan is in town on a Moran tug, the Pigeon Point. From the reports I get about the good feeding and the cleanliness of the boat, I'll have to watch myself or I'll be signing on her and quit being a piccard for awhile.

The Galer Stone came into port as clean as any ship I've ever seen. The Eastern SS Company boat is in perfect condition and has a swell Stewards Department. The proof is in the fact that almost the entire crew is signing up for the next trip. Good sailing, men, and keep her steady as she goes.

Remember—now is the time to beat the Coast Guard. We may never get as good a chance again. Write or wire your congressman to support HR 154.



This is a special membership meeting called together in the New York hall to elect a balloting committee for the Constitutional and Shipping Rules Referendum. The men elected were doing their duty as good Union members. Have You?—Have you voted yet?

Gt. Lakes Jobs

ABs, Firemen and Oilers are needed in the Port of Buffalo. An acute shortage exists, and these ratings can be placed immediately on jobs lasting at least six to eight months. Ex-navy men are invited to visit the nearest SIU Great Lakes Hall, and the Agent will give them necessary details.

De Soto Crew Doesen't Give Edam

By RAY W. SWEENEY

GALVESTON—The Captain of the SS De Soto, Waterman Lines, did not want to pick up any stores in San Pedro. "We'll get them when we hit the Canal Zone," he said.

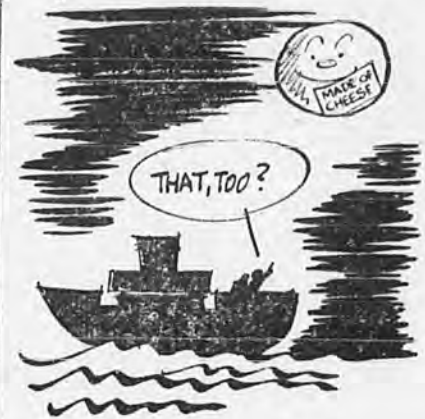
At the Canal Zone, no stores, but same story. "We'll get them when we reach Holland."

Well, they sure did pick up stores when the vessel reached Holland. That ice-box on the De Soto had more cheese in it than I ever saw before on any

ship. Not much else, only cheese.

MORE CHEESE

The Skipper also believed in approving the menu and cutting down on vegetables or on the selection of other food. He is going to have a vacation for the next six months because we under-



stand the Coast Guard has suspended his license for that length of time.

Brother Joe Wread, who signed on the crew on the Coast, was voted thanks because of the way everything turned out. Each man received wages, subsistence, and transportation back to the port of signing on. This was paid at the payoff.

GOOD NEWS

Shipping in Galveston has started to pick up, but Wipers and Ordinaries are still not being called for in great numbers. Don't give up, boys; things will get better.

Brother Windy Walsh, Houston Dispatcher, shipped last week. Seems like he had his fill of trouble with Houston wine, women, and trucks with trailers. Brother Johnnie Williams starts his vacation soon and will be heading for Tampa.

You boys around Cow Lane better be on the look-out, because he is coming from Texas with longhorn ideas. Whoopee!

Check Books And Tripcards Before Voyage

By C. J. (BUCK) STEPHENS

NEW ORLEANS—At long last, the Bisso Tugboat Company has started talking turkey. Negotiations are now under way, and Willie has been taken off the unfair list. I hope that we will be able to report that an agreement has been reached within the near future.

Winning out over this laboring company would be quite a feather in the cap of the SIU. This has been a hard nut to crack.

The draft question has been talked about down here and it was pointed out that the draft boards are still on the ball. Any members within the draft age, regardless of their present classification, had better keep in touch with their boards. Failure to do so may result in Army service.

You'll never get rich diggin' a ditch; you're in the Army now.

NEW CREWS

When a new crew comes aboard ship, they should immediately elect a Delegate so that he can check all books and tripcards. If this is done, the Patrolman can be advised if there are any men who are not wanted. In that event, arrangements can be made to replace disrupters, or freeloaders.

All hands should know who their shipmates are, and how they stand with the Union. You have to live with these men, sometimes for a long period of time, so it is to your advantage to have only shipmates who will pull their share of the load.

Agent Spikes NMU Propaganda

By LOUIS GOFFIN

JACKSONVILLE — We only had one payoff in the past few days, and that was on the SS Terry Stephenson, a West Coast wagon. There were no beefs on board so the ship paid off in fine style.

The SS Irvin S. Cobb is in from Savannah to load a little cargo, and we managed to ship a few men on her. We had a hurry-up call from Savannah for some sailors and a Chief Cook for the SS James Swan. This we filled immediately.

Altogether we shipped 14 men in various ratings to the above three ships.

We expect the SS Cornell Victory, Waterman, and the SS Amarillo Victory, American Haywire, from Norfolk to load a small amount of cargo for the West Coast.

These ships usually sign on in other ports, and only use Jacksonville as a loading port. As a rule we seldom have any jobs on these ships while they are in this port unless they come in shorthanded.

Unless something sneaks in that is not listed for this port, the next few days look like bleak ones as far as shipping is concerned.

RUMOR SPIKED

We understand from a local source that the NMU is posting bulletins aboard their ships stating that the SIU is going out with them on June 15, if they go out. This is rank misinformation. The SIU only goes out on strike after



the membership approves such action on a referendum ballot. No vote has taken place in our Union, and the NMU is off its beam when it attempts to put out such lies.

In a democratic Union such as the SIU, the membership majority rules. This principle is in contradiction to the NMU policy of ruling from the top.

The moral to all this is: Don't believe the phony propaganda the NMU puts out. It is as false as the commie leaders of that union can make it.

Philly Gym Will Be Ready Soon

By J. TRUESDALE

PHILADELPHIA — This town of brotherly love is going to shake from the foundations within the next little while.

Our pride and joy, the gym, is rapidly rounding into shape and should be ready for use soon. Most of the men are looking forward to the regulation size ring which we will have.

This piece of equipment will be used for exercise, and sometimes for giving our visitors love taps. Oh, well, it will all be in fun, we hope.

Business is starting to pick up in this port. A few of the oldtimers shipped out, but some others came into port to replace them. Voting on the amendments to the Constitution and the Shipping Rules also has increased the activity of the Hall.

If conditions continue to improve as they have been up to now, the news from this port, in regards to shipping, will be increasingly better.

GOONS STOPPED

We have had some extra ac-

tivity here. A few of the NMU goons were looking for some of our boys, and were unfortunate enough to find them. The NMU is losing the Isthmian election, and NMU goons are losing arguments to SIU men. Arguments, did I say?

The girls in this town are beautiful and streamlined—and friendly. There is a park close to



the Hall, and it is certainly nice to be able to go there and relax. For more information on this score, write to our park expert, Blackie Cardulla.

New Isthmian Ship Is Okay

The newly acquired SS Oriental, latest addition to the Isthmian Line's postwar fleet, is shaping up okay for the Seafarers with almost the entire crew already pro-SIU. After making a fairly accurate check, it was determined that only two NMU book members were aboard the Oriental.

Shoreside organizer Ed Bender talked things over at great length with one of these NMUers, Chief Cook Jose Englesa, and finally converted him to the SIU way of Union life when he promised to turn in his NMU book.

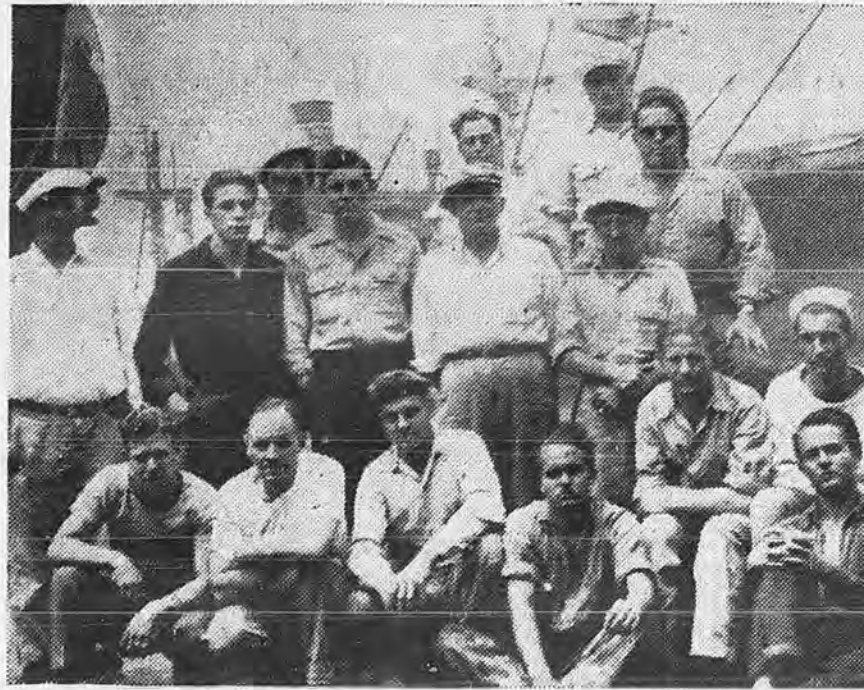
Bender didn't have to do too

hard a job of selling Englesa on the advantages of the Seafarers, but he did have to clear up several misconceptions which Jose had acquired from some viciously lying anti-SIU literature put out by the NMU.

Other members of the Oriental's crew assured Bender that they were thoroughly convinced that the Seafarers was the Union for them. In fact, they asserted that when their ship returned from a contemplated trip to Shanghai and other Far Eastern ports she would be all for the SIU with not one NMU man on board her.

Recently taken over from the former operators, the Robin Line, the Oriental is equipped to carry 15 passengers in addition to her regular cargo load. She's a C-2, and according to her crew the officers seem like a pretty fair group.

ISTHMIAN'S NEWEST — ORIENTAL



These seamen from the SS Oriental, Isthmian Lines, obligingly posed for the Log (their favorite paper) photographer just off Joralemon St., Brooklyn. Kneeling (from left to right): R. Haggdahl, K. Anderson, K. Thorson, M. de Leach and H. Doughtie. Center: N. Borjeson, S. Zeffreman, J. Overton, R. Ohnemus, C. Hendrick and V. Pickelmann. Rear: A. Johanson, J. Karlson, J. Watkins and T. Going.

Steps To Take In A Strike Situation

By HOWARD GUINIER

Many members have asked "When are we going on strike." What amazes me is the fact that so many of our members don't seem to understand the score.

First of all, according to our Constitution, before a strike can be called, a resolution must be brought before the membership. If this is carried, a referendum vote is taken in all ports and if an affirmative result is reported, a time and date is set for the strike to commence.

The very next move is to set up the many rank and file committees that will actually run the strike under the leadership of the officials.

Since none of these steps have been taken, we are therefore not considering a strike at this time. However, the CIO Maritime Council has taken a strike vote, and has set the date for June 15.

FREE TO ACT

We of the SIU are an autonomous part of the AFL, and are free to take any steps we deem necessary for the protection of our members. This we will do as we have done in the past.

As union men we cannot sit idly by and pretend that everything is all right when any other union is locked in a struggle with the bosses.

We must constantly keep in mind that any result that may be obtained by a rival union will of necessity have a direct result on our position. Since this is true, we must be prepared for any eventuality.

It is therefore advisable that the moment a strike is called in the maritime field, all members should call the Union Hall for instructions, and follow them to the letter.

Do not assume that you know the score. Get in touch with your Union and make sure.

Attention Members! All Departments

When your ship docks, it is a good idea to have a list of necessary repairs to give to the Patrolman. This will help in letting the company know exactly what has to be done to get the ship in tip-top condition.

Seafarers don't have to sail beat-up ships. Do your part to make every ship a clean, well kept vessel.



