

# SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. IX.

NEW YORK, N. Y., FRIDAY, JULY 11, 1947

No. 28

## AFL Acts On Taft-Hartley Law

The AFL conference of union heads to outline an offensive against the vicious Taft-Hartley Act was held on Wednesday, July 9, in Washington, D. C.

Attending the meeting for the Seafarers International Union were Paul Hall, First Vice-President and Acting President in the absence of Harry Lundberg, and Morris Weisberger, Second Vice-President. Brother Lundberg is out of the country on business.

The conference adopted a fighting program, one which will require the cooperation of every union and every union member.

A story on the meeting, plus the full text of the policy statement which was unanimously adopted, appears on page 16.

## Seafarers Wins Another; Wyandotte Fleet Goes SIU By 68 Percent Majority

DETROIT, July 8—The Seafarers steamroller in the Great Lakes gathered momentum today as the unlicensed seamen of the Wyandotte Transportation Company completed balloting on their four ship fleet and hung up an impressive two-to-one victory for the SIU. A total of 47 votes, or 68 percent of those cast, were counted in the SIU column. This marks the second victory on the Lakes since the 1947 season started, with Huron Transportation Company voting for the Union during the month of June.

Field Examiner Ruth Green-

## New Maritime Bill Is Definite Threat To U.S. Merchant Marine

Somewhere, perhaps hidden in one of the Congressional subcommittees, is a bill "To authorize the President of the United States to direct the United States Maritime Commission to charter certain vessels to persons not citizens of the United States, and for other purposes."

These are to be chartered under "such terms and conditions as the President shall approve," and are to be confined to "Liberty-type vessels (other than collier and tanker), and vessels designed or convertible for fishing purposes, . . . which the President shall determine are not necessary to the defense of the United States, or to the promotion and maintenance of an American-owned merchant marine."

On the fact of it, such a bill cannot be combatted by those

who realize that the German and Japanese people are suffering from a lack of protein in their diets, and that having fishing vessels available will aid these people in catching the vast quantities of fish which can be found in the North and Baltic Seas.

But, hidden in the bill, is a joker; in fact, two jokers.

One of the first provisions states that "the Secretary of War and the Secretary of the Navy, respectively, shall be authorized to transport, in vessels chartered under the provisions of this Act, supplies and equipment belonging to the Army or Navy."

### SAFETY ENDANGERED

If this isn't bad enough, further along the bill reads, "The Commandant, United States Coast Guard, is authorized to waive compliance with the navigation and vessel-inspection laws administered by the Coast Guard to the extent and in such manner and upon such terms as may be deemed necessary by him insofar as such laws are applicable to vessels chartered under the provisions of this Act."

Nowhere does the bill state that vessels chartered to "persons not citizens of the United States," cannot then be rechartered to those people in the U.S. who would use this as a way of getting around maintaining decent wages and conditions on American owned ships.

Nowhere does the bill state that these ships are to be chartered only to those who would use them to help out the German and Japanese diet, which is admittedly low in protein.

This bill is a stab in the back to American merchant seamen.

By threat of economic action, the transfer of ships to Panamanian and Honduran registry has been halted, but now comes a bill to make such transfers legal, and under the mask of helping out starving Europeans.

### W. D. LOBBYISTS

Much of the pressure to pass this bill is coming right from the War Department. But, in the lobbying to gain support, the brass hats conveniently neglect to mention that the others besides Germans and Japanese will be allowed to charter the vessels, and that supplies and equipment may be transported abroad for American troops in such transferred ships.

No, the W.D. is putting all its emphasis on the humanitarian aspects of the bill, and saying nothing about the consequent weakening of the American merchant marine, at the same time that foreign powers will be strengthened and U. S. capitalists allowed to pile up greater profits by operating under foreign wages and conditions against which the SIU has battled for so long.

American operators can no longer charter-hire Maritime Commission vessels, but here is a way they can get around the situation, and even turn it to their own advantages.

The idea of assisting the German and Japanese people to attain a better standard of living is a good one, but this bill is only a coverup for further exploitation of merchant seamen, and the Seafarers International Union is proud to unmask it as such.

berg conducted the election for the NLRB and Assistant Organizational Director Paul Warren acted as observer for the SIU. Due to the fact that they had already begged off the ballot through fear of an overwhelming defeat, no representatives of the NMU were present as the Wyandotte crews voted.

Starting on June 30, crewmembers of the SS Conneaut were the first to cast their ballots for the SIU. This ship was voted while docked at the Peninsular Salt Works in Wyandotte.

Second ship of the Wyandotte fleet to be voted was the SS Huron. Crewmen on this ship registered their preference for the SIU on the morning of July 1, while their ship was docked at the North Plant of the Wyandotte Chemical Corporation at Wyandotte.

Then, on the evening of July 3, SS Alpena seamen added their ballots to those already cast for the Seafarers. Their ship was berthed at the North Plant in Wyandotte.

Finally, crewmembers of the fourth Wyandotte ship, the SS Wyandotte, did their share in the election by balloting at 10:00 A.M. today. They also voted at the North Plant.

Altogether, there were 83 elig-

(Continued on Page 6)

## New Contract Big Victory For Miners

WASHINGTON, July 9—Approximately 75 percent of the bituminous coal industry yesterday signed a contract which granted the United Mine Workers, AFL, pay raises of 45 cents an hour, and contained two provisions to protect the union from Taft-Hartley law penalties.

The two protections stipulate: first, that the miners shall work only "during such time as they are able and willing to work;" and second, that it will be a violation of the contract for any operator to take court action against the union.

The first provision defends the union against penalties for wildcat strikes, and the second nullifies a large section of the newly passed "slave labor" act.

The signing of the Mine Workers contract is a clear cut victory over the Taft-Hartley Act, and proves that the miners were right when they walked off the job, declaring, "Let the Senators mine the coal."

## MM&P Wins Wage Increase

The Masters, Mates and Pilots, AFL, has negotiated a 5 percent wage increase for its membership aboard vessels of Atlantic and Gulf operators.

The wage rise, which was announced by Capt. E. W. Higginbotham, national president of the deck officers union, is retroactive to June 16 and will be made part of the existing contract.

In addition, the new contract provisions calls for overtime pay for work at sea on nine stand-

ing holidays, except those falling on Sunday.

The new agreement was negotiated last week by Capt. William C. Ash, MMP national vice-president, following conferences with the head of the American Merchant Marine Institute.

Negotiations are now under way between the union's West Coast representatives and Pacific operators. Capt. Ash said he expected an agreement soon similar to the one signed by the East Coast companies.

## ILA Convention Begins On July 14

Almost 500 delegates from American and Canadian ports will assemble Monday, July 14, in New York for the first International Longshoremen's Association Convention since 1943.

The ILA, which meets in convention every four years, will have high on its agenda discussion and plans for a course of action on the new Taft-Hartley Act.

The ILA contracts, like those of the SIU, expire on September 30, a month after the August 22nd Taft-Hartley Act deadline on the signing of closed shop contracts.

# 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.  
HANover 2-2784

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

GEORGE K. NOVICK, Editor



## It's No Gag

In the closing moments of debate, after which the Senate overrode President Truman's veto of the Taft-Hartley bill, Senator Taft answered a question. Here is the gist of his reply:

A union owned newspaper could *not* print the record and news and opinions about a candidate for federal office, but an incorporated newspaper can.

In other words, a man running for federal office cannot be criticized by the nation's labor press, even though his previous record may show him to be viciously opposed to the best interests of the people whose vote he is courting. No such muffler exists for the newspapers which are owned by the bosses, which can be depended upon to be on the side of big business as opposed to Labor.

We in the Seafarers International Union have never played with the politicians, on one side or the other. We do not intend to start now. But this issue goes deeper than just the SIU.

Other unions have tried to influence the politics of this country by supporting one or another of the two major parties. To date, this has not done them too much good, but they should have the right to continue favoring certain candidates if they wish to do so, and if the membership is in favor of such a course of action.

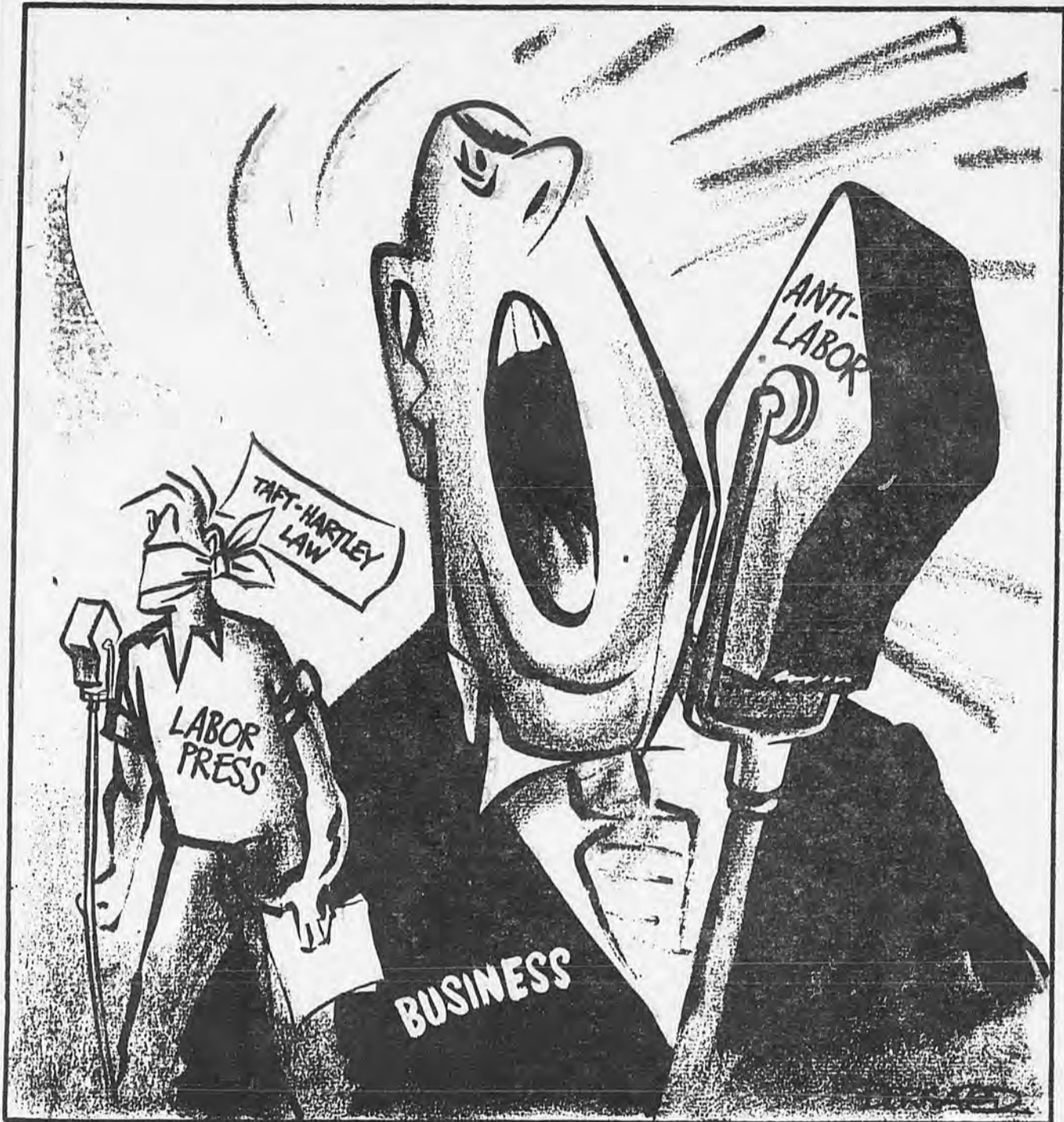
Men who run for public office should be willing to stand or fall on their records. When they try to protect themselves against this democratic procedure, it becomes obvious that they are hiding something that they are ashamed of. The men who passed the Taft-Hartley Act certainly should be.

There is not much chance that any section of the new Slave Labor Act will stand up. Both the AFL and the CIO have gone on record to fight the law all the way up to the Supreme Court, if necessary.

But it's a sure thing that the section dealing with the labor press hasn't the chance of a snow ball. There are too many labor editors who will risk going to jail to see whether this unconstitutional limitation of the rights of free speech can be forced upon the free labor movement of the United States.

It's fortunate for this country that such men exist!

# FREEDOM OF SPEECH... and that's a gag!



## 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.

### STATEN ISLAND HOSPITAL

- N. NEILSEN
- J. A. DYKES
- E. J. SIDNEY
- E. E. CASEY
- J. HOSTEN
- C. B. O'NEAL
- M. J. DELANEY
- T. J. KURKI
- C. IBRAIN
- A. DUDDE
- M. PISKUN
- W. E. STORVIS
- A. FELICIANO
- H. SELBY

### NEW ORLEANS HOSPITAL

- A. BUCHENHORN
- C. PEDERSEN
- J. HARRISON
- G. CARUSO
- P. STOFFEL
- A. SANDY
- R. CHRISTIAN
- A. R. GUIDRY
- J. AMAYA
- H. DAUGHERTY
- P. La Cicero
- R. WRIGHT
- G. GREY
- H. HAMOND
- C. CASE

- F. HAMON
- J. O'NEILL
- W. BROSE
- C. MASON
- A. WALTERS

### BALTIMORE HOSPITAL

- M. PLYLER
- F. O'BRIEN
- J. WYMOND
- E. CAIN JR.
- J. TARQUELLOS
- F. MILLER
- D. COPPAK
- P. PODOLSKY
- R. GORDON
- M. FINDELHURST
- H. GREEN

### ELLIS ISLAND HOSPITAL

- W. MORRIS
- W. B. MUIR
- D. McDONALD
- C. RASMUSSEN
- J. KOSLUSKY

### NEPONSET HOSPITAL

- L. CLARK
- J. S. CAMPBELL
- E. FERRER
- J. R. HANCHEY

## Hospital Patients

When entering the hospital notify the delegates 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:

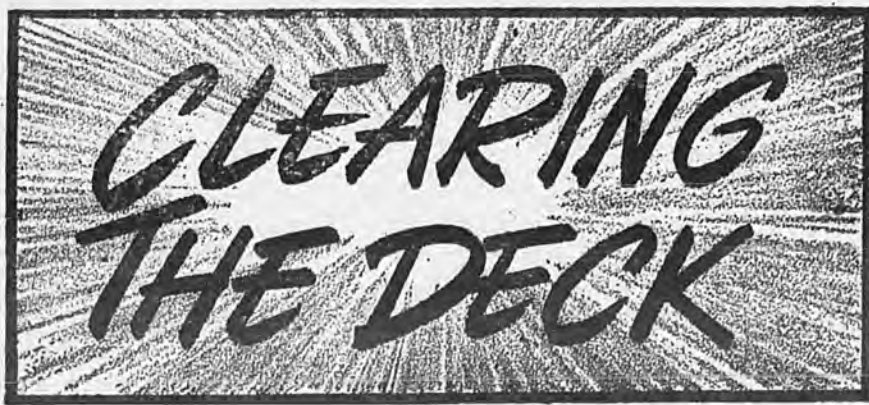
- Tuesday — 1:30 to 3:30 p.m.  
(on 5th and 6th floors)
- Thursday — 1:30 to 3:30 p.m.  
(on 3rd and 4th floors.)
- Saturday — 1:30 to 3:30 p.m.  
(on 1st and 2nd floors.)

### C. LARSEN

- L. L. LEWIS
- J. R. LEWIS
- L. TORRES
- C. SCHULTZ
- J. HAMILTON
- R. A. BLAKE
- H. BELCHER
- J. T. EDWARDS

### BRIGHTON HOSPITAL

- E. WHELAN
- J. CALHOUN (SUP)
- R. BAASNER
- W. PARIS
- R. LORD
- E. JOHNSTON
- A. BONTE
- E. MOFIENE
- E. DELLAMANO
- E. HAMATY
- R. GRALICKI
- H. WALSH
- J. WHEATON (SUP)
- R. HUNT
- J. McDONOUGH
- G. BLACK
- H. SMITH



By PAUL HALL

Things are getting tough for the performers in the Seafarers. In the past few months the membership has shown that it has had enough of these characters and is now bearing down on them. This attitude is a good thing for all hands and will certainly strengthen our organization. Up to now the membership has been mighty lenient with these guys and none of them can say he wasn't given enough rope. Despite the fact that the performers were a tiny minority, they did harm to their shipmates far out of proportion to their numbers.

Nothing can louse up a ship as quickly as a couple of gashounds. Besides ducking out of their share of shipboard work, they toss another hook at their Union brothers by attempting to free-load. Throughout the entire trip they make nuisances of themselves.

People like these have no right to belong to a Union which the membership has fought so hard to make strong. Union conditions are continually in jeopardy when these guys are around. The Union had a tough enough time getting gear aboard ship and no gashound will be allowed to damage or ruin it.

The smoke the performers and gashounds spread around hits your nostrils wherever you go. Whenever the Union negotiating committee goes in for a try at getting wages raised, the first thing the shipowners want to talk about is the actions of the few screwballs. They raise the old cry: "What's the use of putting decent gear on a ship if the crew is going to destroy it?" The performers are not the crew, they aren't even good Union men. But the damage they do is paid for by their shipmates.

Luckily, actions like these are at a minimum. But the fewer the better. Every member of the Union should make it his business to put in line any bum who may try these stunts aboard his scow. If he doesn't stop his stuff when he's been asked—then stop him the best way you can. Then when the ship gets in have the Ship's Delegates bring it to the attention of the boarding Patrolmen. You owe that much to yourself.

**Blowhards At Work**

A short while back a fellow was up on charges in the Port of New York for conduct unbecoming a Union man. It seems the guy had continually stuck his shipmates for watches. When told by the rest of the Black Gang that he was off base and would be brought up on charges, he told the Engine Delegate that it couldn't be done because he "knew some of the New York officials."

His hot air spiel went right up the chimney. His shipmates brought him up on charges despite his claim that it couldn't be done—and the trial committee handled him in the right way. The essence of what they told him is well worth repeating:

"We don't care if you knew Andy Furuseth in person much less some of our picards—you're wrong and this committee finds you guilty!" They fined this phony 50 bucks.

Although it sounds pretty funny, this incident typifies a certain type of blowhard, who loves to tell a crew that he knows a picard, that they are great buddies and that he can, therefore, do anything. After paving the way he goes around breaking all the rules, dishing out dirty deals to his shipmates, meanwhile claiming exemption from the rules governing the rest of the crew.

This type of guy is strictly a phony. In the first place, what the hell if a guy does know a picard or all the picards? He's a member of the same Union as his shipmates. He has the same obligations and duties as anybody else. If he should know a picard it doesn't make a damned bit of difference. A picard is no different from any other member of the SIU.

Not only does the guy who shoots this line hurt himself, he makes the picard in question look off base as well. If you should run into one of these "I-know-so-and-so" guys, tell him pronto what the facts of Union life are.

**Ship Meetings A Necessity**

Although most SIU ships hold meetings at sea, some do not hold near enough. As soon as possible after the sign-on every crew should make it its business to hold a meeting and elect the ship's delegates. After that, meetings should be held at regular intervals, so that all hands can act on shipboard and Union problems.

It is very important that the younger members of the SIU be educated to the necessity of being good Union men. Too many of our oldtimers are not taking enough interest in this matter. Remember, the better Union man a guy is, the more likely it is he will be standing picket duty with you in our next beef. And, according to the way the Taft-Hartley bill shapes up, this possibility might not be as far off as some people believe.

So the educational value of our shipboard meetings can't be too strongly emphasized. We must be prepared to use economic action to defeat this bill if a situation calls for it. It might mean hitting the bricks.

The position taken by the SIU at the last regular meeting to combat the threat of the Taft-Hartley Act is a militant one. Our stand to regard as a lockout the use of this vicious law by anyone in an attempt to harm our Union hiring hall means that we had better be prepared to back up our statement, when and if necessary.

**SIU Wyandotte Victory Is Sign Of Maritime Sentiment On Lakes**

By PAUL WARREN

DETROIT—Well, the second step of the Seafarers 1947 organizational drive on the Great Lakes has been accomplished with the winning of the four-ship Wyandotte fleet. Wyandotte crewmembers gave the SIU a nice vote of confidence with a smashing 68 percent victory.

First, crewmembers of the two Huron ships gave the SIU a 58 percent vote, with the NMU receiving a total of two votes! Now, the Wyandotte crewmembers registered a 68 percent vote for the Seafarers.

This is only the beginning, as crew after crew on the unorganized Lakes ships have stated that they, too, want the SIU.

One big disappointment in the Wyandotte election was the fact that the NMU sneaked off the ballot at the last minute. After stirring up all the trouble in the world for the Wyandotte seamen, and thereby delaying the election for several weeks, these phonies were definitely afraid of the shellacking that they would have taken had they remained on the Wyandotte ballot.

Now, with the Wyandotte election out of the way, we only have to wait for NLRB certification before beginning contract negotiations with the Wyandotte Transportation Company leading to an SIU contract.

**POINTING THE WAY**

With the results of the Huron and Wyandotte elections now in, it's easy to see what way the wind is blowing on the Lakes. Unorganized Lakes seamen are all for the Seafarers. They realize now, as they never realized before, that the SIU is the only Union on the Lakes with a program, come hell or high water.

Lakes seamen want nothing to do with the weak sister outfit, the Lakes Sailors Union, because they realize that this outfit is too weak and too closely tied to the operators to do any good for the seamen.

What good could the LSU do their members in case of a lockout, or in the event of a prolonged strike? It takes manpower, strong union support and strong financial backing to get any place in this man's world, especially in the maritime field.

And that's what the SIU has. We have 91,000 members in the five Districts of the SIU. We have a strong treasury in the SIU, and we have the backing of the powerful AFL Maritime Trades Department. In addition, we can always count on the backing of almost 8 million AFL Brothers.

**NMU WEAK**

What has the weak, strife-torn, commie-dominated NMU got to offer the Lakes seamen? Their leadership spends two-thirds of their time in constant bickering among themselves, name-calling and political maneuvering in order to gain the balance of power.

Also, the NMU leadership, although part of them now disavows commie tendencies, has been tied to the Moscow kite for so long that they don't dare take an independent breath without consulting the party hacks.

Read the columns of the NMU propaganda rag, the *Pilot*, and see for yourselves how these

phonies spend union time and union money in fighting personal battles. How can they devote any time to the legitimate demands of their members? How can they find any time to represent those same members in a beef with the operators?

As a direct contrast, go through the SEAFARERS LOG from front page to back. The LOG is strictly a membership organ for the express purpose of printing news of and about Seafarers, important items concerning the welfare of the seamen, information for the use of all seamen, pictures, stories, letters and items by and for the members.

**SIU STRENGTH**

Comparison of the LOG and the *Pilot* is only one item which reveals the strength of the SIU as compared to the NMU. Certainly, it's a strong argument for the program, militancy, and the many gains which have been achieved by the fighting membership of the SIU.

Lakes seamen just have to look at the record and, apparently, many of them have been looking at the record if the results of the Huron and Wyandotte elections are any yardstick.

The SIU is the only union on the Lakes today which stands against the organized strength of the operators as exemplified by the Lake Carriers Association and any of their stooge outfits, and the SIU is the only union on the Lakes which has set those same operators back on their hind ends time and again in a fight for decent conditions on the Great Lakes for all seamen.

Who won the first forty hour week back in 1942 for fitout and layup on the Lakes?

Who won the forty-four hour week for the passenger and excursion boats on the Lakes?

Who won the forty hour week with other substantial gains for the Lakes sandboats?

Who won the first forty hour week for the bulk carriers on the Lakes with the Midland agreement?

Who has a record in the entire maritime industry of never having lost a legitimate beef?

There's only one answer to this series of questions. That is the Seafarers International Union, AFL. And the SIU is the only bona fide Union on the Lakes for the seamen to join. That's for sure!

**Men With The Required Time Urged To Get Higher Rating**

By AL KERR

The organizing staff has, in the past, called upon the membership to give a helping hand in several unorganized steamship companies. Never has the membership refused our requests to take one of these unorganized scows, no matter where the ship was going, when she was leaving, or what condition she was in.

Now, we have found that in several of the unorganized companies where we are trying to get a foothold, there is a shortage of experienced Pumpmen and Machinists. In view of this situation, it would be of great advantage to the membership and to the Union as a whole, if every man having the necessary time would get the next highest endorsement in his department.

At the present time there is a large number of men sailing as OS and Wipers, who could qualify for endorsements as ABs and FWTs. Men having the required time for these ratings, but who do not get the endorsement, are depriving their fellow members, who lack the required time of jobs.

Men lacking required time can't sail in the higher rating and the men who have the time thereby are taking up their jobs, besides losing out on the chance to make more money. So how about getting those endorsements.