Taken at Pier 17, Brooklyn, the crew of Isthmian's newest addition—the Oriental—are strongly pro-SIU. Front row (from left to right): M. de Lach, S. Zetterman, R. Ohnemus, J. Overton, K. Thorson, M. Oxentine and H. Doughtie. 2nd row: A. Johanson, V. Pickelmann, T. Going, N. Borjeson, K. Anderson and J. Watkins. Rear: L. Clevenger, J. Karlson, R. Haggdahl and C. Hendrick.

WITH THE SIU IN CANADA



Britannia Rules The Slaves

The recent arrival here of the British freighter Samshee, about the dirtiest rustbucket to ever hit this port, found the crew up in arms against their intolerable conditions, and bad treatment at the hands of the Skipper, who evidently has some distorted idea that sailors are not human.

However, some of his crew had other ideas and knew that they only had to contact the local branch of the SIU to get action to improve their lot.

A hearing on the complaints of the crew was held in the Shipping Office, presided over by the Shipping Master and at which nothing was decided or accomplished.

The SIU Agent went to work and had the health authorities check the ship and fumigate the crews' quarters, which was not entirely satisfactory. However, she was cleaned up after a fashion, and a protest sent to the

Federal Government to centralize the health inspection service at this port, and protests sent to British MPs, and the British Ministry of Shipping in regard to the deplorable conditions under which "Britannia Still Rules The Slaves."

The crew signed on in July of last year on three year articles and have complained of the following:

The indiscriminate logging of crew members by the Master, on petty offenses.

Lack of consideration and attention of crew members when ill, and the diversion of the ship's hospital to other uses, making it unavailable to crew members when required.

General uncleanliness of crews' quarters, refrigerator and store-rooms.

Crew bed blankets never having been laundered for the duration of the voyage (ten (10) months at time of writing), as well as very irregular changes of bed linen.

Ship infested with flies, and

roaches, (fumigation of vessel not having been done on the present voyage.)

Hugh Murphy



First Patrolman

Shipping has been slow lately. There are a few U. S. ships in port, and vacancies have been filled. Everything is under control on these ships, even though most of the men are carrying trip cards.

What a comparison with the Park Steamships freighters, the B. C. Coast Steamships Service (CPR), Canadian National Steamships and the Union Steamships Ltd. fleets. More of our fellows should make a trip on these ships for an education.

Here's hoping that the ILO conference will be a big success and for the benefit of the seamen of Canada, as well as in the States.

I noticed, in the May 17 issue of the West Coast Sailors, a reference to Senator Lucas, who has posed as a friend of the working

Letter Explains U. S. Tax Laws To Canadians

VANCOUVER—The following letter sent to the SIU Hall here by the Skipper of the SS Willis Van Devanter, Moore-MacCormack Lines, contains not only a boost for Canadian SIU seamen—which is not surprising—but also has an explanation of the U. S. tax laws that the Canadians will find informative.

May 19, 1946

Mr. H. Murphy, Agent
British Columbia Seamen's
Union
Vancouver, B. C.

Dear Sir:

In reference to your letter of March 20, 1946, to Mr. A. Knight in regards to tax deductions.

I did in my ignorance cause some hardships to the Canadian seamen aboard this vessel by limiting their draws on wages.

During the course of the voyage I inquired from the U. S. Shipping Commissioner at Balboa, C. Z. and at the War Shipping in London, England for a clarification of Legal Bulletin No. 27 but with no results. Upon arriving at New York I finally managed to get the necessary information and as I understand it this is the clarification.

Non-Resident Alien Seamen are subject to a 30 percent withholding tax upon that part of wages which has been earned within territorial waters of the U. S.

However, they are entitled to exemption at the special duration of the articles.

It thus happens, in the majority of cases, that the total accrued exemption exceeds the taxable wages and, consequently, no tax is assessed.

Certainly regretted the accident, causing the hospitalizing of Mr. F. Marion at Balboa, C. Z. He is a real seamen and bosun and I regret having to pay him off.

I was more than satisfied with the Canadian Seamen employed at Vancouver, B. C. and only wish it were possible to always obtain seamen of their ability and cooperation.

Thanks for the cooperation in getting me a crew on so short a notice in Vancouver, B. C.

Yours for continued cooperation,

(Sgd.) D. C. Redding, Master
SS Willis Van Devanter.

class, but is definitely anti-labor. I wish it to be known that this "Lucas" is no relation to myself, thank God.

That's all for now, Brothers, so keep her steady as she goes.

P. Lucas



Second Patrolman

The latest move by the commie-controlled CSU on the waterfront is very disheartening to some of it's own members. They have put on a raiding drive on our members on the Union Steamships Co. They have cut out the Initiation fee—this is the bait—offering free membership and charging dues at \$2.00 per month.

Some of the fellows on these ships believe they can join the commie outfit on this free scheme, then switch over to the SIU free of charge.

They will be very disappointed at this, because the SIU does not

(Continued on Page 14)



SHIPS' MINUTES AND NEWS

They Love The Cook On Colabee

Crew members aboard the SS Colabee are worried, frankly.

They have a Chief Cook who is a honey. He is the kind of Cook Frenchy Michelet and J. P. Shuler think they are. And, Brothers, that is plenty good.

Only once in a blue moon, they say, do you get a Chief Cook like Alfred Rogers aboard ship. And now the Captain—blast him—wants to order him off the ship because he had an argument with the Port Steward.

The crew got together on May 17, just before sailing time, the minutes say, to settle beefs about dirty conditions aboard the ship, and someone said the Captain was about to order the Cook off because of his argument with the Port Steward, and everybody got upset, immediately.

FOOD FOR THOUGHT

Just think of all the good meals we'd be missing. That was the thought in everyone's mind.

So they voted to send the Delegates up to see the Captain, to ask him to let the Cook keep on cooking. The trouble is that the minutes don't tell whether the Captain acceded to their plea or not.

Then they decided to send an appeal to the SIU to appeal for a full book membership for Trip-carder Rogers.

Rogers, they say was born a Cook. He has worked all of his life in hotels and hospitals, cooking. He wishes to remain aboard ships, and "it is our considered opinion that he would make as good a Union man as he has made a Cook."

HELP WANTED

They say they'd appreciate any help the Hall would give him to



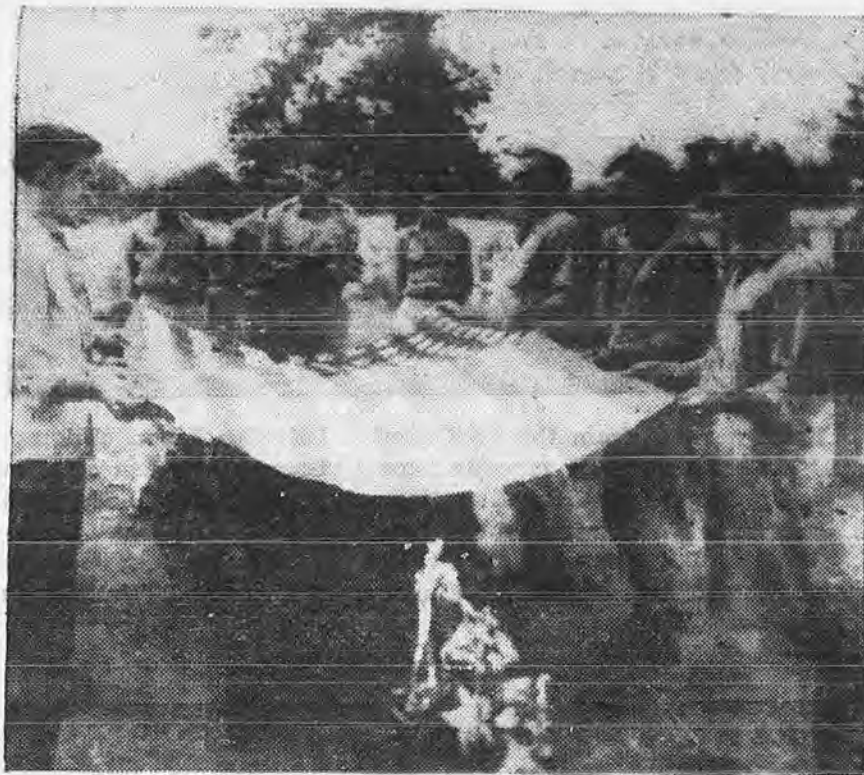
expedite his obtaining a full book.

Ten officers and men signed the statement.

Then to put a clincher on the matter, the crew enclosed a typical day's menu put out by (future Brother?) Rogers. We agree with them when they say it speaks for itself.

Before you read it, and begin to get ideas about shanghaiing Rogers aboard your ship, we'd like to remind you that the crew

FUNERAL FOR A SEAFARER



Members of the crew of the Elijah White conduct funeral services at Manila, P. I., for Brother Linton Robertson, who was Carpenter aboard the vessel. Brother Robertson died on January 28. (Lower) A crew member stands beside the anchor insignia wreath that marks Brother Robertson's grave.

of the Colabee seen him first. The menu follows:

BREAFAST

- Chilled Tomato Juice
- Wheat Cereal Dry Cereal
- Link Sausage — Fried Potatoes
- Eggs To Order — Hot Cakes
- Milk Toast Coffee

DINNER

- Cream Of Tomato Soap
- Roast Long Island Duck
- *Baked Ham *Pineapple Sauce
- Dressing Gravy
- Cranberry Sauce
- Snowflake Potatoes
- Harvard Beets Buttered Squash
- Fruit Jello Milk Coffee

SUPPER

- Salad
- New York Steaks to Order
- Baked Pork and Beans
- Butter Broccoli
- Young Carrots In Butter
- French Fried Potatoes
- Cup Cakes Ice Cream
- Milk Coffee

Make Isthmian SIU!

Sunset Crew Asks Four-Watch System

A resolution calling for inclusion of the four-watch system in all future contracts of the SIU with shipowners was adopted by the crew of the SS Sunset at a ship's meeting in the Straits of Gibraltar. The resolution pointed out that many ships now are going to the boneyard, bringing about unemployment in the marine industries. It brought out the fact that, compelled by the necessity of finding work, seamen will compete against each other, resulting in non-union activities on a large scale.

The four-watch system, however, will bring down the working hours from 56 to 40, and result in the employment of more seamen on each ship, bringing about a lessening of competition.

Along with the four-watch clause, the resolution advocates

that members of the Stewards Department and other seamen not required to stand watches be paid at the existing overtime rate for all hours over 40.

LETTER, TOO

The resolution and minutes were accompanied by a letter from ship's Delegate Nelson Newton, which says in part:

"While we realize that this resolution is repetitious, a similar resolution on the four watch system having been printed in the Log a short time ago, we believe that matters as important as this must continually be brought to the attention of the membership to arouse it to action. For this reason we are requesting that the entire resolution be published in the Log."

Okay, Brothers, here goes:

Whereas, under the three-watch system, seaman are required to work a total of 56 hours a week at the same wage rate while in most other industries today the workers have the 40 hour week with any time over and above this being paid at an overtime rate, and

Whereas, the present economic trends as well as the close of the war has caused numerous ships to be sent to the boneyard and will continue to cause many more to be sent to the boneyard; bringing about unemployment in the marine industries, and

Whereas, compelled by the necessity of finding work, seaman will compete with one another, resulting in non-union activities on a large scale, thus tending to break all militancy and solidarity in the SIU, therefore,

Be it resolved that we the crew of the SS Sunset go on record as advocating the four watch system as a means to at least partially eliminate the above mentioned practice and problems. We further advocate that those members of the Stewards Dept. and any other seaman not required to stand watches, nevertheless required to work more than 40 hours a week, be paid at the existing overtime rate for all hours over 40 per week which they work.

UNIONISM

In view of the resolution, we would say offhand that the crew of the Sunset was a pretty good Union outfit, but the next order of business, as recorded in the minutes, reveals that there was quite some discussion about members not taking enough interest in their Union. The suggestion was made that members take more of an active part in Union affairs, and try to educate themselves in matters pertaining to Unionism.