If you have the required time in the Black Gang, especially, go get Pumpman or Machinists endorsement. Contact the organizers and see if they have any unorganized companies where you can apply for a job.

Remember, it was only through the voluntary efforts of the membership in sailing Isthmian ships

that we were able to win certification in that outfit.

Now we are trying to get an election in the Cities Service and Sun Oil fleets. It will again be necessary for the membership to come forward as they did in the Isthmian drive, if we expect to come out on top in the same way we did on these other unorganized companies.

Under the Taft-Hartley Act it is more important than ever before that the membership get onto these unorganized scows and ride them. Don't forget, the shore-side organizers can't do as good a job on an unorganized ship in the short time she is in port as a good seaman can do on the ship at sea.

So if those Cities Service and Sun Oil ships to bring them under the Seafarers' banner.

**AVC Progressives Beat Commie Attempt To Capture Outfit**

The American Veterans Committee, the only national veterans organization that accepts seamen into membership, has just emerged victorious from a pitched battle that threatened it with being taken over by the communists.

Since the inception of AVC, communists have been very active within its ranks. Last year they gained control of two of its regions and were threatening greater control this year. With the conclusion of its convention at Milwaukee this week, a pro-labor, anti-communist slate swept all offices.

# Seamen Get Too Much, Eat Too Well, Live Too Well, Says Columnist

By WILL IVA HARDY

During the past war, Robert C. Ruark, who had been for a brief time a merchant seaman, was aboard a merchant ship as a Naval gunnery officer. After the war, he returned to his desk as a newspaper man for Scripps-Howard and began to write little tales a-la-Pegler about subjects upon which he could vent his wrath.

Recently he went back aboard a merchant ship, this time as a passenger, and began a chronicle of his trip. His first dispatch dwelt on the romance of being out at sea aboard ship, but his second and successive articles were of a different nature.

He soon tore into the crew of the ship, attacking and criticizing them for having gained good conditions and wages. Being aboard an NMU ship, he aimed his verbal blasts at the NMU crew in particular, but attacked all seamen in general when he made such statements as:

"The non-licensed personnel who go to sea today are the most incompetent, disinterested, highly paid, best fed, most luxuriously quartered, and plain no damn good of any seamen ever to sign on a ship."

Trying to out-do Hanson Baldwin, who attacked seamen last spring, he goes even further by stating that during the war the pro-Russian feeling was so strong and so general that the Navy had to place its own gunners aboard our ships.

According to Ruark, the Merchant seamen could have fought and serviced those guns, but Navy men were necessary because of the "possibility that a change of relationship with the Russians might result in our entire armed merchant fleet sailing happily off to Murmansk, to join the red brethren."

As far as his first point is concerned, Mr. Ruark, through his own contradictions defeats his point when he tells of the days when he went to sea.

He writes, "I used to manicure holds all day long, and paint over the side, and then shift ship all night on my own time, for a lousy \$40 monthly, and the food stank."

Obviously, to Mr. Ruark, jealousy has reared his ugly head. In the days when seamen worked for \$40 per month and worked extremely long hours with bum chow, the unions were non-existent.

Because the men who go to sea banded together and fought the conditions that even Ruark disliked, and fought conditions and wages aboard ship up to a par with civilian jobs they are now "plain no damn good."

As for the claim that merchant seamen were not allowed to man the guns because of their lack of patriotism, he neglects to mention that before the Navy and guns were put on the ships, the seamen took the ships unarmed through the war zones, and when guns were first put aboard, 30 caliber machine guns at that, the seamen manned them alone.

Finally, when greater armament was put aboard, the manning scale was insufficient to man the guns and the seamen were not sufficiently trained to use the guns.

Their job was to sail the ships and see that they reached their destination; the actual protection of the ship was up to the Navy.

Even after the Navy was put aboard, seamen always assisted in manning the guns. This, he conveniently forgets.

Having been an officer in the Navy, Ruark looks with distaste upon such practices as the men having the same facilities as the officers, such as a lounge room, ice-cold water and showers. He even finds it unusual that the men should eat the same food as the officers. Such things, of course, never happened in the Navy.

Looking back on the "good old days", he claims that in the dear, dead past "there was a certain camaraderie between the officers and the men. We weren't buddies on the ship, but ashore we were equals and on the ship the Second Mate and I were conversational chums."

He immediately does a switch on himself by stating only six paragraphs later "A few years ago, I saw a ham-handed mate bounce a seaman off the bulkhead for 15 minutes, merely be-

cause the seaman, with a heavy hangover, refused to turn to."

If that is the comradeship he admired in the old days, then he and Hanson Baldwin are the only ones who possess it.

For some unknown reason, the Navy has done an excellent job in turning out men who will prostitute themselves by attacking the merchant marine which aided tremendously in making the many naval victories possible.

Both Baldwin and Ruark, having spent time in the Navy, now set themselves up as authorities on maritime.

As with the case of Baldwin, Ruark, too, should take a Panamanian ship if he is so much in love with the "good old days."

## Bucko Mates Are Less Of A Threat Than The Disrupters From Within

Reports about intolerable conduct and harsh action of ships' officers toward their crews are not out of the ordinary; in fact, such reports occur with regularity.

Stories of union brothers working against their own union and creating dissension aboard ship, however, are much rarer and are more dangerous, inasmuch as every union member is expected to be working for the common good of his brother unionists.

Aboard the Caleb Strong, Waterman Steamship Company, the crew found cases of both types: the Chief Mate and a member of the unlicensed crew.

The actions of the officer were abusive and aggressive. He subjected the crew to displays of drunkenness, during which time he challenged crewmembers to fight with him. These performances were noted and a letter of protest drawn up which appears below.

### POOR UNION MAN

The crewmember aboard, however, was even more distasteful to the men of the Caleb Strong. He, a member of their own Union, worked completely contrary to the principles of the Union; thus his actions were more unforgivable.

This man is the type who in the name of unionism sows dissension among the crew, and causes more trouble than the most vicious whip-swinging Mate.

Aboard the Caleb Strong he attempted to bulldoze the men into bowing before his will by stating that he had "pull" with union officials, and with his "influence" could have anyone he wished brought up on trial.

He also told them that he was aboard as a special delegate of the Union to observe the new contract in operation.

Not content with this, he tried to impress the crewmembers with his importance by saying that he knew all the "inner workings" of the Union and had aided on occasion in laying down Union policies.

Some of his achievements, according to his modest claims were taking part in the Agents Conference, and assisting in the

strategy of the Isthmian campaign.

His claims of "pull" and "influence," and his knowledge of "inner workings" merely serves to cause dissension in the Union's ranks.

### CLAIMS DISCOUNTED

Although his phony claims were discounted and blasted by the crew aboard the Strong, such men as this are a greater threat to the Union's strength than all the "tyrannical ships' officers thrown together.

This type of men always shows his true color when the chips are down, and this one is no exception. When the crew attempted to take a course of action in the name of the crew, he refused to go along claiming that it would hurt his status—and he was the ships' delegate!

Thus, instead of impressing the crew with his ability and importance, he thoroughly discredited himself in the eyes of his fellow crewmembers.

In the matter of the ship's officer, the crew sums up its case against him in the letter of protest which follows:

"We, the undersigned, desire to register our most emphatic protest in regard to the past actions and conduct of Chief Officer Herbert Westcott.

The deportment of this would-be "quarterdeck caesar" during the recently concluded voyage is a complete negation of the conventional ideas of decorum that are compatible to the licensed personnel.

On one memorable occasion while in Liverpool, totally intoxicated, he stumbled into the 4 to 8 foc'sle. For no apparent reason, in an incoherent harangue, he let it be known that "I am a tough SOB," and proclaimed a zealous will to prove it.

This incident was followed by several other alcoholic sprees while supposedly on duty. The climax of this tragic comedy occurred when he kicked and heaved an empty coffee can at several members of the Deck Department who were painting at the time.

In his liquor-soaked illusions,

Mr. Westcott seemed to imagine the crew the "goals," and the coffee can a "football," as he phrased it.

### TORRENT OF ABUSE

This was the prelude to a vociferous torrent of invective and profanity, whether intended for real or imaginary foes, it is difficult to say.

As crewmembers, we can well visualize the consequences had any of the unlicensed personnel repeatedly performed in such a fashion during working hours. You may be assured that Coast Guard censure, loggings and other appendages of modern maritime discipline would move quickly into full operation.

In addition, Mr. Westcott is strictly a "blue pencil" boy concerning legitimate overtime. Overtime, according to a stipulated agreement, doesn't seem to faze him, for he has his own private interpretation of what overtime should be, regardless of a duly constituted contract.

### OWN JUDGE

His niggardly protestations on this subject are beyond the scope of this document, and are amply dealt with elsewhere. Needless to say, Mr. Westcott, with his grandiose total of 470 odd hours, is the infallible and omniscient judge of his own essential overtime.

Briefly, this pale imitation of a brass hat, by his petty stage-door antics and exhibitions, has created only strife and discord amongst the entire deck personnel to the extent that everyone is in unanimous favor of paying off rather than endure once more the assinity and incivility of this potential "Captain Bligh."

Possibly the man is more to be pitied than reprimanded, but then again, we are merely seamen and know only objective facts, not psychological explanations.

James Moore  
Walter Gustavson  
Jesus Araya  
J. Galindez  
Chee Mohat  
Salleh Dall  
William Scott  
Dan Alvino



Two crewmembers of the Caleb Strong, Waterman, James Moore, AB, (seated) and Dan Alvino, give a LOG Staff member the story of what took place on their ship.

The men, representing the majority of the crew, tell how they found that a Union disruptor aboard their ship gave them greater cause for worry than the bucko mate.

## Russian Forces Foster Black Market In Austria

Charges of operating and organizing a black market within Austria were leveled at the Russian occupation forces by the Austrian Cabinet, this week.

The Austrians, in making public their charges, pointed out that Russian trucks manned by Russian soldiers and railway freight shipments under Russian orders are bringing in fruit from Yugoslavia that is being sold on the black market at high prices.

### FOR MACHINERY

The purpose of the Russian's participation in the black market, the report relates, is to use the money to buy Austrian machinery for shipment to Yugoslavia.

This activity, which lends a

heavy strain to the already weak Austrian economy and threatens to wreck any plans of stabilization, is impossible to be countered since the produce is carried in trucks and rolling stock of the Russian occupation authorities and manned with Russian personnel.

### 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.

# In And Around The New Orleans Hall



New Agent in the Port of New Orleans is Earl "Bull" Sheppard, above. Eull, who was in charge of all field work in the Isthmian Organizing Campaign, succeeded Steely White

The ports along the Gulf are once more taking their rightful place as a strong spot in the SIU Atlantic and Gulf structure. Some Halls in Texas have been closed down, and these Ports are being serviced by the Galveston Hall.

A LOG Editor has just returned from a tour of the Gulf Ports, and in this issue and for a few weeks to come, the LOG will present pictures and stories of the activities in New Orleans, Mobile, and Galveston.

We lead off this week with N. O., where Bull Sheppard has recently taken office as Agent. Bull was first sent into the Texas area and when his job was finished there, he was appointed to his present post. Past issues of the LOG told of Bull's activities in cleaning up the situation which had developed in the Texas area.

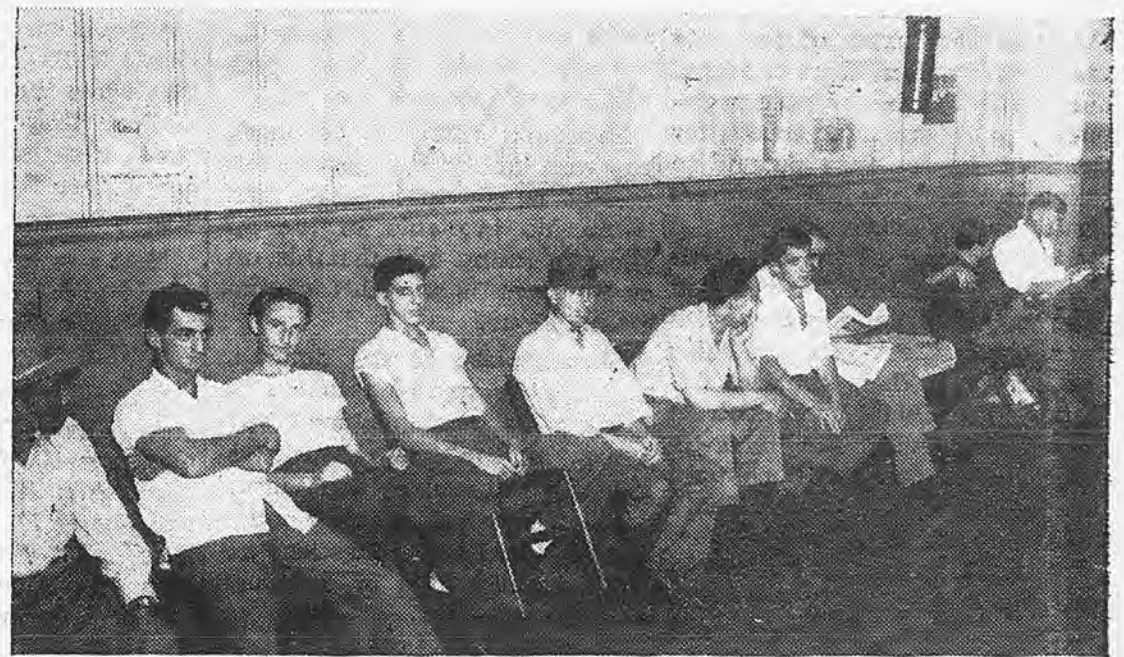
In both the servicing of the membership, and the organization of new companies, the Gulf is hitting a steady clip. Much of the credit belongs to the efficient elected officers, the appointed organizers, and the militant SIU rank-and-file.