The Cuban Girls Smoke But Customs Men Sniff

Maybe the senioritas down Cuba-way like to smoke American cigarettes but sweating it out for a year in a Cuban clink is poor reward for satisfying the female smoking desires.

But for the intervention and aid of his fellow crewmen, that would have been the fate of the Chief Electrician aboard the Coastal Herald.

It appears that the electrician went ashore in Cuba with about nine packages of cigarettes on his person. The aromatically alert Cuban customs men sniffed suspiciously. They took him in tow. Taking the cigarettes ashore was a violation of their laws, they said. A fine of \$150 or a

year in jail. Ya pays yer money and ya takes yer cherce, they said in Cuban accents.

The Coastal Herald's crew went to their brother's aid. They borrowed the 150 simleons from Captain Paul Jensen, and the Chief Electrician, beaming with gratitude, walked up the gangway a free man.

He later told the membership at a meeting that he would never forget the crew's display of SIU solidarity.

The minutes, submitted by Brother Kouns, chairman; and Brother Dees, secretary, proffered a warning to potential offenders. "The jails in Cuba are not a bed of roses," they said.

MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

GEORGE H. DERN, March 2 —Chairman Al Sjoberg; Secretary Pat Fox. One minute of silence observed in memory of departed brothers. Motions carried: to make donation of \$150 and to have list printed in Log; not to accept two of the crew for probationary books; to make a repair list; that the sum of \$40.95 collected from violations of sanitary rules be sent to the men in the Fort Stanton hospital; that a book shelf be installed in the PO messroom; that mail should be forwarded to New Orleans; that a collection be taken for Carpenter McAdo who is hospitalized in France with broken leg.

MILTON H. SMITH, May 3 —Chairman M. E. Draggio; Secretary Warren Bose. Motions carried: that the ship be thoroughly fumigated for insects; to have inspection of flour and other stores for boll weevils and other insects; to put aboard enough DDT for use in the crew's quarters; to have glass installed in the portholes; to put on a complete slop chest; to get a windbreaker and screens for flying bridge around wheel; to provide washrooms for crew, and to have old one reinstalled; that three percolators be provided for

crew mess, engine room and bridge, also a hot plate for crew mess.

KAMAKA, April 17—Chairman M. Madden; Secretary W. Craig. Motion carried: that messroom night lunch be locked and that Black Gang winchman hold the key. All hands invited to dance being given by four Army personnel. Three delegates to go to see Captain regarding opening slop chest for an issue of cigarettes.

KING WOOLSEY, April 3—Chairman E. Hill; Secretary B. S. Gellman. Motions carried: Mess boys to clean ice boxes, coffee urns once each day; that Steward cooperate more with mess and utility men in showing them their duties; that radio in messroom be played softly after 10 p. m. to allow Wipers and Deck Engineer to sleep; that door-slammings and excess noises be eliminated.

HAWSER EYE, May 21 —Chairman Eugene Kwiatkaski; Secretary Jay Blackburn. Reports by delegates of all departments: everything running smoothly with the exception of some disputed overtime in the Deck Dept. to be turned

(Continued on Page 11)

Digested Minutes Of SIU Ship Meetings

(Continued from Page 10)

over to patrolman before pay-off. Motions carried: to write a letter to the Log, commending the Captain. Letter to be drafted by three delegates; to discuss arrangements of mess-room with a patrolman pertaining to removal of bulkhead between messrooms and paneling of outboard bulkhead in mess-rooms. Repairs needed on lockers in crew fo'csles and new wash basin needed in messmen's fo'c'sle.

~ ~ ~

Every Dog Has Day But Not On The Clay

It's a dog's life on the SS Alexander S. Clay—for a dog. The canines, of which there must be quite a contingent, came up for a bit of castigation at a recent membership meeting.

One of the crewmen moved that all dogs be kept out of the messrooms, out of the galley, (out of the recipes, too)—in fact, out of wherever food is handled or prepared. Also, moved the Brother, if any dog is bathed in the washrooms the person bathing it will clean up the place.

Think you got beefs, eh!

~ ~ ~

GOVERNOR JOHN LIND, April 8 — Chairman H. C. Roach; Secretary Smith. All books in good standing at time of shipment. Delegates to check on books and make report, to be forwarded with the minutes. Motions carried: to write letters about changing of fo'csles; to get confirmation on Stewards Dept. regulations on utility man, saloon and crew messmen duties; C. W. Stokely, Gene McNeley, and H. C. Roach represented crew on "phony pay" receipts paid off in New York. Captain said that due to his being ashore when ship paid off, the Purser gave out pay receipts, unbeknown to Captain, up to about one minute before sailing time—when Purser was pulled off the ship. Captain stated he'd make good receipts in next port. Motions carried to notify New Orleans Hall to try to get patrolman down to Port Sulphur. Good and Welfare: Ch. Engineer to be told of need for colder water. Discussion on needed repairs in various departments.

~ ~ ~

COASTAL MARINER, May 16—Chairman Steve Krkovich; Secretary Red Morgan. Delegates gave reports. Motions carried calling for transportation rider to be included in new articles. Repairs to be made to percolators, toasters and refrigerator. Discussion on keeping forward alleyway doors locked in port. Crew to see Captain if this condition occurs again. Electrician asked crew to notify him immediately of any failing instead of waiting for repairs to accumulate. Discussion on keeping messhall clean.

~ ~ ~

LYMAN HALL, May 24 — Chairman (not noted); Secretary Ukban. Crew dissatisfied with condition of meat brought aboard. Recommended that Patrolman be called to check all foods, especially meats. Motions carried: to have toilets cleaned and disinfected each day by men doing job of cleaning; that all hands keep feet off revolving chairs in mess-

hall; that pantry utility clean coffee urn every day, that it be scaled inside and outside. Good and Welfare: Crew agreed that soap container should be installed in all bathrooms, and that new mattresses and pillows be supplied unlicensed personnel. Abundant disinfectant should be available at all times.

~ ~ ~

WARD HUNT, May 4 — Chairman Thomas Kustas; Secretary John Dugina. Minutes of previous meeting read, and delegates made their reports. Discussion on all minor beefs, and on the transportation money—cash only to be accepted. Good and Welfare: all unlicensed crew rooms need paint and bunk lights checked and repaired. Some fans should be ordered. A discussion for benefit of tripcard men on the Union and on how they should conduct themselves aboard the ship. Voted that all tripcard men be allowed to join SIU.

~ ~ ~

JOHN ROSS, March 24 — Chairman W. W. Pozen; Secretary E. I. Kilford. Bosun instructed men in how to be good shipmates and explained to them the meaning of Union. New men told to treat ship as their home, invited to ask questions concerning Union or their ship work. Suggestion made that each member donate \$1.00 to Log at payoff. Good and Welfare: Cooperation of crew asked in keeping ship clean. Deck and Engine Deps. to keep starboard passageway clean, Steward Dept. to clean port passageway. Pantrymen instructed on cleanliness of dishes, silver and other eating utensils. Motions carried: Everyone clean messhall after meal hours; linens to be changed on Monday. Crew expressed gratitude to Ch. Cook Ray Kaiser for his "wonderful meals."

~ ~ ~

T. S. FARRAR, (no date)—Chairman Donald Hare; (Secretary not noted). Election of new delegate. Suggestion that any overtime to be done at sea be handled by the watch on deck if they are not otherwise occupied. Motions carried: to ask Patrolman about seamen overhauling blocks; to eliminate commotion in passageways at all times to allow men off watch to get sleep.

~ ~ ~

JOSEPH HEWES, March 24 — Chairman James Conwill; Secretary Arthur Mullen. Motions carried: to have Steward Dept. men use former firemen's toilet on starboard side; that each member of the crew clean laundry after using it; that shower curtains be provided.

MANROPE KNOT, May 21—Chairman Augustine Lopez; Secretary Edward W. Auzslewski. Good and Welfare: Motions passed to put all cups in proper places after coffee time; to keep feet off chairs in messhall, offenders to be fined. Proceeds of fines to go to Log or hospitalized Brothers. Each dept. to take turns cleaning washroom. Clothes to be soaked in buckets—not basins. Last standby on 4-8 watch to clean up messhall in the morning.

~ ~ ~

Soap Hits New Low On Powellton Seam

All's well on the Powellton Seam—with a minor exception.

Brother Bruno reports smooth sailing in the Deck Department, Brother Varn reports good conditions in the Engine Department and Brother Roll says everything is shipshape in the Stewards Department.

But when it comes to soap—it's a cake of another color. The crew unanimously craves a change of brand of bath soap. The present brand is so unsatisfactory that no one will even bother to pick up a cake dropped in the shower.

The ship's minutes reveal a set of "rules, regulations and fines governing good conduct aboard ship" for the crew and their guests. Penalties for disregarding the rules range from 25 cents to \$10.

George Talley served as meeting chairman and Charles Crump handled the secretary's duties. Hiya, Soapy!

~ ~ ~

FRANCIS LEE, April 14 — Chairman Ben Bishop; Secretary George Swift. Election of officers. Checking of books, trip cards and ship assignment cards completed. Motions carried: to post meeting time on bulletin board; to hold meetings on every other Sunday at sea. Good and Welfare: ship's rules, fines, regulations read and carried. To apply to both messhall for use by ship's library; to impose a 25 cents fine on men and officers failing to return books; to keep laundry clean; and loudspeakers be turned down at night so men can sleep.

~ ~ ~

WALTER L. FLEMING, April 1—(Chairman and secretary not noted). Minutes of last meeting accepted as read. Good and Welfare: Fans to be replaced by those who removed them. Coffee not in messhall for night lunch — sufficient quantity should be placed in cabinet for three or four days. Deck dept. to use own heads, showers and steam lines. Watches complained of noise in passageways when they were sleeping. Dirty dishes to be put in sink following use.

~ ~ ~

BLUEFIELD VICTORY, May 3—Chairman Joe Eskew; Secretary Joe Schwab. Reading of last week's minutes and reports of delegates. Committee elected at last meeting told of their work in seeing Steward about food situation. Motions carried: to vote on tripcard men. All tripcarders in Deck, Engine and Stewards dept. voted in. Motion passed to draw up list of things needed on ship for next crew.

SEAFARER SAM SAYS:

CHECK THE SLOP CHEST BEFORE THE SHIP SAILS



THE SLOP CHEST IS YOUR CORNER STORE WHILE YOU ARE AT SEA. YOU CANNOT TAKE YOUR TRADE SOMEWHERE ELSE IF THE SLOP CHEST DOES NOT HAVE THE THINGS YOU NEED.

CUT AND RUN

By HANK

The Army took Salerno
To show that it was great;
The Navy took the Coral Sea
For good Old Glory's sake;
The Marines took Iwo Jima
And made the Japs cut capers
But the Coast Guard, not to be outdone
Took a poor old seaman's papers!

By Matthew (Jabo) Sams

~ ~ ~

Well, well, look who's in town! It's Charlie Scoffield, the Chief Electrician who really had a "wanga" trip to the land of the Soviets. Say, Charlie, you really didn't get "proletarianized" while in Odessa by some of those good-looking Soviet gals, did you? . . . John Morrison, B. Gonzalez and Charles Carr are Gulf Brothers who probably know each other, no doubt . . . William "Squint" Roesch and A. B. Blackie Bigley are shipping out according to Joe Pilutis, who is taking that mustache with him.

~ ~ ~

There's Oldtimer Andy Anderson, who is on a ship right now. It sure looks like the whole gang of Baltimore oldtimers are here in New York, happy as kings, indeed . . . Fred "Ski" Sweder says his wife has happily recovered from her illness and is now working as a theatre usherette. Meanwhile Fred is ready to sail—if there's a ship with rubber winches on her.