Plenty of jobs on the board, for all types of ships end to all corners of the world. Joe Martello, Dispatcher, calls them out, and the process of rotary shipping, the democratic way, starts. Shipping is very good in New Orleans, as it is in practically all SIU Ports at this time. And it's the man with the oldest shipping card who gets first crack at the job he wants. Every hour on the hour, the Dispatcher calls the available jobs, and as soon as a man hears the one he wants, he throws his card in. If his card is not superseded by an older one, he gets the job. Nothing could be fairer, and SIU members are prepared to fight to defend that way of shipping the Union Hiring Hall and Rotary Shipping.



The New Orleans Hall is used for something else besides watching the board and collecting mail. Here a few of the men while away the time ashore by playing cards. This is a hot game, with the losing team setting up the "cokes." No gambling in SIU Halls, but the players concentrate as if their last dollar was at stake.



Just sitting and waiting and thinking. In between calls, these Seafarers have time to sit and think of the last trip or of the one to come. The New Orleans Hall used to be large enough, but now better quarters are needed, and the Union is on the lookout for a bigger Hall. Always expanding; that's the SIU way!



Collecting his mail from Dispatcher Joe Martello is oldtimer Frank Shomelfenig, Bosun. Frank holds Gulf Book number 276, so he has been around for quite a long time, and has helped many newcomers.



Pointing into the new safe is Arthur M. Espey, who lost money when the old safe was taken out of the New Orleans Hall. Standing to the left of Brother Espey is Chris Hansen, janitor of the Hall.



The New Orleans Hall is right in the center of the old French Quarter, and the SIU men can step right around the corner to lift a glass of that cooling brew. Here are a few Brothers doing just that.

## Unemployment Benefits Cover Men On WSA Ships In 1946

By JOSEPH VOLPIAN  
Special Services Representative

Seamen who sailed on War Shipping Administration vessels in 1946 became eligible this week for unemployment insurance benefits with President Truman's signing of a bill appropriating funds to cover the payments.

Virtually all seamen who sailed in 1946 are now entitled to

unemployment benefits, since personnel aboard privately-owned ships had been made eligible previously.

Application are now being accepted at state unemployment insurance offices throughout the country. Seafarers may apply anywhere, however, due to a reciprocal agreement among the various states.

In New York, the state unemployment insurance field office at 277 Canal Street has been designated as the central agency for handling the cases of unemployed seamen and anyone may apply there, regardless of where he resides.

Prompt action is advisable on the part of those men for whose ratings there is a scarcity of jobs and for whom a period of a few weeks of forced idleness on the beach appears likely. These men should go to the nearest state agency — or, if in New York City to the Canal Street address — immediately after their ship pays off and file claim, so that investigation to establish eligibility under provisions of the law may begin right away.

It is expected that checks will be forthcoming within three to four weeks after application has been filed, but all payments will be retroactive. Payment will be made by the state wherein the principal offices of the applicant's employer are located.

Payments will not be made, however, unless the government agency is convinced that there is no job available in the applicant's rating and that his unemployment is a result of that reason alone.

Should there be any doubt in a Seafarer's mind as to his eligibility for unemployment payments, he can make inquiry at any state unemployment insurance office, which are now equipped to handle all questions regarding the status of merchant seamen.

## CIO Ship Tie-Up Still Effective

The fourth week of picketing neared for the CIO Shipyard Workers without a break being seen in the solid wall of employer resistance to the thirteen cents per hour wage increase demanded by the union.

Meanwhile, the strike which started with approximately 70,000 men leaving their jobs, broadened this week when 4,000 members of the union, employed at Mobile, Alabama, walked out on Monday, July 9.

Todd Shipyards, which were not struck, offered a wage increase of eight cents an hour, but this was rejected by the union. Negotiations are continuing, however.

The union's policy committee was called for a special meeting on Wednesday, July 9, at Manhattan Center in New York City, but it was a closed session and no details were released.

The locals represented at the meeting were all in the region extending from Perth Amboy, N. J., to Stamford, Connecticut.

## Wyandotte Goes To Seafarers By 68 Percent

(Continued from Page 1)

ible voters on the four ships of the Wyandotte fleet. Of this total, 1 void ballot was cast; 47 registered their preference for the SIU; 22 for No Union; making a total of 69 valid ballots counted.

A number of crewmen off the SS Wyandotte expressed themselves as being well satisfied by the results of the election. However, they were disappointed that the NMU had managed to crawl off the ballot and avoided a public licking. It did give them some personal satisfaction that, after causing a delay of several weeks in the Wyandotte voting, the NMU was too yellow to face the music of a very bad beating.

At the conclusion of the vote counting, Brother Warren stated that "With the heavy vote registered by Wyandotte crews for the SIU, we are very pleased to welcome them into the Seafarers family on the Lakes.

"Just as soon as we are certified by the NLRB," continued Warren, "we'll get together with the men on the Wyandotte ships and draw up their contract demands. Then we'll open contract negotiations with the management leading to an SIU contract for the Wyandotte seamen. That's what they all want.

"It won't be too long now before we have elections on the Hanna, Wilson, Shenango and Steinbrenner (Kinsman) fleets. The SIU is fully confident of winning these fleets just as we did Huron and Wyandotte.

"Lakes seamen want a new deal, and that's why they're going for the SIU in such a big way. They want SIU contracts, with SIU working and living conditions and providing SIU security."

### SECOND VICTORY

When informed of the Wyandotte results, Great Lakes Secretary-Treasurer Fred Farnen declared, "This makes the second SIU victory during the 1947 season on the Lakes. First, the two Green ships (Huron) smacked down the NMU with only 2 votes while the SIU garnered 28 votes, and No Union received 18. This was a 58 percent vote for the SIU.

"Now, Wyandotte seamen registered their preference for the SIU with a 68 percent vote. Farnen concluded, "The SIU is really on the march on the Great Lakes, and nothing can stop us until all unorganized Lakes seamen have a chance to enjoy the benefits of SIU membership and contracts. Lakes seamen want the SIU, as proven by the Huron and Wyandotte elections, and we're going to see that they get what they want!"

## JUST OFF A HUNGRY SHIP



They don't look so gaunt now, but while they were on the SS Thomas Sim Lee, Isthmian Lines, they lost plenty of weight. See story on this page. Left to right, Henry Johansen, Frank E. Hughes, organizer Whitey Tannehill, who spoke to these Brothers before they caught the ship in New Orleans, Rudy Rice, Weldon Smith, and Joe A. Silva. Although the trip was a rough one, these fellows are prepared to continue sailing on unorganized ships—passing along the SIU message. It's fellows like these who have built the Union and made it strong.

## Here's Another Hungry Isthmian Ship: This Time It Is The Thomas Sim Lee

A few days ago five thin Seafarers came strolling into the LOG office with a real tale of woe. It would be a lie to say that they were too weak to talk, but the spokesman for the group, Frank E. Hughes, Carpenter, said that when the ship first came into Port, they would have had a hard time making themselves heard over the roar of typewriters.

"But now we've got a few good meals under our belts," he said, "and we're ready to give out with the whole story."

The men accompanying Hughes were Henry Johansen, AB, who also was Ship's Delegate; Rudy Rice, AB; Weldon Smith, OS; and Joe A. Silva, OS. All except Rice made the ship in New Orleans on February 19, and he joined the crew at Houston a little later.

The Thomas Sim Lee made a typical Isthmian trip, touching at Haifa, Bombay, Ras Tamura, Bahrain, Aberdan, and others too numerous to mention.

In other ways, also, the ship was typical of Isthmian scows. First of all, overtime was just a word in the dictionary. The only time the crewmembers were allowed to claim OT was for tying up, or for weekend work. On the

way back to the United States, a little OT was permitted for cleaning out the holds.

But that's only part of the story. Here's what the men themselves had to say about the food:

### IN ONE WORD

"There's only one word to describe the food on that ship," declared Johansen, "and that word is 'lousy.' In five and a half years of going to sea, that was the worst feeding ship I was ever on."

"He's right about that," chimed in Rudy Rice. "The food was of poor quality and it was badly prepared. We very seldom had anything fresh to eat."

"Even when we were in Haifa," stated Smith, "and had a chance to buy fresh fruits and vegetables, the Skipper wouldn't allow it. It got so I would dream

of oranges, grapes, beans, and lettuce."

Brothers Hughes and Silva summed it all up when they said that practically every man in the crew lost weight during the trip. "I lost more than 10 pounds myself," said Silva, "and Hughes here lost more than I did."

According to the hardy Brothers who survived the trip, the only good to come out of it was that the whole crew came back to the States resolved to make sure that Isthmian signs a Seafarers contract damn quick.

"Those men who weren't too sure about the SIU when we started, are now certain that only through our Union can such conditions be squared away," stated Hughes. "It was worthwhile for us to go through what we did in order to impress the crew with the advantages of belonging to the Seafarers."

## Texas AFL Convention Maps Fight Against Taft-Hartley Act

By RAY SWEENEY

GALVESTON — The 49th annual Convention of the Texas State Federation of Labor came to an end on July 3, after outlining a fighting program to combat the vicious provisions of the Taft-Hartley Act.

The meeting was held in Dallas, and the writer of this article was elected by the Branch membership to attend the convention.

Practically all the speakers who took the floor had one thing in common—and that was the same thing that brought Delegates from all parts of Texas to the Convention.

They were there to discuss ways and means of combating the anti-labor bill passed in Congress, and the various measures passed in the State which also limit the rights of organized labor.

Sewell Meyers, who is an AFL Attorney, made quite a lengthy speech, and gave the Delegates good information to take back to their local unions. A recording

of Mr. Meyers' speech was made, and we have one copy in this Branch which we will be glad to lend to any other Branch which requests it.

### GOOGE ADVISES

Brother George Googe, head of the AFL Organizing Campaign in the South, also addressed the convention.

He informed all AFL unions to make no move until after the meeting of AFL International Presidents in Washington, and then to follow the recommendations set down at that time.

It was a shame that Googe could not give his talk on the radio. He made a fighting statement, and should have been heard by every workingman in the United States.

Several new officers were installed during the Convention. Brother O. S. Howe, of the Carpenters Union in Galveston, was elected 10th District Vice-President.

## Keep Your Shirt On

Reports have been coming in citing dirty deals given seamen by several laundries, which profess to "cater to men of the sea."

Roland Velasco of the SS Arch Hopkins reports that Ungar's Laundry of St. John, N. B., picks up laundry aboard ships in that port, with the promise that it will be returned by the weekend. The promise is never lived up to.

"They don't say in which year it will be returned," says Velasco, warning Seafarers to keep their laundry out of Ungar's hands.

# Philly Hotel Bills Go Sky High; Anti-Labor Bills Flood State

By E. S. HIGDON

PHILADELPHIA — I see by the papers that all hotels in this city, or practically all of 'em, have boosted their rents sky high overnight so the five percent raise won't go very far for the seamen who hit the beach here. Of course milk has taken a one cent jump but this won't affect many seamen, will it?

Construction of 1561 rental units at a cost of around \$11,000,000 will be undertaken by Philadelphia builders under the Federal Housing Administration. Mayor Samuel moved to insure the city's revenue from Federal Housing projects now in operation here.

Four new state labor bills, including a ban on strikes by public employees, were signed by Governor Duff. The new law provides for secret balloting on wage offers and sets up still more penalties for violations. It includes stoppage of unemployment compensation benefits to strikers. Picketing of a struck plant by non-employees is an unfair labor practice according to the new law.