~ ~ ~

Harry A. Gibbs, "The Gypsy," is in town shipping out . . . Benny Warren and "Rusho" Orlando will be sailing as soon as the jobs get on the board . . . Brother Jimmy Jones is a fine lad to sail with as Saloon Mess, says Chief Cook Arnold Boyle. Furthermore Brother Boyle would like to get on as good a ship as the Bull Line's SS William Patterson, only to be with a better Chief Steward and a better Captain . . . Riversly Brown is another man sitting it out for a ship . . . Earl Chatarb, another shipmate of ours who was on that Pennmar trip in '42 is hoping for a trip to India now.

~ ~ ~

Fireman Pete Bush just came in after a happy trip to Antwerp . . . Bosun Bera Smyley came down from Boston with a big smile on his face . . . Charlie Leferber was such a fine Messman with the crew on the Waycross Victory he got \$37.00 in tips. Chief Cook Louis Rizzo who made five trips on the same ship, is now on the Golden Fleece! Chief Cook Bill Vidal took the Waycross Victory out of the yard for five trips and then into the boneyard, too . . . We're sorry to hear about Bosun Luke Collins being "turned to" into the Staten Island hospital. Swift sailing out of there, Luke.

~ ~ ~

Tom Wheeler, Second Mate and Ernie Murphy, Third Mate, went out for an intercoastal trip recently . . . Steve Girolmo, a good guy who went through a lot of tough trips, had the luck of meeting his best shipmate, Johnny Meghrian, last week . . . Cook Woodrow Roland hasn't seen beardless Harold Farrington who's busy on the Trails Committee . . . Edgar Kurz just came in and is wondering where Blackie Daniel Boyce is right now . . . He isn't on the Delaires, we'll bet.

~ ~ ~

Every week we see some of our shipmates. Two weeks ago we recognized Woodrow Yant in the SS Baldwin crew photo in the Log. He was Oiler with us on the Pennmar's last trip in '42 . . . We saw Verrill Sverrigen, a West Coaster, hoping to see some of his pals last week . . . Alex Janowski, who was down the coast, should be coming up here soon .



THE MEMBERSHIP SPEAKS



OFFICER GLAD SIU WINNING ISTHMIAN OVER

Dear Editor:

I just arrived back in the Gulf after several years absence, and just read my second issue of the Log since 1941.

As a former regular contributor to the Log from Mobile, back in 1938 and '39, I want to congratulate you on a very excellent paper! You have a sheet that will stand up against any Union paper I have ever seen.

The SS Coastal Herald dropped anchor next to my ship at "The Point" in the river and the Mate was "Old Army." I sure was glad to see him. Told him I was going to write to the Log and he said to give all the boys his regards.

Since leaving the SIU I have been a licensed officer for Isbrandtsen, General Steamship, Grace, American Haywire, and Lykes—and the SIU has the best ships, conditions, working agreements and representation of any company that I have been with. And am I glad to get back 'home' in the Gulf!

I'm leaving my address with Buck Stephens to send me the Log and will pass it around. Keep up the good work.

While aboard the NMU ships—and reading the Pilot—I was under the impression you boys were slipping, because every Pilot said the NMU was going to win the Isthmian election. It sure was good to get my first copy of the Log and see the SIU was leading by 95 percent. I guess Bull Sheppard has all the beer coming he can drink when I see him again.

May I suggest that the Union get back on the ball—about unlicensed vacancies on ships over a period of days? See that department delegates call replacements as soon as vacancies occur. Ships anchored in the river are beginning to move to the docks to load and another three weeks should see them all out.

And again—my heartiest congratulations to the Union on the wonderful progress made and for the publication of the best Union paper. Full ahead, and steady as she goes.

C. Underwood

HAWSER EYE HAS SKIPPER; ONE GRAND GUY

Dear Editor:

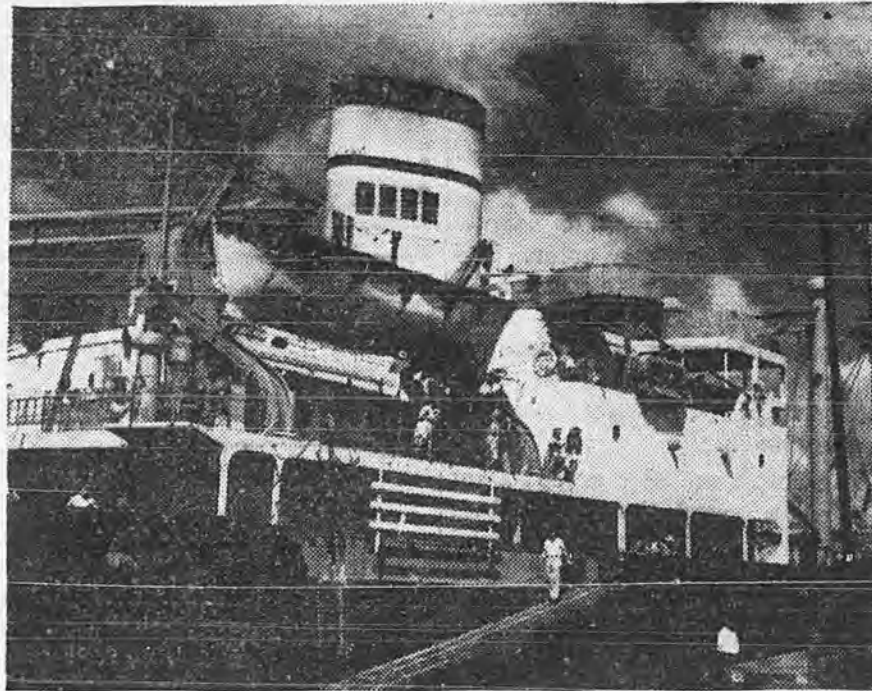
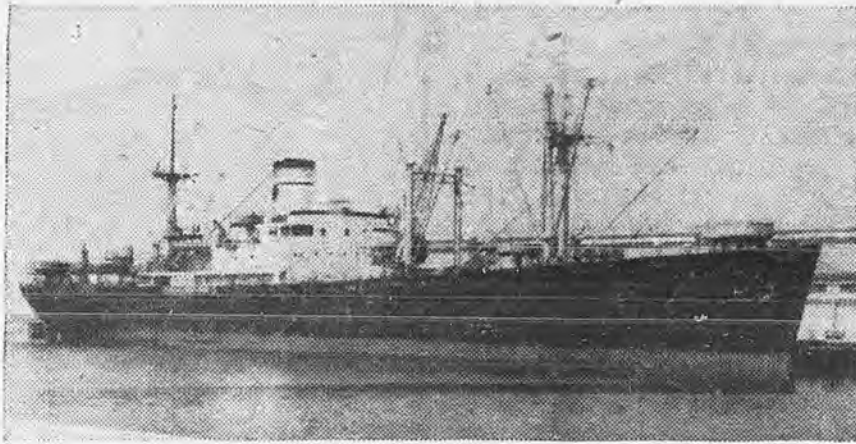
We the crew of the M/V Hawser Eye challenge any ship anywhere in this respect. We have the best skipper sailing the seven seas today.

This, we are sure, can be confirmed by anyone who has ever sailed with him. He has proven himself, not only as a skipper, but as a real friend to all his crew. He is very quiet and soft spoken, but still you know he is not a man you can push around. All in all, he is one grand guy.

Editor, we often read in the Log about the skippers who are no good, so we want to put the membership wise to one who is different. His name is Damian Hillseth. Remember him as it is a real pleasure to sail with him.

The Crew

PORTRAITS OF CAPE BORDA



Seafarer Louis Broji likes his ship, the Cape Borda. He likes it so well he decided he wanted a picture of it in the Log. But he wasn't satisfied with the shot he made of her (top) at Cartagine, Columbia, so he made another when she docked at Habana (lower). To show his improvement in camera techniques, we're using both of 'em.

A Seaman Wonders Aloud About Some Shipboard Doings

Dear Editor:

We had a good trip from Baltimore to Venice and returned to Norfolk, Va.

All was well, but I wonder—

Why one of my shipmates, who spent all the money he could get his hands on in Venice and was always willing to buy wine for those he did not know and probably will never see again, wanted to pay only part of his dues at the payoff.

And I wonder—

Why Jimmy the Oiler became so quiet and agreeable from the



middle of the trip on.

Why the Chief Cook continued to knock on his own door after he had been informed that his roommate had gone ashore and taken the only key with him.

Why the Steward, who is a

very conservative man, was so generous at 2 a. m. one morning when a man said he was hungry, and the night lunch was gone, and the Steward brought up half the icebox.

Why the Skipper always carried a handbag when he went to town.

Why a fireman tried to convince the watchman and Mate that a girl they wouldn't let him bring aboard at 2:30 a. m. in Norfolk was his cousin. He only wanted to show her where he worked.

Why the crew thinks steak comes from all parts of a beef.

Why Frank the Messman thinks he can buy clothes in a cafe or bar instead of a clothing store.

Why the Deck Department had all their food beefs typewritten and signed prior to the ships meetings but didn't have a copy of the overtime beefs ready to take to the Union Hall when the Agent asked for them.

Why shipping companies don't give each man a copy of his individual pay sheet before he gets in line at the payoff.

Why I intend quitting the sea and always ship out again. (I guess I have an answer to this one: because I have met some swell guys in the SIU.)

R. C. Hallman

TODAY IS FRIDAY AND THE 'GANS' ARE FLYING, MEN

Dear Editor:

I noticed your recent inquiring photographer column and the question on superstitions at sea with interest.

In the course of my years at sea I have run across several superstitions which I found interesting.

Foremost among these were the superstitions of the Lapp seamen, who I ran into around Norway. The Laplanders are good seamen. They were sailing small boats about the North Sea before Columbus came to America. But they are the most superstitious I've ever come across.

Perhaps you've heard of the old superstition about going aloft on Friday. The Lapps started that one. They believe that some eerie characters called "the gans" fly about on Fridays and knock the men off the masts.

Those gans were really something. Anything that happened on a ship they got blamed for it. If the butter got rancid the gans had been poking around it. If the drinking water got foul the gans had been washing their feet in it.

Probably the most superstitious of the guys I've come across lately was a Lapp named Gato Giska, Bosun aboard the Steel Inventor, who died in Newport, Wales in 1945.

Gato was always talking about the gans. And he really believed it. He was sure that a cross-eyed person had been bewitched by the gans, and could put the evil eye on you. Gato liked to bet on the dogs, but he never would place a bet on a day when he'd seen a cross-eyed person. One day he ran across a cross-eyed Purser in a passageway. The Purser looked at him right hard, and Gato liked to choke him to death. He was sure the Purser had put the eye on him.

John S. Wunderlichz

NMU LEAVES SHIP ALL FOULED UP FOR NEXT CREW

Dear Editor:

When the crew came aboard this ship it was in great disorder. An NMU crew had preceded us. Among other things, they had left all kinds of medicine for venereal diseases in every room.

We are carrying passengers, and even some of them have said that they wouldn't sail on any ship manned by an NMU crew. All they had to do to arrive at this conclusion was read some of the propaganda left aboard the ship.

And then they read our agreements. Then they knew that the SIU had better living, working and paying conditions.

When the Deck and Engine Delegates came aboard they found this NMU propaganda and threw it over the side. A few hungry sea gulls swooped down upon it, and when they saw what it was they immediately dropped dead.

Edward Buzalewski,
John Buzalewski,
Augustine Topcz
MV Manrope Knot

Log-A-Rhythms

Experience

By SCISSORBILL

When I was young and innocent
On owning a gold watch was I bent

A salesman sold the watch to me
The sparkle and glitter was fair to see
Alas! the "gold" turned into dross
And I was left to count my loss.

When I was young and innocent
To Stalin's agents an ear I lent
Their slogans painted rosy dreams
And I worked hard to aid their schemes

But scales at last fall from the eyes
We do not live on rosy skies.