I wonder how many seamen have ever stopped to analyze the political situation. I know I never have until just recently. For instance, we have a two party system, so according to the American way of thinking, you are either a Democrat or a Republican. You register as such, go to the polls once every year or so to choose who you want to vote for.

But the funny thing about the whole thing is that the one for



whom you vote is someone you scarcely know anything about, what he stands for, or what type of individual he is.

## HAND-PICKED JERKS

In fact all you do know is that he is a hand-picked jerk selected by his particular party and avowed to go down the line with their principles, be they right or wrong. While I am on the subject, I don't ever recall ever hearing of a seaman being elected to Congress or the Senate or holding a responsible political position.

Possibly that accounts for the fact that a seaman is in the status of where he is today.

I see where a couple of guys that I voted to send to Washington to represent me gave me the dirty doublecross via the Taft-Hartley bill, now law. But at the polls on next election day, I as an individual, am going to vote against these double crossers and I hope that by that time the labor folk will be politically minded enough to pick a man they think will honestly represent labor.

As the present setup is, labor cannot expect to get a square deal from the majority who are now in Washington. So let's

hang the hook on these birds and send them back to mow their lawns or pick their potatoes or whatever they have to do because it is quite evident that they have failed to do the job for which we sent them to Washington.

I see by the last issue of the LOG that drunks and performers are going to be checkmated. Well, this is a damn good idea and it is about time the membership took some kind of action against these performers.

I notice by the financial reports of other branches, the Agents have fallen right in line with the economy program as laid down by the Agents Conference and approved by the membership. This in itself is commendable.

We are still looking for a new Hall here. We had our eye on a building at 617 Chestnut Street, but that "fell through."

## SIU Popularity On Lakes Grows With Unorganized

By HERBERT JANSEN

CHICAGO — Shipping is still slow in this Port with quite a few Brothers around the Hall on the waiting list. In Port during the week were the Carmi Thompson, Sultana, and the regular Chicago ships.

The SS Michigan is still on fitout, with no definite date as yet set when she will go into operation. She still has only a part of her crew on board.

Not a day passes but what you see some unorganized Lakes seamen in either this Hall or the one in South Chicago. They make inquiries about the SIU, and nine out of ten want to join. There is no doubt that the popularity of the SIU on the Lakes is growing by leaps and bounds every day.

These SIU newcomers are off unorganized ships, and in a few instances were formerly in the NMU. They've found out the score, some the hard way and some by comparing notes. Now they want the SIU to bring them SIU wages and conditions, job security and union representation.

## FAVOR TO SIU

During the past couple of years when the NMU has used every trick in the book in their efforts to forestall the SIU from winning any new fleets, they have done us and the unorganized seamen a service by exposing themselves for the phonies that they really are.

Lakes seamen, as well as salt-water seamen, realize that the SIU is the only maritime Union that really represents the unlicensed personnel and constantly battles to achieve gains for them.

We have no political ties to any foreign countries, and fight for the seamen, first, last and always.

To us in the SIU, our tasks is simple. We don't believe in any save-the-world philosophy. Our job is to win the best possible wages, hours, working and living conditions for the seamen. That's our job!

# AROUND THE PORTS



## NO NEWS??

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

- JACKSONVILLE
- BALTIMORE
- MARCUS HOOK
- NORFOLK
- SAVANNAH
- NEW ORLEANS
- SAN FRANCISCO
- DULUTH
- BUFFALO
- CLEVELAND
- MONTREAL

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

## Galveston Is Running Smoothly Now That Gashounds Are Scarce

By KEITH ALSOP

GALVESTON — Since the re-organization program was put into effect here in Texas a short time ago, drunks and performers have been almost as hard to find as icebergs. Those few still circulating around these parts are keeping a lot of space between them and the Galveston Hall, which is okay with us.

The membership here is strictly in accord with the motion passed in all ports to get rid of these characters who are trying to phony things up for the union and make life unhappy for the membership.

With the absence of gashounds, everything is moving along more smoothly. The Patrolmen hitting the ships here report excellent cooperation from the crews and

smoother payoffs now that the trouble makers have headed elsewhere.

Once again I'd like to issue a warning to all Seafarers who hit Galveston or Port Arthur to avoid representatives of the Merchant Mariners of America and not allow these phonies aboard their ships.

## NO AUTHORITY

Recently a former SIU member got on board an SIU ship here and tried to sell memberships in this phony outfit. These men do not have the endorsement of the SIU as they sometimes claim, in fact, they have been condemned by us at meeting after meeting.

Don't let these phonies up the gangway of your ship. If they attempt to come aboard; run them off.

With never an idle moment here in this busy port we got a little diversion the other day when we had an injunction thrown against us. The AFL machinists at the Brown Shipyard are on strike, so we, as we always do in cases of legitimate unions having a legitimate beef, refused to cross their lines.

Out came an injunction against us because we were good enough unionists to respect a picket line. We went round and round for awhile with the local authorities and in the end the injunction was set aside.

This injunction business gives the membership a first hand view of what will happen under the Taft-Hartley Act, with its power of injunction for almost any reason whatsoever.

The membership here is greatly aroused and all are of the opinion that we are in for a rough road; but, likewise, they all feel confident that we have the united strength to beat off all attempts to weaken our structure, when the time comes.

## Seafarers' Gains On Great Lakes Proof Enough For Working Seamen

By MAURICE DOLE

ASHTABULA — Now that the SIU has won the forty hour week with higher wages and higher overtime rates for the Midland seamen, unorganized Lakes seamen can see for themselves once again that the SIU is the only Union on the Lakes which maps out a program for the seamen, and then goes out and wins that program along with its many gains.

The SIU has never made a policy of promising the seamen that they will get "pie in the sky" just as the old wobbly song goes.

However, we do set a goal — like the forty hour week for the sandboats, bulk carriers and tankers — and then go out and achieve that goal. That's our record. If you're at all skeptical, check it and see for yourself what Union leads in maritime!

Remember, the Lake Carriers Association and their stooge "union"—the Lake Sailors Union—don't give a damn about you. One is a ship operators union and the other its tool. Together they represent a menace to all Lakes seamen, and should be regarded like anyone else who tries to take the bread out of your mouth.

## SIU SECURITY

It's only when the seamen have a union of their own, run by and for the seamen, that they can be sure someone is going to look out for their interests, provide job security and competent union representation. That's why all seamen should join the SIU!

Whenever the NMU is mentioned in an open group of Lakes seamen, they laugh just like they do when you mention the LSU. These men know the score, and realize that the NMU is

bankrupt from the points of program and leadership.

Lakes seamen also realize that the NMU is torn wide open with dissension among their leaders, the avowed commies and the former comies who have since gotten religion.

As for the LSU, this outfit has only one contract on the Lakes, covering the Cleveland-Cliffs Company, and certainly must be regarded as a weak-sister outfit with extremely close company ties.

Huron seamen voted SIU because they realized the SIU was the only union with a program and a fighting membership to win that program.

And Wyandotte seamen voted SIU for the same reasons, and so will the other Lakes companies' seamen who won't take less than the best — the SIU!

## Flying Disk Mystery Solved

(Exclusive to the LOG)

The mystery of the flying discs which has thrown the country into bewildered speculation, has finally been exploded with the receipts of eye witness accounts of seeing the discs at close range.

One of the first reports, now discounted, had it that four discs were seen flying over Detroit. Upon closer examination it was found that they were merely the four NMU pledge cards that the NMU managed to get from seamen of the Wyandotte fleet.

Another report stated that hundreds of discs were seen flying in scattered procession over New York. A chartered plane pursued them and found them to be NMU overtime sheets—thrown away in disgust.

Undaunted, a third report was tracked down by Seafarer Ed Larkin, and found to be the real McCoy. The mystery has been solved. All those flying discs you've seen or heard of are really the white Seafarers' caps that were thrown in the air when the results of the Isthmian election were announced.

Discount anything to the contrary that you may see or hear.

# Boston Manpower Shortage Eases, Tankers Out Since Strike Back

By JOHN MOGAN

BOSTON — Shipping and business slacked off a bit during the past week, so that for the first time in many weeks we felt that we could crew up a ship completely if the occasion demanded.

Many of the local boys who left this section a couple or three months ago are now finding their way back to their old haunts, and the Dispatcher is commencing to feel a bit easier.

Unfortunately, the records will show that it was necessary here to issue altogether too many permits; but slipping really hit a high spot and remained there for seven or eight weeks and the issuing of permits could not be avoided.

Some of the tankers which have been out from 5 to 9 months are beginning to show up now. Most of these tankers crewed up in this area, and the regular seamen around the port have been out on them for quite a spell.

### ONE MORE TRIP

From time to time we receive letters from the boys stating that after just one more trip into the Persian Gulf they will be headed homeward, but always it seems that just one more trip will do it.

The first tanker to show up around here was the SS Pipe

order to get their retroactive wage increases at the payoff.

This caused no little excitement, both in Portland and in the Boston Branch, for the crew members had not been contacted by the Patrolman before this news was in print. Despite some persistent sleuthing, it could not be learned where the Portland papers got the false report.

Anyway, the gang paid off at the scale of wages on the articles last October with the provision that both of their retroactive increases would be mailed to them within 10 days. And being reasonable men, when they found out that it would take the two paymasters present at the payoff a minimum of five days to make up the payroll with the increases, they readily consented to wait 10 days for their retroactive money.

### REALLY OKAY

Brothers Sweeney and Goggin headed for Portland the night before the 4th fully expecting a hectic holiday, what with a gang out nine months on a really tough run and arriving in a U.S. port just in time for the 4th of July celebration.

On the contrary, the boys were 100% okay for the payoff and all legitimate beefs settled satisfactorily on board.

The old familiar "open roadstead" beef, usually encountered on tankers coming in from a foreign run, was the big issue here also, chiefly because the Pipe Springs couldn't tie up to the mooring buoys on schedule.

It developed that the buoys had been blown out to sea with another tanker, which got caught in a sudden blow while loading.

Where the agreement clearly states that port time in an open roadstead does not begin until the vessel is moored to the buoys and the hose lifted out of the sea, the time spent waiting to get moored could not be classified as "waiting for berth" in the usual sense.

This was the only real beef, and otherwise everything was lovely. A nice bunch of men, half SIU and half SUP.

Everything else around the port proceeding as smoothly as usual; plenty of in transit stuff to hit and the excursion fleet to cover.



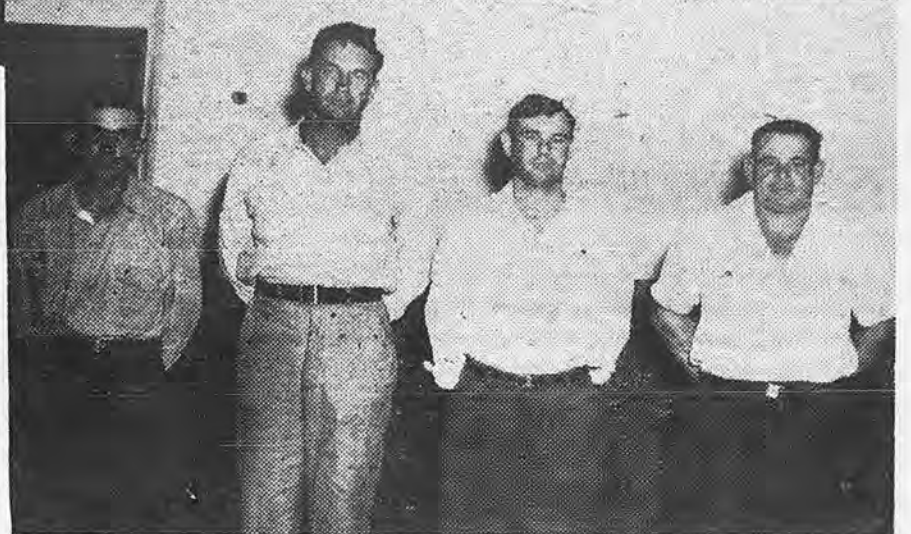
Springs which paid off and crewed up in Portland right after the General Strike. The boys sweated out the full count on the articles, and in nine months could only count four good liberty ports.

Somebody — and it wasn't a member of the unlicensed personnel — gave the phony information to the Portland gazettes that the crew of the SS Pipe Springs was going on strike in

## THEY'RE IN THE SIU, TOO



Above is a meeting of the Riggers, employed at the Guli Shipbuilding Corporation, Mobile, Alabama. They all hold cards in the Marine Allied Workers, SIU, and they are pressing hard for a bargaining election. They're confident of winning, and why shouldn't they be? All of the Riggers in the yard have joined the union, and that means more than 50 men waiting for SIU representation. The meetings are held regularly in the Mobile Hall of the SIU.