And so, to innocents of the world
To those where slogans, lies, are hurled

Remember the salesman and the "gold"

And sailor who found he had been rolled.

CAPTAIN ORDERS SEAMAN OFF SHIP FOR HIS REMARK

Dear Editor:

We have paid off an SUP contracted tanker, the SS Fort Lane at Providence, R. I. I would like to report that it is one of the finest ships I have ever boarded, except for the Skipper, who gave me a hard time.

An OS was sent down from Boston, but when it came time to sign on, due to some mixup, the job was filled. When I commented to him that he had two days pay coming (the time he spent aboard), the Captain overheard me. He came running over and asked me, "Who the hell are you?"

Then he ordered me off the ship within five minutes.

My gear wasn't packed, so naturally it was impossible for me to leave on such short notice. When my five minutes were up this above-mentioned Captain Bligh called a radio police car.



The police immediately came aboard ship and chauffeured me to the end of the dock. The police were nice about the whole affair and agreed with me that the skipper was no damn good, but said they had to do their duty, which was true.

Although the Skipper wasn't worth a damn, the Engineers were all good Joes, from the Chief right on down the line.

Bill Houck

Seaman John's Saga; Or Gal Who Wasn't

Dear Editor:

Well, here I go again, Ed., sticking my nose into the Log. Well at any rate it is a darned good Union paper to have your nose stuck in anyway.

You know, John has been keeping a secret from us. Ed, John has been seized by this sentimental bug and his last capers were really done up in fine style. I wasn't going to tell you about it, only John has gone to sea and by the time this appears in the Log he will be on the other side of the world.

Now Ed, please don't laugh, because you and I may be old and senile like John some day ourselves and may be as stupid to fall for a Gal like Sal.

ED IS WARNED

I am going to warn you too Ed, because you are getting a little old and dippy, against accepting these blind telephone dates, so's you don't get hooked like poor old stupid John.

Ed, you have listened to those musical voices that sometimes them theatrical Gals use on the stage when they are engaged in one of them deep love scenes, and them stage lights are dimmed low and her boy friend on the stage has her hugged up good and tight. Well, Ed, that is the way this gal Sal sounded to old John when he made that blind telephone date.

You know Ed, if Frenchy Michelet wasn't sick from eating his own cooking and Jake Shuler wasn't thinking up ways and means to get Frenchy to improve his culinary arts, I would accuse this conspiring pair of being the arch instigators of this foul plot to involve the morals of an honest Seaman like old John. However, Ed, my suspicions are cast in the direction of the Beef Settling department, because who else but a danged beef settler would have access to such a telephone number.



HOW ABOUT THIS?

Them Beef Settlers are a queer lot Ed. I know a guy who knows them real well and he told me that nearly every time one of them had

an argument with their wives, they ring the hall and ask for a Patrolman.

The payoff with Sal came after John and his lady love spent the greater part of the night dancing and tripping around such places as Billy Rose's Diamond Horse Shoe. Ed you should have seen old John escorting this gorgeous creature in and out of them high class dumps. He was walking around on them slick dance floors like a tom cat walking the gunwales on a Liberty. Ed, he would have hungry-dog-look in his mug, like I desire you so much darling, or oh, but I wish I had a bone.

John's lady love finally decided that they should go to her apartment for a farewell drink, and of course poor old stupid John pretended that he did not want to be compromised. Well, Ed, she began to coax old John, and you know John, Ed. John sure and hell didn't need much coaxing.

THE HEAT'S ON

Well, Ed, she was really a gorgeous creature reclining on that davenport with them light lights playing upon her face, and old John listening to that silky musical voice cooing and suggesting that he sit close beside her. You know, Ed, John wanted some more of that intoxicating coaxing.

Well, Ed, then it didn't take long Ed, from here on until old John was right down beside of his lady love snugged right along and made fast on the port hand.

She had her head on John's lap and her feet stretched out on the davenport and the only light that was on Ed was one of them floor lamps, and John was reciting that poem that you said to that Gal in Cape Town, when you was drunk and told me that you was in love.

OPENHANDED SEAMAN

Them dukes of John's was what really discovered the truth, Ed. John got busy with them doing things that a feller is not supposed to do with a lady. You know, Ed, John never could keep his damned hands still anyway, but I guess they served him good this time. Them hands of John's was what discovered that this gorgeous person with the lovely blond tresses and shining blue eyes was no lady at all!

It was really a shock to John when she calmly pulled off them fancy wigs and girl clothes and laughed like hell.

Well, Ed, you know how damped red old John's face can get; if you had seen it at that moment you would sworn that some one had doused his head in a pot of red lead.

All that I can say Ed is for me and you take warning and be darned careful with them Beef Settlers blind telephone numbers and if we do date any of them is to get a real genuine female that we know is the real McCoy, to ascertain that the female we are going to date is not a phony . . . J. Greenhaw (Rope Yarn).

ALL MEN SHOULD READ AGREEMENT, BROTHER ADVISES

Dear Editor:

I have read every chapter of The History of the Union running in the Log with great interest. In my sincere opinion, through the trips I have made under its rule (Ed. Note: Rule ?), it is the best seaman's organization in America or anywhere else in the world. Many seamen who are not members of the union are beginning to awaken to that fact, although it has taken them a long time.

Every seaman who is a member now should read up on the agreement with whatever company the union hires him out to work for. Fact is, all too few men read their agreements. I know that from the ignorance that is shown at payoffs. The results of some of them should be enough to place the majority of our Patrolmen inside the portals of an insane asylum.

In my opinion, when electing a delegate, the members or crew should elect with the utmost of care. A delegate should never be chosen because of the screams that have emanated from his mouth, but rather for the intelligence that he may show in his work and his knowledge of the



agreement. Delegates should never take over the job if they have no interest in it. Taking the job to appease the crew is no way to handle it, because that always means trouble for the Patrolman.

Each bit of trouble we make through ignorance is just weakening the structure the seamen before us have worked so hard to build.

Let's pay more attention to the agreements and abide by them to the best of our ability, for there always will be arguments as long as we don't study them. It is all there in black and white, and easy on the eyes.

So many delegates aboard ship have a tough time when their trip might have been a pleasant one. The nightmares come up because of the ignorance I have mentioned.

I have always made it a practice to help each delegate I have had occasion to sail with and I have also held that honorable job many times.

Let us all work together and help our shipmates — like the Brothers we are—by brushing up on our Union rules and agreements. Let's do our part by making the structure stronger so that the seamen who have gone before us, the men who formed and organized what we have today, the members yet to come, will look upon the union with pride and respect.

Frederick J. Wilkins



BEER FOR THE BALTIMORE HALL



The beer truck just happened to be in front of the Baltimore Hall when an unidentified Seafarer made this picture. But since it was headed for the Lorraine Tavern, just underneath the Hall, chances are a lot of it found its way into Seafarers' stomachs.



BROTHERS FIND PLENTY WRONG WITH DRAFTING OF SEAMEN NOW

We feel that the present system of issuing seamen's certificates of discharge by the WSA is unfair and discriminating.

Present conditions in the armed services require but 18 months of service from new inductees.

The WSA still insists upon 32 months service from the Merchant Marine personnel.

Why is it necessary for seamen to serve a period of time almost twice that of the armed services?

Why aren't semi-disability men included?

Many ex-servicemen are considered veterans although they never left the continental limits of the United States. Also, ex-servicemen were given points toward discharge for medals earned. Doesn't the WSA want to back up the medals and area-theater ribbons they so lavishly gave to the unsung heroes during the war?

There are cases on record where ships were torpedoed and men killed on their first trips to sea—a few days outward bound from New York harbor. Aren't the survivors of such ships considered veterans?

In the event any proposal is submitted to Congress we feel that the facts outlined above should be considered. If we are to have laws for seamen, let us make certain that they really are for seamen.

It is our personal conviction that the members of the Selective Service Boards had no sons on merchant ships. Otherwise they would not be still drafting seamen because of a faulty WSA certificate of discharge.

BOB PORTER
H. R. HUTCHINS

ANSWER: The answer is inherent in your beef. The merchant seamen are being discriminated against. Whatever small concessions the seaman did get was through terrific pressure on these "friends of the peepul," the politicians. Even getting the present certificate of discharge was a tremendous victory over the protesting politicians. The SIU is working to liberalize the present set-up, which is every bit as discriminatory as you say.

WELL, BROTHERS: WHY DON'T YOU WRITE THE LOG

This is it. Right here is where you can blow off steam or do a little gum-beating. Every week 62,000 Seafarers and others turn to this page to read what you are doing, thinking and saying.

Maybe you've an idea for Union action, or a tip that will save your Brothers trouble. Surely, you and your shipmates, while plowing around various ports o'call, have run into things interesting or laugh-

getting. Seafarers and ships—where they go, what they do,



their laughs and their beefs—are news. Write 'em up.

Work-Stoppage Meeting Blasts Govt-Operator Stall

(Continued from Page 1)

taneously in all ports on the Atlantic, Gulf, and Pacific Coasts. Safety measures were observed by allowing firemen to remain on board ship until relieved.

The decision to stop work was brought about by many factors. Since October the Seafarers have been working on extended contracts between the operators and the Union. Repeated attempts to get together for negotiating sessions were stalled by the shipowners.

Although invited to come to Washington to confer with Secretary of Labor Schwollenbach and the shipowners, Harry Lundberg refused to do this and denounced "Governmental interference with collective bargaining."

REQUESTS IGNORED

Lundberg further charged that the shipowners were being detained in Washington in conference with the CIO unions, who are talking about striking on June 15, and ignoring the requests for negotiation by the SIU-SUP.

Weakening of the stand taken by the Committee for Maritime Unity, made up of six CIO unions and one independent, also forced the SIU-SUP to take immediate action to place their demands before the shipowners. The CMU has backed down all along the line, and leaders of the two AFL Seamen's Unions feared that any settlement arrived at in Washington might become a precedent for the maritime industry.

The weakness of the CMU position was made clear when Joseph Curran, referring to his union's proposal of a forty-two hour work week compromise against the original demand for forty hours, said, "It is our latest offer, but not our last one."

JOINT STATEMENT

A joint statement issued by the SIU-SUP following the meetings held Thursday afternoon, contained a condemnation of Secretary of Labor Schwollenbach for depriving the AFL seamen of their collective bargaining rights, as contained in the Wagner Act, by refusing to allow them to negotiate directly with contracted operators.

The statement also contained an attack on the Government's proposed action to sail ships with "scab" crews in the event of a strike, and outlined the basic demands of the SIU-SUP in the contracts to be negotiated.

The complete text of the joint statement follows:

1. We strongly condemn the attempt by the Washington politicians responsible for their total intervention into what should have been normal contractual and negotiation procedure between operators and unions.

2. We condemn Secretary of Labor Lewis Schwollenbach, for depriving AFL seamen of their collective bargaining rights as under the Wagner Act by refusing to allow them to negotiate with contracted operators.

3. We go on record now and from here on out to oppose any attempt tried of foisting upon SIU-SUP members any so-called "ceiling" conditions and wages as handed down by this finky Washington meeting.

4. We demand immediately a

date be set for negotiations between SIU-SUP and their contracted operators directly and further, to instruct the Secretary-Treasurer of SIU and the Secretary-Treasurer of the SUP to set this date at the earliest possible moment. In the meantime a vote of the membership will be taken to determine whether or not to call a strike.

5. We condemn those people responsible for taking action to call out the Coast Guard, Army, Navy, WSA to take over any section of this industry and for creating the confusion and bitterness throughout the waterfront, and indeed, throughout the country.

The following telegram is to be sent to President Truman: Dear Mr. President,

The members of the Seafarers International Union and SUP assembled in general meeting wish to inform you that we have gone on record to the effect that we will regard any attempt to utilize the Navy, Coast Guard, or WSA personnel to man ships under Union contract as an attempt to undermine and destroy the hard-won Union conditions in the Merchant Marine.

We wish to inform you that we will in no way cooperate with such personnel in the movements of American vessels, and that we will regard and treat such personnel for what they are, that is, strikebreakers.

6. We go on record now as intending to hold work stoppage meetings as often as is necessary to force settlement of our demands.

7. Lest there be any confusion on the question of unity with the communist-dominated CIO Committee for Maritime Unity, let us state our position. The record of the communists and communist-dominated unions is one of betrayal. They have demonstrated time after time that the economic interests of workers involved in a life and death struggle with the employers are secondary to the political interests of the party.

There is no common ground between the communists and the Seafarers International Union—no point of accord. The Seafarers unequivocally state that communist participation in any union activities spell defeat of that union and warns all seamen to be on guard and maintain a constant vigilance against any communist infiltration.

To those members of maritime unions which are controlled or strongly influenced by communism, the Seafarers issues this warning — **BE ON GUARD — OUST THE COMMUNISTS FROM POSITIONS OF LEADERSHIP AND PURGE THEM FROM YOUR UNIONS.** By doing this, victory can be achieved and the conditions of all maritime workers bettered thereby.

The communist party line is absolute. If finking is necessary to gain their political objectives, they will fink as they have often done in the past. The militant communist of today is the slimy fink of tomorrow—there is NO place for them in an honest labor movement.

The basic demands for which immediate action is requested are the following:

1. A six-hour working day at sea and in port for all ratings.



BOSTON
SS SAMUEL JOHNSTON
 L. Woodruff, \$2.00; J. B. Shutle, \$2.00; K. Long, \$1.00; H. R. Storer, \$1.00; R. Reir, \$1.00; H. Deem, \$2.00; G. Zidik, \$1.00; S. Meluskey, \$1.00; M. Yohn, \$1.00; F. Vaschetti, \$1.00; A. Lake, \$1.00. Total—\$14.00.
 Lake, \$1.00; C. Graham, \$2.00; J. Rose, \$1.00; James E. Rose, \$2.00. Total—\$19.00.

INDIVIDUAL DONATIONS
 E. Dacey, \$1.00; B. Smyley, \$1.00. Total—\$2.00.
 Stewards and Engine Depts. of Thomas B. Reed
 C. Begley, \$1.00; G. Hedrick, \$1.00; G. Hahn, \$1.00; R. Hartz, \$1.00; C. W. Smith, \$1.00; A. Elfreth, \$1.00; S. Nutler, \$1.00; A. Williams, \$1.00; C. O. Story, \$1.00; B. Taylor, \$1.00. Deck Crew of Thomas B. Reed—\$10.00. Crew of SS Geo. W. Alther—\$26.00. Crew of SS Vernon Hood—\$19.00. Total—\$65.00.
 E. C. Dacey, \$1.00.

PHILADELPHIA
 B. Carpenter, \$1.00; C. Holmes, \$1.00; F. Townsend, \$2.00; R. O'Brien, \$4.00; Shefalski, \$1.00; O. Thompson, \$1.00; B. Larson, \$4.00; P. Langford, \$1.00; G. Valli, \$2.00; J. Rusinko, \$2.00; J. Hollywood, \$2.00; G. Stewart, \$1.00; B. Butala, \$2.00; I. Llenos, \$3.00; Lehning, \$5.00; E. Harris, \$3.00; R. Elsworth, \$2.00; M. Costello, \$2.00; S. Balaban, \$1.00; R. Boterton, \$2.00; R. Hanks, \$2.00; R. Ginn, \$2.00; G. Handlin, \$8.00; Crew of Swan Island, \$20.00. Total—\$74.00.

NORFOLK
 B. C. Abbott, \$2.00; J. Cashon, \$2.00; T. Alexander, \$2.00; C. Kumrou, \$2.00; J. Durmo, \$2.00; A. Petersen, \$2.00; C. Ketchen, \$1.00; J. Camp, \$1.00; J. W. Robertson, \$2.00; S. Barnes, \$2.00; W. Callon, \$2.00; G. Andreasen, \$2.00; J. H. Sauerheber, \$2.00; T. Maga, \$1.00; D. Lescher, \$1.00; W. G. Bonghart, \$1.00; G. R. Schalter, \$1.00; S. Kalena, \$1.00; C. Campbell, \$1.00; R. Bliss, \$2.00; H. Lecompt, \$1.00; W. J. Talley, \$1.00; H. Witt, \$2.00; R. J. O'Brien, \$2.00; C. N. Lewis, \$5.00; K. E. Hanson, \$2.00; R. J. Walsh, \$2.00; D. C. Bongs, \$1.00; R. C. Myers, \$1.00; A. R. Williams, \$2.00; J. C. Cover, \$2.00; C. G. Williams, \$2.00; J. C. Hobbs, \$2.00; W. F. Gibbs, \$2.00; P. J. Colletti, \$2.00; J. R. Ransome, \$2.00; R. R. Griffin, \$2.00. Total—\$66.00.

PORT ARTHUR
 A. R. Yearly, \$2.00; H. K. Hall, \$2.00; H. K. Giebert, \$2.00; R. P. Thompson, \$3.00; T. J. Avery, \$2.00; SS Haiti Victory, \$20.00. Total—\$31.00.

PHILADELPHIA
 W. Roffler, \$2.00; H. Anderson, \$1.00; Fountain, \$2.00; A. Lucas, \$2.00; A. O. Dotson, \$1.00; A. Bearden, \$2.00; C. Wood, \$15.00; R. Williams, \$1.00; J. Wade, \$2.00; W. Jefcoat, \$2.00; J. Havriluk, \$2.00; O. Stevens (Crew of William McClay) \$20.00; C. Eubanks, \$4.00; R. Moriason, \$2.00; Silver, \$2.00; W. Hevron, \$2.00; L. Toland, \$1.00. Total—\$63.00.

NEW YORK
SS COUNSEL CREST
 Robert F. Stewart, \$1.00; R. H. Kuchem, \$1.00; Joseph G. Laliberte, \$1.00; Jack L. Stoddard, \$2.00; N. L. Lester, \$2.00; Carl Ross, \$1.00; W. LaRue, \$2.00; Cleo C. Davis, \$2.00. Total—\$12.00.

SS WILLIAMS VICTORY
 John B. Molini, 50c; Edwin A. Westphau, \$2.00; George A. Foss, \$2.00; James J. Galway, \$2.00; Albert F. Mazarelle, \$5.00; Alfred Wineberg, \$2.00; James D. Dixon, \$2.00; John Troast, \$2.00; James A. McKenzie, \$1.00. Total—\$18.50.

2. A 30 percent cash increase in wages.
3. An increase in the overtime rate, ranging from 48 cents to one dollar and twenty cents an hour.

SS CRITTENDON
 K. Nielsen, \$3.00; L. A. Ziemka, \$3.00; Nathan Goodon, \$2.00. Total—\$8.00.

SS F. M. SMITH
 F. H. Stanton, \$2.00; G. Stanter, \$2.00; P. Lint, Jr., \$2.00; E. L. Dyess, \$2.00; D. N. Jones, \$1.00; E. Barre, \$2.00; A. C. Reed, \$2.00; E. J. Graham, \$2.00; E. E. Jolly, \$2.00; G. F. Shuley, \$1.00; J. L. Ballard, \$2.00; D. D. Hammond, \$2.00; E. Cunningham, \$2.00; M. W. Hall, \$2.00; F. H. Boatwright, \$2.00; H. M. Bell, \$2.00; W. O. Adair, \$2.00; C. Bowers, \$2.00; M. C. Cooper, \$2.00; R. E. Stout, \$2.00; H. A. Anderson—for SS F. M. Smith, \$12.00. Total—\$50.00.

SS SOUTHALL FARRAR
 E. M. Dobbs, \$1.00; SS Southall Farrar, \$5.65. Total—\$6.65.

SS GEORGE DAVIDSON
 T. Vaguez, \$2.00; D. E. Nelson, \$2.00; J. Lang, \$2.00; B. L. Krieg, \$2.00. Total—\$8.00.

SS CLAYMONT VICTORY
 S. Ross, \$1.00; A. Sanchez, \$1.00; M. J. Neth, \$1.00. Total—\$3.00.

SS AIKEN VICTORY
 J. Holaboski, \$1.00; L. W. Brickman, \$1.00; F. Ostrick, \$1.00; Domingo Ortiz, \$1.00. Total—\$4.00.

SS GALEN STONE
 Peter Vroom, \$1.00; R. J. Weidner, \$2.00; Albert Freund, \$2.00. Total—\$5.00.

SS GEORGE WHITEFIELD
 G. Smith, \$2.00; J. A. Ferriter, \$3.00; W. E. Hussey, \$2.00; A. H. Blachette, \$2.00; W. J. Kidd, \$2.00; C. Davidczyk, \$2.00; P. S. Richards, \$2.00; E. O'Brien, \$1.00; E. Barcomb, \$1.00; J. R. Carrier, \$1.00; F. Packard, \$1.00; M. R. Packard, \$2.00; T. Szymanski, \$2.00; G. S. Grune, \$2.00; R. Jacques, \$2.00; G. C. Urda, \$1.00; C. A. Welch, \$1.00; E. W. Monahan, \$2.00; E. D. Webster, \$5.00.

**With SIU
In Canada**

(Continued from Page 9)
 work that way. Many CSU men have already been turned down by the SIU. These fellows will have to learn the hard way which is the better of the two Unions—and it, of course, will be SIU.

The CSU stooges are going around showing these boys a phony agreement with wage scales higher than the U. S. scale, just to get them to sign up. They are even issuing books to these boys, without any payment of dues.

Many of these fellows don't realize that it has taken many years to organize the Vancouver waterfront, and once they get organized they expect to get everything on a silver platter.

They don't realize that they have to stick together till they have won what they are fighting for. You never win anything if you don't stick together 100 percent.

The good ship "City of Alma" is in port and it is very disappointing to hear that no less than four of the crew have jumped ship since they signed articles May 1, 1946. This all reflects back on the Union and makes it very hard on the other members.

P. Creel, \$10.00; D. Langendoen, \$2.00. Total—\$48.00.

INDIVIDUAL DONATIONS
 J. E. Cordova, \$1.00; A. Mullen, \$1.00; A. Lopez, \$2.00; A. Huffstadt, \$1.00; W. D. O'Keefe, \$2.00; H. S. Wilson, \$2.00; C. E. Greer, \$2.00; F. Durham, 50c; Mrs. R. M. Fitzgerald, \$1.00; V. Walrath, \$3.00; H. W. Gohn, \$2.00; Kendrick King, 50c; H. Kraft, \$1.00; C. Douglas, \$1.00; E. H. Meehan, \$1.00; W. Hammerman, \$1.00; Flash Fanning, \$2.00; Dale R. Preston, \$1.00; Walter Cahill, \$1.00. Total—\$26.00.

GALVESTON
INDIVIDUAL DONATIONS
 J. Watkins, \$3.00; V. H. Novack, \$1.00; G. K. Brown, \$1.00; C. Rodgers, \$1.00; B. J. Cranford, \$1.00; G. R. Simoneaux, \$4.00; Joe Kirk, \$3.00; R. Napin, \$3.00; L. Parker, \$2.00; S. O. Clements, \$2.00; B. G. Kimbrell, \$2.00; E. J. Smith, \$2.00; E. H. Ibarra, \$2.00; A. W. Stafford, \$3.00; O. F. J. Fruge, \$3.00; B. G. Guillory, \$3.00; H. R. Ireland, \$1.00; B. Tillett, \$1.00; A. O. Flowers, \$2.00; J. C. Bailey, \$3.00; C. D. Turner, \$4.00; R. Hasser, \$2.00; W. C. Johns, \$2.00; W. D. Court, \$3.00; C. E. Whitis, \$3.00; W. E. Lewis, \$3.00; W. R. Whitis, \$2.00; W. R. Blazer, \$4.00; R. W. Johnson, \$2.00; E. E. Manning, \$1.00; J. O. Carson, \$2.00; H. Joerger, \$2.00. Total—\$73.00.