The lower picture is of the men who sparked the drive to organize the Riggers. Left to right, F. H. Sanders, O. Blackwell, Carl Tanner, SIU Mobile Agent; and Vernon Hayes. Blackwell and Hayes are former SIU members, and they have done a bang-up job organizing in the yards. Quite a few of the Riggers carried books in the SIU at one time or another. Brother Tanner was instrumental in organizing the Riggers.

## AFL Broadcast

WASHINGTON, D. C. — Beginning July 5th, the American Federation of Labor inaugurated a brand new series of radio broadcasts over the nationwide network of the American Broadcasting Company.

The first nine programs, devoted to completely extemporaneous and unrehearsed round table discussions of major topics in the news, will originate each Saturday at 6:45 P.M., EDT, from Washington, D. C.

Since some local stations, because of earlier commitments, may be forced to re-broadcast the programs at some later time, be sure to consult your local newspaper for the exact time of the broadcasts.

## Congressmen Pull 'Big Pay' Gag To Pave Way For Ship Transfers

By JOE ALGINA

NEW YORK — I haven't received my check yet, but according to a congressional sub-committee, you and I are now receiving a government subsidy. We're all in on it to the tune of \$500 million a year, they tell us, so I'm watching my mailbox for the lettuce to start pouring in.

I got the straight dope from a newspaper item which stated that maritime unions are being enriched by a \$500 million a year subsidy for carrying relief cargo to Europe.

They figure that the cost of transporting relief shipments costs the government about \$1 billion a year with the maritime unions getting half.

What the hell are they crying about? A guy can't be expected to take this stuff across for nothing. He has a right to earn a decent wage for doing his job just as much as the men who milled the flour and the people who manufactured the garments that are part of the relief shipments.

### DOUBLE TALK

What the writer might have meant is that the seamen are getting decent wages in their jobs and this hurts.

The boys in Congress won't do much about the guys who make the stuff to be sent abroad, but they come up with this double-talk as a smoke screen for cutting the throats of seamen.

Their real purpose behind all this howling is to get across a proposal to turn our idle ships over to foreign governments to operate with lower paid crews.

Our fair haired boys want to give away the ships that you and I paid for with our taxes, so foreign countries can operate them at a big saving to our government.

Things have come to a pretty pass when the government starts looking around for cheap labor, so they won't have to hire their own citizens.

Conveniently enough, no mention is made of halting the "subsidy" paid to American operators to handle these shipments.

With that off my chest, I can report more cheerful events on the waterfront. Here in New York the weather is fine and shipping is excellent, especially for rated men.

We've had some good payoffs in the big city this week. The Simmons Victory, Waterman Steamship Company, and the Jefferson City Victory of South Atlantic showed up here in fine shape. Both ships deserve credit for being a real credit to the Union and to the crew aboard.

### BEEF HANDLED

The Enos Mills, Bull Line, came in after a trip to Europe. The payoff came off in good style except for a beef in the Stewards Department which was handled by Patrolman Gonzales.

Eastern's pride and joy, the Evangeline, paid off here this week and the old business of reinstatements reared its head. Several men in the crew had been reinstated in the Union after being as much as five years in arrears in their dues and assessments. These men were refunded the money they had paid in back dues and were replaced by men from the Hall.

The SIU has gone on record as being against reinstatements after men have fallen 12 months in arrears, and any men who manage to get reinstated in spite of this rule will be replaced and their money refunded.

## Taft Hartley Act Boomerangs With Unorganized

By JOE SHIMA

TOLEDO — Recently, things around here have been quite stagnant. A lot of it, I'm sure, is due to the Taft-Hartley Bill having the unorganized seamen in a dither. Now that organized labor has been giving this "Slave Labor" Act a sound shellacking, the unorganized seamen are sitting up and taking notice.

A number of them have dropped into the Hall in the past couple of days. They're really interested in the effect that this Act might have on them. At the present time, this can't be answered until certain sections of it are tried in court or through economic action.

Certainly, strong unions like the SIU will be able to keep on going forward. However, weaker unions like the strife-torn NMU and the one-company LSU

are going to have a difficult time to keep their heads above the flood-waters of this vicious anti-labor legislation.

We in the SIU have never depended upon any politicians for any handouts. The SIU has always relied upon the strength of the membership for militant direct action at the point of production.

If this new law, even though not tested legally, means that we have to fight that much harder, then that's what we'll do.

The SIU never shirks a fight, and this is one time that John Q. Politician will find out how strong the united strength of the Seafarers actually is.

### HUTCH ACTIVITY

Recently, I received a letter from a member of the deck crew on the John Stanton, a Hutch ship. He stated that in order to collect overtime for Sunday on

this ship he has to paint, chip or sand on his head. This action apparently follows the LCA line laid down since passage of the Taft-Hartley Bill.

Back in the lean years of shipping on the Lakes, these same Hutch boats were the ones which laid off most of their crewmembers if the ship was docked for more than 24 hours at one port. Then, with a big-hearted gesture, they re-hired their men when ready to sail.

My message to unorganized seamen sailing on the Hutch ships and others is to hold tight and not let it get you down. The SIU is on the Lakes now, and we're here to stay. It's our fight, and your fight too. Together we can win through.

Then we can all have SIU contracts with SIU wages, hours, overtime, working and living conditions on all ships!



# Lakes Seafarers On Luxury Cruise



The SS South American, Georgian Bay luxury cruiser, docked at Duluth, at the head of the Great Lakes. This ship is under SIU contract, and the crewmembers enjoy the outstanding conditions and wages which are standard in all SIU agreements. As you can note if you look closely, Seafarers crewmembers are completing boat drill.



Here's a real SIU veteran in action. Fireman Tony Peandol has been a member of the SS South American crew for more than twenty years, and is shown here at his duties in the boiler room. Like all other hands, his pay is higher and his conditions better since the company signed with the Seafarers International Union.

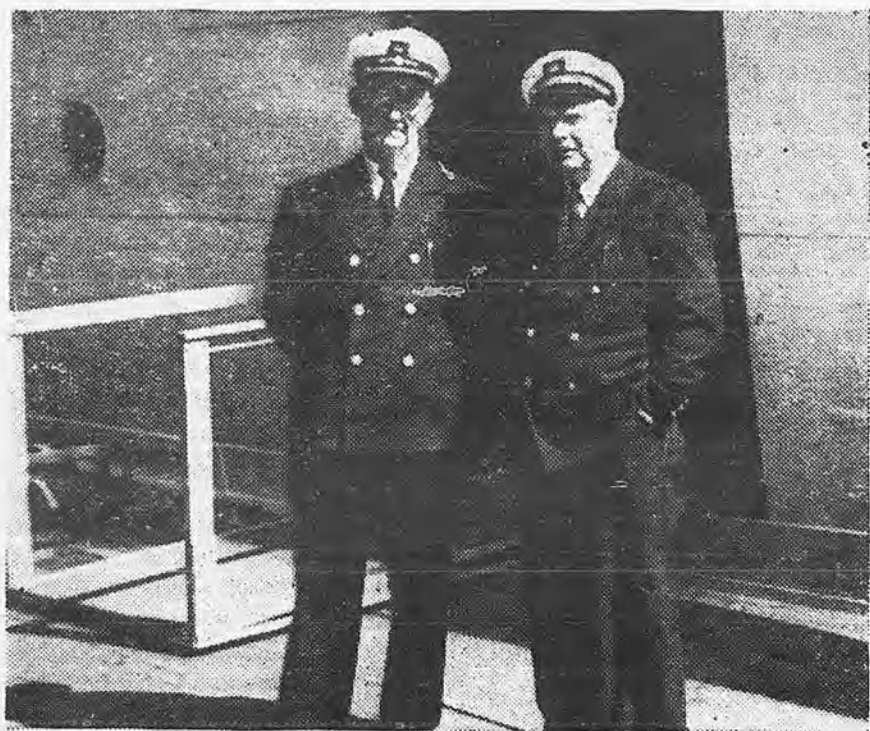


These are the SIU Brothers who keep the passengers and crew well satisfied with the type of chow they dish up. No complaints here. The galley is spic-and-span, and the food is well prepared and of the finest quality. The LOG photographer saw some of the meals served to the crew and wanted to sign on, but fast. Here's luck to him.



A couple of belly-robbers on the South American pictured in their castle. Although neglecting to mention the names of the Brothers, the LOG photographer did give their ratings. Reading left to right, the Baker and the Assistant Baker.

## 'Let's Look At The Record'



A couple of Seafarers all togged out in their best high-pressure outfits. On the left, Watchman George Schultz, and next, Wheelsman Ellis Lamb, Deck Delegate and crewmember of the South American for several years.

IT WAS SAID, and real loud too, that the seamen along the Great Lakes couldn't be organized.

"The season's too short," was one reason.

"The NMU made such a bad name that those men won't go for any union," was the way another guy put it.

Well, the Seafarers went in there, and in a period of a few months have rolled up some major victories.

This is what the picture looks like to date:

After a long tussle, the Midland Steamship Company has signed an agreement providing the first 40-hour week for bulk carriers.

The ships of the Huron Transportation Company have voted for SIU representation, and negotiations for a contract are now in progress.

Now, voting of the ships of the Wyandotte Steamship Company has been completed, and with the overwhelming SIU victory this company will soon come under the SIU banner.

Petitions have been filed for bargaining elections in the ships of the M. A. Hanna Steamship Company, the Wilson Transportation Company, the Red Arrow Steamship Company, the Snyder Transportation Company, and the Steinbrenner Steamship Company.

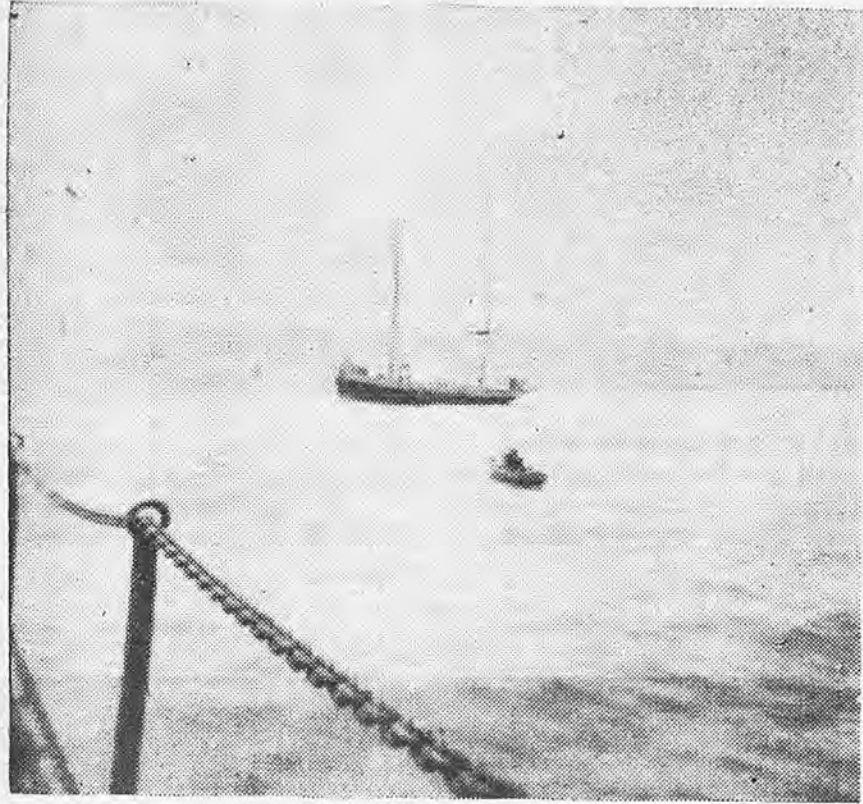
And besides all this, the SIU has been able to gain for its members the best passenger ship contract ever seen on the Lakes, and a sandboats agreement better than the seamen themselves thought possible.

The record speaks for itself—that's why the Great Lakes will be SIU, too!



# SHIPS' MINUTES AND NEWS

## Seafarers Rescue French Craft Adrift 2 Days In Mediterranean



Lifeboat carrying crewmembers from the SS Mayo Brothers makes its way toward French cutter, whose engines conked out leaving craft stranded off Spanish coast.