PHILADELPHIA
INDIVIDUAL DONATIONS
 R. Wells, \$2.00; T. Robertson, \$2.00; J. Wilson, \$5.00; R. Komsa, \$10.00; C. Marcel, \$2.00; W. Rouse, \$2.00; B. Crawford, \$2.00; Saviano, \$2.00; R. Mylander, \$2.00; S. Carroll, \$2.00; B. Williams, \$1.00; Williams, \$1.00; C. Lawson, \$1.00; McLaughlin, \$3.00; J. Tomlinson, \$1.00; P. Smith, \$2.00; H. Arlinghaus, \$2.00; J. Lee, \$14.65; F. Aiello, \$1.00; L. Taylor, \$3.00; Captain of SS Babcock, \$5.00; V. Gilbertson, \$19.00; Wayne Arnett, \$3.00; W. Porter, \$3.00; D. Skinner, \$2.00; E. Foley, \$1.00; R. Lane, \$3.00; W. Sinclair, \$2.00; R. Hicks, \$2.00; T. Entes, \$3.00; Stephens, \$1.00; A. Mercante, \$2.00; J. Bagliazzo, \$2.00; SS White Sands, \$1.00. Total—\$130.63.

DETROIT
INDIVIDUAL DONATIONS
 Perry Vern Bosley, \$2.00; Robert C. Finlayson, \$1.00. Total—\$3.00.

NORFOLK
 F. Nixon, \$1.00; A. Wiggins, \$1.00; J. Wichartz, \$1.00; J. Knapp, \$1.00; D. Burell, \$1.00; E. Opiel, \$1.00; D. Heron, \$1.00; E. Cullerton, \$1.00; D. Augustine, \$1.00; S. Melecki, \$1.00; R. Sweet, \$1.00; R. G. Perryman, \$2.00; H. R. Denton, \$2.00; J. Coliter, \$2.00; D. F. Power, \$2.00; J. A. Smith, \$2.00; G. E. Bowers, \$2.00; C. E. Williams, \$2.00; J. E. Griffin, \$1.00; C. C. Cornelius, \$2.00; J. L. Norman, \$2.00; A. Nimn, \$2.00; H. B. Johnson, \$2.00; G. V. Smith, \$2.00; E. Eaton, \$2.00; B. A. Vincent, \$2.00; J. M. Trumontanea, \$2.00; H. R. Hubbard, \$1.00; G. W. Kyle, \$1.00; F. U. Brodzik, \$1.00; A. Witra, \$1.00; F. D. Berthold, \$1.00; E. J. Kocamorski, \$2.00; L. Fraezer, \$1.00; L. E. Schaenfeldt, \$2.00; C. Bacher, \$2.00; J. Nascimint, \$2.00; R. DeiRossi, \$2.00; A. Harbough, \$2.00; R. Varuum, \$2.00; H. Dombrowski, \$2.00; J. Nordstrom, \$2.00; J. Riffle, \$2.00; R. Vilan, \$2.00; J. Jordan, \$2.00; W. France, \$2.00; M. Costanzo, \$2.00; G. Bryan, \$1.00; J. Seay, \$1.00; J. Fabian, \$1.00; F. Broaten, \$2.00; D. Crabtree, \$2.00; K. Steve, \$2.00; A. Leiner, \$2.00; P. Spingey, \$2.00; S. Wheeler, \$2.00.

SS S. Griffin, \$10.00; J. Awyer, \$2.00; A. Adomaitis, \$1.00; D. Digrisce, \$1.00; R. Roberts, \$1.00; J. Dowdy, \$1.00; R. Chapman, \$1.00; L. Ahner, \$1.00; E. Desher, \$1.00; E. Germer, \$1.00; F. Pagivghi, \$2.00; V. King, \$3.00; J. Randolph, \$5.00; A. Prounchick, \$1.00; L. Smith, \$2.00; C. F. Carlson, \$2.00; B. Capel, \$2.00; W. H. Ferris, \$1.00; A. W. Campbell, \$1.00; M. R. Reeves, \$1.00; A. Webber, \$1.00; W. R. McIlveen, \$5.00; R. E. Mills, \$1.00; G. Saillard, \$5.00; Auatico, \$5.00; H. E. Phelps, \$2.00; J. W. Lewis, \$2.00; M. H. Sexton, \$2.00; H. D. Lasser, \$2.00; J. L. Shelton, \$2.00; F. J. Collins, \$2.00; N. R. Simmons, \$2.00. Total—\$162.00.



BULLETIN BOARD

—Unclaimed Wages—

Mississippi Shipping Company, Inc.

This list comprises unclaimed wages as of December 31, 1945, some of which may have already been paid. If you still have a claim, write to Mississippi Shipping Company, 339 Chartres St., New Orleans, La., enclosing your z-number, social security number, date and place of birth and present address.

Caban, Angel	.74
Cabaud, Philip G.	3.28
Cabral, John	.71
Cadd, J. R.	4.50
Caddell, Jessie G.	102.36
Gagorinovice, Oscar	2.97
Cadmn, Walter B.	1.98
Caha Ernest	100.00
Cahill, William E.	2.84
Cain, Charles M.	28.46
Caines, Charles Francis	.89
Caisey, John T.	19.09
Calarin, Diego	6.88
Caldas, M.	4.45
Calder, Lester	14.61
Caldwell, Roger Glen	46.52
Calhoun, Jas.	2.25
Calkin, John	9.00
Call, C. B.	28.00
Callaghan, Edward	31.05
Callahan, E.	2.25
Callahan, J.	6.00
Callan, Francis W.	16.26
Callahan, Robert	.04
Callender, Robert P.	4.06
Callette, Anthony	6.75
Colvin, Robert	1.83
Cambor, Joe	2.23
Camfield, Fred	2.25
Campbell, Bruce G.	1.37
Campbell, Edward B.	6.83
Campbell, John C.	21.48
Campbell, Joseph L.	6.39
Campbell, Ray C.	8.26
Campbell, Walter	2.53
Campion, Harry J.	.33
Cancello, R. E.	.05
Candella, Salvator	5.82
Candill, P. W.	2.25
Cangiano, Anthony	67.54
Cantella, John	2.21
Canter, R.	4.27
Canter, W.	17.87
Cantrell, William A.	2.60
Canada, Herbert H.	2.56
Capdevielle, Joseph J.	4.08
Capner, Robert C.	4.01
Caporale, Alfred	14.77
Carrasco, Marion C.	.69
Carsonette, Willie R.	1.37
Cardenas, J. Benjamin	1.37
Cardona, Victor M.	2.38
Cardson, K.	1.90
Carey, B.	10.69
Carley, Richard E.	.79
Carlsen, K.	.74
Carlsen, Chris	6.00
Carmines, Charles D.	2.96
Carpenter, Irvin E.	10.55
Carpenter, R. J.	14.00
Carpenter, William A.	5.57
Carpenter, W. A.	2.54
Carr, Melvin	6.04
Carrell, Herbert	5.15
Carrey, H. R.	4.35
Carrillo, Richard B.	45.63
Carroll, Carl O.	4.50
Carrolton, Ronald	1.42
Carr, Edmund G.	9.75
Currington, Clyde	3.91
Carroll, M. M.	4.14
Carruthers, R.	.01
Carson, James C.	.45
Carson, N.	26.31
Carstens, Carl A.	8.23
Carsters, C. A.	.42
Carter, Clarence Alvin	2.82
Carter, R. F.	3.51

Carter, W. M.	.75	Cheklin, Peter	2.97
Carter, Wm. H.	3.17	Chenevert, Henry M.	1.44
Caruke, Alec J.	.69	Chenney, Arthur P.	.45
Casas, Peter C.	466.56	Chernin, Abraham	11.82
Casavantes, Paul	.69	Chevalier, Harold F.	.79
Cascio, Antonio F.	2.37	Chervenak, M.	6.75
Casey, James E.	69.59	Chettenden, A.	4.36
Casey, William	2.23	Chiaculas, Louis	2.64
Cash, Walter R.	9.90	Chiplen, Ralph L.	14.77
Cason, J. D.	1.80	Chisholm, F.	3.64
Casassa, Eugene J.	27.26	Choquette, Joseph P.	11.73
Cassidy, J. M.	7.24	Christian, L. O.	3.44
Castanel, Patrick R.	2.23	Christian, Wm. W.	2.25
Caswell, Robert E.	10.80	Christensen, B.	5.64
Cates(Howard B.	2.82	Christensen, C. R.	11.34
Catlin, C. R.	.45	Christianson, N.	2.97
Caton, C. C.	.75	Christiansen, Norman W.	1.65
Causa, Ignatius	4.81	Christensen, William H.	1.07
Causey, Borter J. Jr.	54.60	Christopher, William J.	1.63
Cavanaugh, T.	4.50	Chudslew, G.	1.04
Caviness, Arvin	2.23	Chumley, Earl L.	.94
Caviness, Laddie B.	4.82	Church, John Y. Sr.	50.00
Cawley, Walter G.	.45	Church, Lorn C.	8.26
Centrachio, J.	5.64	Ciallella, Harry A.	4.21
Cerda, Jesse D.	1.88	Cieslak, S.	2.13
Cersick, J. R.	8.25		
Chaffee, Delmar Richard	8.82		
Chaffin, John L.	6.69		
Chagistamatoloa, E.	.44		
Chaires, Charles	3.22		
Chalmers, George	.79		
Chambers, Allen V.	1.88		
Chambers, H. E.	.08		
Chambers, Oliver	56.63		
Chambers, Stanley	6.43		
Champa, Fred	.59		
Chandler, Lloyd M.	1.48		
Chandler, Worsham S.	40.39		
Chapman, Albert J.	2.11		
Chapman, Byron	3.52		
Chapman, Clanton S. Jr.	2.75		
Chase, Thomas A.	2.75		
Chatelain, Milton J.	2.25		
Chauncy, Howard	4.94		
Chauncy, Howard H.	6.36		
Chauser, A.	6.75		
Cheek, Richard	.71		
Cheesman, Charles R.	3.44		
Cheeseman, Phil	5.00		
Cheeseman, Roger	5.00		
Cheffo, A.	8.69		

Cissna, Thomas	9.36
Slagett, Owen	2.07
Clagett, Owen L.	1.58
Clamp, George H.	2.16
Clapp, John M.	12.92

NOTICE!

When in New York please bring your book to Headquarters.

A. Dudde	G 18
J. S. Williams	7161
R. G. Williams	7285
Glen M. Curl	7325
Fred I. Kopfer	7346
Gilbert Viner	7441
Earl O. Carlson	7444
Alphonse G. Romjko	7467
Paul A. Arthofer	7537
L. Jackson	7568
Henry G. Cordes	7663
Willie F. Gentry	7689
Steve M. Simmons	7716
William H. Pierce	20347
Jimenez Evaristo	26622
Jos. H. Bibeau	10127
Thomas M. Murray	10723
Pietro De Valle	20183
Jack B. Wood	34093
Willie Sorrell	1470
John C. Casey	39602
William G. Marjenhoff	G 51
Ramon Vilaria	G 3
Louis L. Arena	6908
James S. Stephenson	31627
John Morrisson	G 290
Reamer C. Grimes	G 160
John Flanagan	30297
Sebastian C. Foti	21482
Juan Rios	4411
David Sloan	7262
Dollinter Milak	7290
Louis Salvatore	7336
Piniere Francisco	7367
William J. Graley	7442
George W. Thomas	7447
Lotus I. Stene	7479
Adolphus W. Waltron	7548
Edward I. Fuselier	7643
Rusus Carrington	7682
Freddie Baptiste	7690
Edwin J. Laskowski	7732
Levin Bryant	29789
Antonio Armand	10109
Lucien W. Miller	10722
Wayne Hartman	20167
George Palil	6078
John Stewart	70008
Gerald P. Royal	45210
Dennis G. Saunders	22514
John Frederick	94
Audrey M. Lester	21118
T. H. Burnley	35021
Joseph Pettus	30939
W. W. Barrett	1001
Cecil B. Miles	45753
Forest McConico	6870

NOTICE!

EUGENE T. O'MARA
Your book was found aboard the SS Walter Ranger, and is on file at the New Orleans Hall.

LOUIS VISINTANIER
Please report to Union Hall New York and see Patrolman Gonzales about linen and overtime aboard SS Henry Jocelyn.

As soon as possible will the men holding the following numbered dues receipts contact the New York Hall, sixth floor: No. 2353—No. 67744—No. 67745.

Will the holder of the receipt No. B-5303 make himself known to the Counter Patrolman so that his dues can be put on his record card.

—ATTENTION!—

Will the following crewmembers of the SS Battle Mountain at the time of the fatal injuring by an exploding turbine of Harry W. Bignall, Electrician, on September 12, 1945, at Texas City, Texas, please communicate with Albert Michelson, 1650 Russ Building, San Francisco 2, California, attorney for the widow Evelyn D. Bignall and the three year old child of herself and Mr. Bignall:

Nixon W. Seare, QM; Norman A. Campbell, AB; Joseph C. Foster, Jr., AB; Charles W. Coburn, Maint. Main; Hartsel L. Edwards, OS; Viggo W. Sorenson, Sec'd. Pumpman; Julian D. Newman, Oiler; Charles T. Davis, FWT; William D. Smith, FWT; Jack J. Sireno, Wiper; James R. Porter, Steward; Baptiste Fruge, Galleyman; Elton Hollingsworth, Utility; R. E. Hollingsworth, Messman; George J. Witto, Messman.

Ralph C. Whitley, QM; James W. Hoffaker, AB; Hoyte Nicholson, Acting AB; Billie E. Hilles, OS; Walter D. Jones, OS; Jackie Kobie, Oiler; Prince A. White, Oiler; Truman L. Sustaire, FWT; John W. Milligan, Wiper; Carl R. Wright, Wiper; Lawrence A. Amick, Ass. Cook; John Capuano, Utility; Iris E. Crawford, Messman; Dale Douglas Barnes, Messman; Glenn D. Olive, Pumpman, Mach.

NOTICE!

Anyone having any information leading to the hospitalization and later death of Edward E. Hamilton of the MV Hillsboro Inlet in San Francisco, please communicate with the New Orleans Agent. This brother's widow is in need of this information in order that she may enter suit.

SIU HALLS

NEW YORK	51 Beaver St. HAnover 2-2784
BOSTON	330 Atlantic Ave. Liberty 4057
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	9 South 7th St. Phone Lombard 7651
NORFOLK	127-129 Bank Street 4-1083
CHARLESTON	68 Society St. Phone 3-3690
NEW ORLEANS	339 Chartres St. Canal 3336
SAVANNAH	220 East Bay St. 3-1728
MOBILE	7 St. Michael St. 2-1754
SAN JUAN, P. R.	45 Ponce de Leon San Juan 2-5996
GALVESTON	305 1/2 22nd St. 2-8448
TAMPA	1809-1811 Franklin St. M-1323
JACKSONVILLE	920 Main St. Phone 5-5919
PORT ARTHUR	445 Austin Ave. Phone: 26532
HOUSTON	7137 Navigation Blvd. Phone Wentworth 3-3809
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St. Garfield 8225
SEATTLE	86 Seneca St. Main 0290
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair St. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.

Money Due

SS SAMUEL JOHNSON
Members of the Stewards Department can collect their overtime by writing to Eastern SS Co., 40 Central St., Boston, Mass.

SS MURRAY BLUM
The following men have transportation coming:
Ray Casanova; Dennis Black; Clarence Linlon Jr.; O. Davis; Dennis Brazzell. Collect from Mississippi Co. at Hibunia Bank Bldg., New Orleans, La.

SS LAWTON B. EVANS
W. P. Dunn, Jr., \$11.00; Oscar L. Simpson, \$11.00; Earl Douglas, \$11.00; Frank Agosto, Jr., \$11.00. This can be collected at the Waterman Steamship Co., 19 Rector Street, New York.

SS LAWTON B. EVANS
Bill Dunn; Oscar Simpson; Frank Agosto.
These men have money due for extra meals and can collect at the Waterman Steamship Co., 19 Rector Street, New York.

A. R. Chiriani, William Roach, Richard Umland. Get in touch with Mr. Haney at Overlakes Freight Corp., 19 Rector St.

SS THOMAS MacDONOUGH
WSA Voyage No. 20, Alcoa Voyage No. 17
David Diaz, 16.20; Sverre R. Svenungsen, \$7.20; James R. E. Littleton, \$2.70; Phillip T. Trigon, \$7.20; Georges Tikires, \$7.20; Salvatore Pizzillo, \$1.80; Orval L. Ragland, \$8.10; Wm. M. Elliott, \$11.70.
This money can be collected at the Alcoa Steamship Co. at any time.

—PERSONALS—

Will Brice Purdy of Seattle please return the jacket I loaned him while in the hospital at Camp Philip Morris, Le Havre. C. Schadewald, 23 East 11th St., Bayonne, N. J.

Baltimore Seafarers Doing Good Job

Volunteers Do Magnificently In Bringing New West Coast Freight Outfit Under Contract

The Seafarers just went to bat again along the organizing front and banged out another home-run.

Assisting the Sailors Union of the Pacific, members of the Seafarers voluntarily went into several ships of the newly organized West Coast company, the American Pacific SS Co. as organizers. As a result of this help, the SUP now holds its first contract with a West Coast freight ship company in all three departments.

This new contract will add greatly to the SIU-SUP strength, particularly on the Pacific Coast since the American Pacific is expected to expand greatly in the near future, and will have a fairly large fleet of all kinds of ships.

VOLUNTEERS

With the sailing of the first few ships of the fleet announced, many Seafarers volunteered to ship on these scows and took upon themselves the task of convincing the unorganized men to join the SIU. Concurrently, shoreside organizers spoke to the men and gave them SIU literature and answered the questions that the seamen put to them.

Not much persuasion was necessary—and no argument at all; and soon petitions were circulated among the crews asking that the SIU-SUP be designated as their bargaining agent.

Too much praise cannot be given to those rank and file seamen who did the basic job aboard the Pacific American ships. Typical of them are the men aboard the Wm. W. Seaton, which crewed up recently in Baltimore. The men worked and cooperated in good old Baltimore style.

VETERANS

Most of the Seaton crew are veterans of countless maritime battles, who responded willingly whenever the future of the Seafarers or the welfare of the seamen was at stake. The Seaton crew is a sort of a cross-section of the Seafarers honor roll. Most of the SIU membership will recognize the names and deeds of the following men, whose names were taken at random from the Seaton crew list:

There is Bill Mackin, an original Seafarer, and a pioneer of many hard fights for seamen's rights. There is Berger Hansen, a former official of the SIU, who, like many other Seafarers, shipped Isthmian as a volunteer organizer.

And then there is Mike Hook, one of the most experienced of the Isthmian volunteer organizers. Thus far he has shipped on four Isthmian vessels, which is really something—Just ask anyone who ever made an Isthmian ship! To Mike this is just one more organizing job, a-la-Isthmian, for the SIU-SUP.

OLDTIMERS

Picking out these names is not to slight the others of the crew; lack of space prevents doing justice to each and every one of them. But for the record, to hon-

or men who have done an excellent job, the Seafarers Log takes pride in presenting their names:

STEWARDS DEPARTMENT:

Guster V. Thobe, Charles Macomber, Charles Cummins, Edward L. Martin, Lawrence E. Brown, Max Steinsapper, Louis C. Glanville, A. H. Walter, Jr.

ENGINE DEPARTMENT:

Mike Hook, Harry Rivers, Eldred E. Nelson, Archie Wright, John Arabasz, Joseph H. Booker, Frank B. Brazell, Elmer R. Dillon, Clinton M. Webb.

DECK DEPARTMENT:

Berger Hansen, John Miller, Robert A. Keenan, Wm. Mackin, Edward J. Day, Harry R. Davidson, Raymond H. Marsh, Charles R. Hensley, Jesse E. Collins, Joseph A. Testani, and Edward Appel.

With men like these to organize for the Seafarers, the future of the organization is assured. The hard work, energy and sacrifices of these men guarantee that the Seafarers will maintain

GOOD JOB WELL DONE



its position as the leading Union in maritime.

As mentioned above, the Seaton was crewed in Baltimore, and is one more proof of the activity of the Baltimore Branch in the organizing field.

Outstanding examples of the militant Seafarer are these crewmembers of the Wm. W. Seaton whose work in the unorganized American Pacific fleet brought that company to a west coast contract. Well done, Brothers!

Baltimore Remembers Shipmates

By WILLIAM "CURLY" RENTZ

BALTIMORE—This has been a pretty busy week, not so busy as during the war, but still good enough so a guy can ship without sticking around the beach too long. This is quite a pick up and everyone hopes it will continue.

A lot of oldtimers have been coming in, but like all seamen they are in again—out again. After all Baltimore is the seaman's cross roads: if you want to meet an old shipmate just hang around the corner of Baltimore and Gay long enough and he will pass by. Of course, a lot will never pass by any more, but it seems like Washington has forgotten about the seamen who died.

This is a port where the men on the beach really remember their shipmates in the Marine Hospital. They have been generous in making donations.

Just last week two crews donated a total of \$58.50. \$3.50 came from the crew of the Louis Joliet and another \$28.00 from the Cornell Victory.

This is a sign of real Union brotherhood. A little extra dough helps out a lot when a man is laid up in a hospital.

The brothers who received the money were: Arthur Viperman, Robert C. Smith, Moses Morris, Paul Combs, Donald LeBreuf, Francis H. Sturgis, Ralph Chappell, Lenwood Phillips, William P. Rumbol, James E. Kelly, E. J. Dellamano, Robert Littleton, and Iver Iversen.

All of them express their thanks to these crews.

One thing that has been discussed around the Hall and on the floor at Union meetings is



WM. (CURLY) RENTZ
Baltimore Agent

the question of a legislative representative in Washington.

This doesn't mean that anyone has any use for the politicians, but there is a lot of anti-Labor legislation before Congress, and everyone feels that the Union should watch out and see that nothing is slipped over.

With the government kicking unions around and threatening to use the army and navy and even draft the men who are striking for their rights, no union is safe.

Every now and then someone drops in who hasn't been in Baltimore for a long time, and he really likes the way the Hall is set up in comparison with the old days.

Baltimore has always been a sailors town and some of the biggest labor gains in history were pioneered here. This is where the first eight hour day was established and where the toughest seamen's struggles have taken place.

This is a good port and the Baltimore membership is going to keep it that way.

From The Peter V. Daniels

Sent in from Baltimore this shot (right) of the Isthmian ship, Peter V. Daniel, was apparently taken from a warehouse building adjoining the dock.

The Peter V. Daniel received the particular attention of the Baltimore organizers and turned in an almost perfect vote for the Seafarers, the crewmembers say.

(Below) It's easy to see that these two Isthmian seamen on the Peter V. Daniel have a great deal of respect and liking for their canine buddy aboard the ship.

(Editor's note:—These pictures came in without any other identification other than the name of the ship, so we are unable to identify these seamen. Please include names and all information when sending pictures to the Log.)