The disabled French craft as she was being towed to Cartagena by the SS Mayo Brothers, whose quick response to call for aid drew considerable praise from the French crew.

At right, Captain Hallam, skipper of the Mayo Brothers, who is a former member of the SIU.



## Isthmian Crew 'Red-Pencils' Skippers Sense Of Humor (?)

The Skipper aboard the James D. Trask evidently thinks the "remarks" column on overtime sheets is there for him to express his sardonic sense of humor, at least that's how the crew feels.

The crewmembers have found that when they submit legitimate overtime to him for his approval he delights in penciling in little sarcastic remarks, such as: "Why weren't you sober?" or "You owe the company money," and "Wipers can be worked all day Saturday without payment of overtime."

Although the Trask is an Isthmian ship, overtime payment for Saturday work was included in the sign-on agreement, but that to the Skipper means nothing; he must get in his digs against the crew.

The Skipper, not content to confine his remarks and orders to the overtime sheets, has threatened to log the Chief Mate, Second Assistant and the whole crew for talking while on watch. To the crew, this was the last straw.

### PROTEST ACTION

At their shipboard meeting they immediately drew up a letter of protest to be presented to the American Consul in Bombay, India. If nothing is done there to stop the abusive tactics of the Skipper, the crew intends to give him a hot time when the ship reaches the states.

Fed up with the Captain's little game, the crew hopes to see that his vocal cords and little red pencil get a long rest when the ship hits port—they don't want the poor boy to get laryngitis or writer's cramp.

Editor's note: The following account of a rescue at sea — a fairly frequent occurrence with Seafarers — is by the Steward of the SS Mayo Brothers, which responded to the call of a French vessel in distress.

By THOMAS DE FAZIO

As is its custom both at sea and ashore, the Seafarers went to the rescue again recently.

While plowing through the Mediterranean seas about a day and a half from Gibraltar one dark morning, our ship, the SS Mayo Brothers, received an SOS message for help. The distress call was from a small French cutter, which was adrift off the Spanish coast near the Baltic Islands.

Our Skipper, Captain Hallman, a former member of the SIU, immediately altered the ship's course and proceeded toward the helpless craft.

### FIRST TO ARRIVE

Although the message for aid was picked up by two other American ships in the vicinity, we were the first to arrive at the location of the helpless vessel.

The French cutter was bound for Oran when her engine broke down, and she had been adrift for two days without fresh water. There were precious little supplies aboard by the time we arrived. The tiny vessel had gone through some heavy weather and had taken on much water. She was partially floundering when we reached the scene.

After maneuvering into position, we shot a line over to her with the Lyle gun. Captain Hallman sent a party over to her to ascertain her condition. I went along with the group to serve as an interpreter.

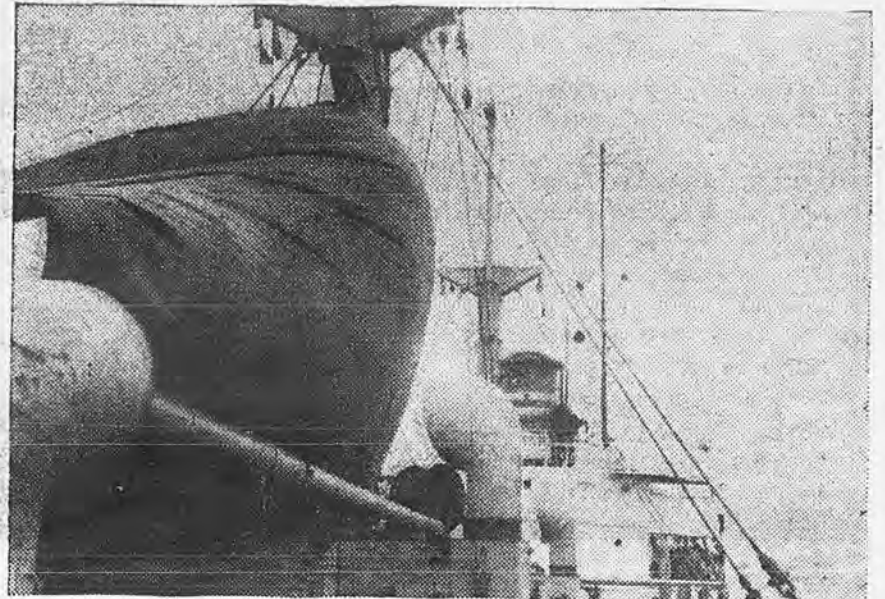
### TOW JOB

Getting all the details of the vessel's plight, we returned to our ship. A tow line was then shot over to the French craft and we proceeded to tow her to the port of Cartagena. We had already sent a message for the Navy base there to pick up the disabled cutter.

The operation was successfully completed and we continued our voyage to Genoa, Italy. The assistance rendered by the Seafarers and officers aboard the Mayo Brothers was greatly appreciated by all hands of the stranded vessel. They thanked us very heartily for having been so helpful and considerate in effecting a quick rescue.



## A STITCH IN TIME SAVES SHIP



Sail rigged on No. 1 hatch of SS Frederick Galbraith when she lost her propeller recently narrowly averted disaster for her Seafarers crew. The sail enabled ship to clear mountainous isle off coast of Italy.



Smiling faces on some Galbraith crew belie hectic series of incidents experienced after screw went swooshing to bottom off African coast. Photos forwarded from Norfolk by Ray White.

## MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

DESOTO, May 3—Chairman Kirbach; Secretary Houck. Ship's Delegate reported that bonus for penalty cargo would be settled in Mobile. He also discussed the double overtime for international date line crossing which has been okayed for the Engine Department but not for the Deck and Stewards Departments. Delegate also urged members new to the union to attend and observe

closely the procedure at shore-side meetings so they will know union procedure and will not get fouled up on their standings and rights. New Business: Crewmembers reported on needed equipment for next trip. Good and Welfare: Discussion on USS clubs and warning to members to stay away from them as they are being converted to link halls. Vote of thanks to Stewards Department for the good chow with a special bouquet to the cooks. Members urged to procure and study copies of the Union Constitution.

## SS Marymar Runs Aground

The 10,000-ton freighter SS Marymar, which ran aground in Bridgeport Harbor (Conn.), was pulled free by an LST vessel permanently stationed in Bridgeport.

The Marymar went aground at 6:15 a.m. on a recent morning and was released shortly before 4 p.m. as the tide came in. Owned and operated by the Calmar Steamship Company, the Marymar had just arrived from Vancouver, Wash., with a cargo of 5,000,000 feet of lumber for a Bridgeport firm, when she went aground.

NAMPA VICTORY, May 9—Chairman J. LeBrasse; Secretary C. Tobias. Reports of departmental delegates accepted. New Business: Motion carried that no one pay off until Patrolman straightens out the Mate. Decision to refer to Patrolmen problem of who takes care of master gyro. Chief Electrician has been told to do it, but he holds no gyro ticket. Suggestion that all of the repair list for the next voyage be carefully scrutinized as show-

(Continued on Page 11)

# Digested Minutes Of SIU Ship Meetings

(Continued from Page 10)

ers are in bad shape and they have not been handled on former repair lists. Good and Welfare: Request that crew leave a clean ship for the next crew. Steward asked that all dirty linen be turned in before leaving the ship. One minute of silence for lost Brothers.



**FORT CLATSOP, May 11**—Chairman D. Casey Jones; Secretary Dale Lamberson. New Business: Deck Delegate instructed to contact shore patrolman concerning retroactive pay from Pacific Tankers. Motion carried to order six new electric fans for replacement aboard ship. Motion carried to make a complete check on locks and keys for all foci'sles. Motion carried to have telemotor and complete steering gear examined for the safety of the vessel. Good and Welfare: List of fines drawn up for dirtying of messhall—not concurred in.

about handling cigarettes and clothing at the same time. Motion carried to permit animals aboard ship, but that person bringing animal aboard will be entirely responsible for its care.

**XAVIER VICTORY, May 3**—Chairman Alex J. Janowski; Secretary William J. Wilburn. Motion carried that on arrival in first U.S. port sufficient supply of cots, mattresses and other needs be ordered by Chief Steward. Motion carried that the departmental delegates accompany the Chief Steward if he is requested to take inventory of the ice boxes. Motion carried that delegates see the radio operator concerning the repair of the crew's messroom speaker. Motion carried that crewmembers be fined 25c for leaving dirty cups or spoons in the messroom. Fine to go to SEAFARERS LOG.



**JAMES D. TRASK, May 15**—Chairman William Lindelof; Secretary Eugene Ladriere. Discussion on Captain's continually disputing legitimate overtime. Motion carried that upon receiving draw in Bombay, crew to donate money for union purposes. Motion carried to have minutes sent to SEAFARERS LOG.

**RAPHAEL SEMMES, May 4**—Chairman Bradley; Secretary Williams. Motion carried to have delegates take repair list to Captain, Mate and Chief Engineer. Motion carried that menu be written on board in

understandable English and not in burlesque procedure. Motion carried that anyone tampering with machines on repair list be fined at the following meeting.

**GATEWAY CITY, April 18**—Chairman Don Rood; Secretary Al DeForest. Deck and Stewards Delegates reported all okay. Engine reports shortage of cleaning gear. New Business: Motion carried that Steward contact Captain to have wooden dish rack in crew pantry and menu blackboard placed in crewmessroom. Good and Welfare: Suggestion that sample of drinking water be given to health authorities in New York.



**SIMMONS VICTORY, May 17**—Chairman John Bilkoa; Secretary C. W. Hallengan. Departments reported no beefs. Suggestion made that the Deck Department heads be checked and proper repairs made before next trip. Motion carried that crew messman be warned of his conduct toward rest of crew. Motion carried that the radiators and fans be checked before the next trip and proper repairs be made.

**SEATRAN NEW JERSEY, May 26**—Chairman Bill Williams; Secretary George Swift. Old Business: Question of milk raised again. Contract calls for not more than 60 or less than 40 gallons. Crew complains of always getting the minimum and the milk is of poor quality. Repair list made up and approved by crew. New Business: Request that each man rinse out any cups, etc., he has used to keep messhall shipshape between meals. Matter of small fines to enforce this discussed. Crew decided to first try the honor system. Good and Welfare: Crewmember volunteered to notify Merchant Marine Library Association that a replacement library is desired. Crewmembers also requested to turn to to help box old books and take them off.



**QUEENS VICTORY, June 23**—Chairman Daniel Hanshaw; Secretary James K. Sleesser. Chairman urged Stewards Department to elect a delegate and hold a private meeting as soon as possible. Motion carried to have the three delegates talk to the Chief Mate and see if they can get a schedule for the time of using and cleaning the laundry by the three departments. Motion carried to not allow crewmembers to soak their clothing in the laundry tubs. Motion carried to have delegates see Captain and procure a notice to be placed in saloon informing the licensed personnel to stay out of crew and PO pantries.



**JEAN LAFITTE, April 27**—Chairman R. S. Young; Secretary Eric Moe. Department Delegates reported all in order except disputed overtime which will be referred to shore Patrolmen. It was agreed to have delegates make out repair lists and requisitions to be given to department heads and Patrolmen, and to inform crewmembers about such lists so as to insure action being taken. Particular attention was called to the booms and the fumigating of the ship. It was also agreed to replace all books in the library and to clean up all rooms to be sure of leaving a clean ship for the next crew.

**SULLYS HILLS, March 3**—Chairman Sullivan; Secretary J. L. Parsons. New Business: Request that American money be supplied in draw in next port. Motion carried to get fresh vegetables and fruits in first port contacted. Motion that a complaint be made to American Consul in Aruba concerning beatings administered to seamen by police. Also decided to send same complaint to Dutch Consul in Washington. Motion carried to have slopchest investigated upon arrival in U.S. Motion carried that slopchest be opened at 2 P.M. and to speak to Captain

## SEAFARER SAM SAYS

LIKE WATER IN THE DESERT!

**B**ROTHERS WHO HAVE BEEN AT SEA FOR MONTHS LIKE NOTHING BETTER THAN A COPY OF THE SEAFARERS LOG TO KEEP THEM UP WITH WHAT IS HAPPENING IN THE UNION AND ASHORE. SAVE YOUR COPIES OF THE LOG FOR THE NEWS-HUNGRY SEAFARERS YOU MEET IN FOREIGN PORTS.

## CUT and RUN

By HANK

Every Brother should take an anxious and serious interest into becoming a better union man as well as a better shipmate and sailor. While in port he should read everything which is printed in his weekly union paper, the LOG. There are other important things to do, too: Writing letters to the LOG; Studying your shipping rules until you know you understand them. Lots of Brothers get the wrong understanding of the rules by reading them too fast or just some of the rules—and this gets them fouled up occasionally. Study your Constitution—it's for you—not for the guy on the corner trying to pick horses for a living. Those shipboard meetings are one of the most important things in your sea life. They shouldn't be just mechanically routine habits. From them you get those kinks, beefs and minor misunderstandings explained and ironed out or clearly written down for the port Patrolmen to settle—instead of dragged out for the whole trip or just forgotten about, which is not the SIU way.

Here's a letter from "Big Frank" Radzvila, the Chief Cook aboard the SS Victory Loan: "Well, here I am dropping a line letting you know I'm feeling fine on one of the Pacific Tankers which I joined up at Port Arthur after I got off the SS Maiden Creek in Beaumont. Of all the people I had to run into when I climbed aboard the Maiden Creek was Brother Mike Davis. He happened to be walking in the passageway and he stopped and kept looking at me. Then he says, 'For heaven's sake, is that you pollak?' He really couldn't believe it after not seeing me for five years. Well, Hank, my cooking is really hitting the hot spot down here in the Gulf. They sure love my garlic. I'll bet it makes your mouth water just remembering how the food tasted with it. And this isn't like the cooking I had on the SS Delaires, either.

"Well, it sure was hard leaving some of the boys on the Maiden Creek after three trips. Even Brother "Rough Neck" Morgan Hiles came around showing me what a big pot belly he got when I was on there. He sure hated to see me leave him. He said he starved until I climbed aboard. Well, I'm sending my best regards to everybody and I'll be coming up to New York after this trip to Italy or according to where we wind up in the States. It might be the West Coast."

We have another swell letter from "Red" H. Braunstein aboard the SS Fairport in Gatun Lake, Panama Canal: "We left Charleston after taking on 1750 bales of cotton for China and we're on our way through the Canal to San Pedro to take on bunkers before sailing for Shanghai, Manila and Cebu. We have a swell gang on here. The Old Man is an ex-SIU man and a swell guy. It is a pleasure to sail with him. Some skippers should sail with him and learn how to be master of a vessel and a swell guy instead of a Captain Bligh. Our ship sure is a swell feeder. The Steward gives dictionaries with his menu so we can figure out what we're eating. It's like eating in a high class hotel. No beefs to report on the food—we're all gaining weight. We have a good crew with some oldtimers and some new men but all militant SIU. We got four shots a few days ago. Boy, was I sick. The Chief Mate is giving the shots. We have two more to go." . . . Say, Red, if you see any "flying saucers" over the Pacific Ocean, then we'll believe what the people say they saw in the States!

## Colabee Is 1st Under Wire With New SIU Minutes Form

Honors are due the crew of the SS Colabee, American Hawaiian Steamship for being the first to submit its minutes to the LOG on the new official minutes form now available on SIU ships.

Right on the ball, the Colabee's crew reported the shipboard meeting which took place on June 29 at sea, and mailed the minutes to the LOG from a Canadian port, via airmail.

The new form, which was drawn up for the convenience of reporting shipboard meetings, has been available to SIU crews for the past ten days. The Colabee, in port at that time, took a batch of the new forms aboard and put them into immediate use.

The June 29 meeting was chaired by Brother William A. Vabis and recorded by E. Cintron. Keeping things smooth in their departments are E. Larsen, Deck Delegate; T. E. McHenan, Engine Delegate; and E. Cintron, Stewards Delegate.

The Colabee is first under the wire, but as more ships hit port and take aboard the new form,



the number of minutes mailed to the SEAFARERS LOG should take on avalanche proportions. How about it fellows?

# THE MEMBERSHIP SPEAKS



## Fate Of All Trade Unions Rests In Hands Of Workers

To the Editor:

I've been talking to my brother unionists lately about the new labor law, born in the twisted brains of Taft and Hartley after a transfusion from the bosses, and so many of us have expressed ourselves by merely saying, "I'm sorry it happened." Just being sorry, however, doesn't stop it or help the situation.

Instead of crying in our beer, let's start looking for ways to decapitate this monster. After all, weren't the men who voted for the law put into office by us? Didn't we trust them with our future security both at home and abroad?

### \$64 QUESTION

How can they believe that by taking away our rights they can "return the worker his freedom" as Senator Taft put it? These things we fought for during the past decades and were so vigorously opposed by the bosses have suddenly emerged as curses and Congress is being very good to us by removing all of these "restrictions on the freedom to work."

### MUST MEET TEST

Many men sweated and bled to build unionism in America. We are the ones who are going to have to show that they did not labor in vain. We are being given the real test and we must not fail them nor the men who will become union men after us.

If this law can be fought in the courts, then fight it in the courts; if it takes money, then we'll spend it. The union treasury isn't the only source of funds to fight this vicious thing. As long as there is a union man in this country, he must take it upon himself to throw everything he has, including a good slice of his cabbage into this battle.

I know that a worker doesn't have much money when he is compared to a big industrialist, but all of us together can give him one hell of a fight that will

make the early struggles of unions and companies look like Sunday school picnics.

Budd Tobias

## Steer Straight When In B.G., He Advises

To the Editor:

Here are a few lines of helpful hints for the membership should they be bound for Georgetown, British Guiana, on the Alcoa run. Here in B. G. things have changed a lot, especially for the fellows who like to make a little spending money on the side.

First of all, when you go ashore, keep an eye out for the customs. They'll clip you quick as a wink. Cigarettes in court cost \$10.00 a carton; ashore you only get \$2.00—if you get by.

Whatever you have that is not your property will land you in "Atlanta, Ga.," if you are nailed. The operators of bumboats and a certain Mr. Jones, who is following the occupation of laundry man, will also give you the business.

I've been in and out of this port many times and I can tell that it has changed a lot, so take heed and keep your doors locked when discharging cargo.

On the whole we've had a good trip. We loaded in Montreal and were the first to come in contact with Robert Matthews and Gene Markey, who is now Montreal Agent. The crew is well contented with plenty of overtime from the eleven ports we visited.

Now our nice cargo is gone, and the payload of bauxite we all dream of is coming true.

A good word must be said for the Skipper, J. M. Castro, with whom I've been sailing a long time and find as square as any man can be.

J. O'Sullivan  
SS Benjamin Fisher

## Seafarer



To the Editor:

I am the wife of a merchant seaman and I enjoy the LOG very much. Enclosed you will find a snapshot of my husband, James D. Malicoat, Oiler, taken when he was aboard the SS Council Crest from July 2, 1946 until Nov. 28, 1946.

He has been a member of the SIU for four years, and he thinks it is a great union.

Mrs. J. D. Malicoat  
Rogers, Texas

## REST CAMP HELPED HIM PICK UP QUICKLY

To the Editor:

The care and treatment of seamen in the various Marine Hospitals has been blasted by the Seafarers International Union on many occasions. All of the complaints that we have made have been justified, as far as my own personal experience goes, but there is something further that should be said about convalescent care for seamen who have been discharged from the hospital.

On June 13 I was discharged from the Brighton Hospital after being there for a full month. I wasn't ready to ship out since I was still weak, and still wondering what to do next, the hospital social service worker told me about the rest camp operated by the United Seamen's Service at Gladstone, New Jersey.

When she saw that I was interested, she made arrangements for me to enter there, and I got there on June 14.

### GOOD CARE

During the next two weeks I enjoyed the best of care. The food was good and plentiful, and those of us who were patients in the camp were able to get complete rest. There was entertainment every night, and the staff went out of its way to make our stay very comfortable.

It's not common knowledge, but merchant seamen are eligible for admission to the camp if they still need rest after being discharged from Marine Hospitals in this area. That means hospitals in Boston, New York, and Baltimore.

For those fellows who are in the hospital now, or go in the future, here's a tip. Have the Social Worker get in touch with the USS, 92 Liberty Street, New York City, and all arrangements can be made.

You'll come away from the camp ready to ship out, and with a good rest behind you.

George Mezey

## SIU Branch In Puerto Rico Stamped 'Okay' By Seafarer

To the Editor:

I'm back in the Island of Enchantment enjoying the rum and beautiful señoritas while grabbing a swim at the Escambion Beach Club. Here is where all the queens of beauty meet and manage to make you forget the heat, which at the moment is terrific.

I have been informed that a big wave of strikes is hitting the Island right where it hurts. The strike wave will probably continue once it begins for the cost of living here is about the same as New York City yet the employers insist upon keeping salaries and wages much lower than those paid in the States.

During my stay here I paid a visit to our Hall and its new Agent, Salvador Colls. I found him busy on the telephone and up to his ears in work so I didn't bother him. The general impression here is that he is doing very well. The port itself is very busy with the sugar crop now at its highest point of production.

## Lakes Brother Urges Fight On Labor's Enemies

To the Editor:

The American fascists who use their front organization, the Republican party, along with their fellow travellers, the Democrats cannot attain respectability simply because Abe Lincoln was a Republican. They have at last shown their hand.

With the passage of the Taft-Hartley Slave Labor Bill, they have proven beyond a shadow of a doubt that their aim is the regimentation and enslavement of the American workingman.

We who are organized must stand together and fight this plague which is engulfing this land. We must stand united, not only to protect our rights, but also the rights of millions of unorganized workers who are going to suffer needlessly at the hands of those wielding the power.

Remember Brothers, although the going will be rough, we must stick together. For "divided we fall, united we conquer." We must conquer this attack on our freedom. Yes, we have lost our guaranteed security and many of our hard-won gains, but if we are united, those who attack us cannot win. They must not win!

Remember, "don't give up the ship!"

John W. Snaden  
Str. Greater Detroit

### CHOW TOPS

The SS Elizabeth, aboard which I'm FWT, is a good feeding ship with Julio Ray as Steward and Alphonso Riviera as Chief Cook. Even on a week day, menus like the one I've attached were offered and served to the crew. For a short run like this I've never had better chow.

We had a meeting at sea on Friday the 13th of June. I chaired the meeting and found the crew, in all departments, was in complete harmony. We only have one small beef concerning the splitting of overtime which we'll settle soon.

Luis A. Ramirez  
San Juan, P. R.

(Ed. Note: A week day menu submitted by Brother Ramirez bears out his boast of fine chow aboard the Elizabeth. Here's an example: Supper—Radishes, Celery, Cheese Canapes, Chilled Tomato Juice, Mexican Cole Slaw, Fried Filet of Cod—Tarter Sauce, Chicken Asopo—Puerto Rican style, Breaded Veal Cutlets—Tomato Sauce, Fresh String Beans, Sweet Corn, O'Brien Potatoes, Chilled Peaches, Danish Pastry, Coffee, Tea, Milk.)

## VESSELS OF SIU'S NEW AFFILIATE



Some of the craft belonging to members of the Mobile Bay Seafood Union as they tied up at Bayou Le Batre, Alabama, home of the newest affiliate of the SIU's Marine Allied Workers. Before sun-up boats are chugging out to the Gulf for start of day's fishing operations.

## SILHOUETTE AT SEA



In this bit of camera artistry by Seafarer Gene Dauber, Boson aboard the SS Arizpa, crewmember Paul Belous, AB, is pictured looking out over the broad expanse of quiet water. Though scene is peaceful, crew had rugged time as a result of foul conditions rampant on ship.

MEN OF THE SEAFARERS

Ship's Minutes Forms Will Be Big Aid

To the Editor:

The new minutes form now being distributed aboard our ships is something we have long needed. Since I aided in setting the form up, I guess I am somewhat prejudiced in favor of it, but from the way it has been laid out it should correct a lot of mistakes and lead to better meetings and more of them.

On too many ships the crews do not hold enough meetings. If they now follow the suggestions and notes listed on the forms there is no reason why every ship should not hold regular meetings and send the minutes to the LOG.

The suggestions on the back of the form mention certain things which should be covered carefully in shipboard meetings. Education is very important and there is no better place for union education than aboard ship. Push education and your meetings will be more interesting and will pay off in the blue chips.

Personally, I think that the part of the LOG carrying the ships' minutes is very important and shows what is happening on our ships. If every ship would send in its minutes regularly, every member will know what is going on aboard SIU ships throughout the world.

There is an old saying about union papers, which I think is very true: The Union paper is the window through which the public sees the union.

Lets make our paper one that really shows everyone that reads it just how fine a union we have.

Blackie Colucci

Says Seamen Should Qualify For Ratings

To the Editor:

Can't we, as a union body, do something about our inexperienced seamen? As a Bosun I have had a few inexperienced men during the war, the same as many others. At that time, it was to be expected, but now that the war is over, there still seem to be as many.

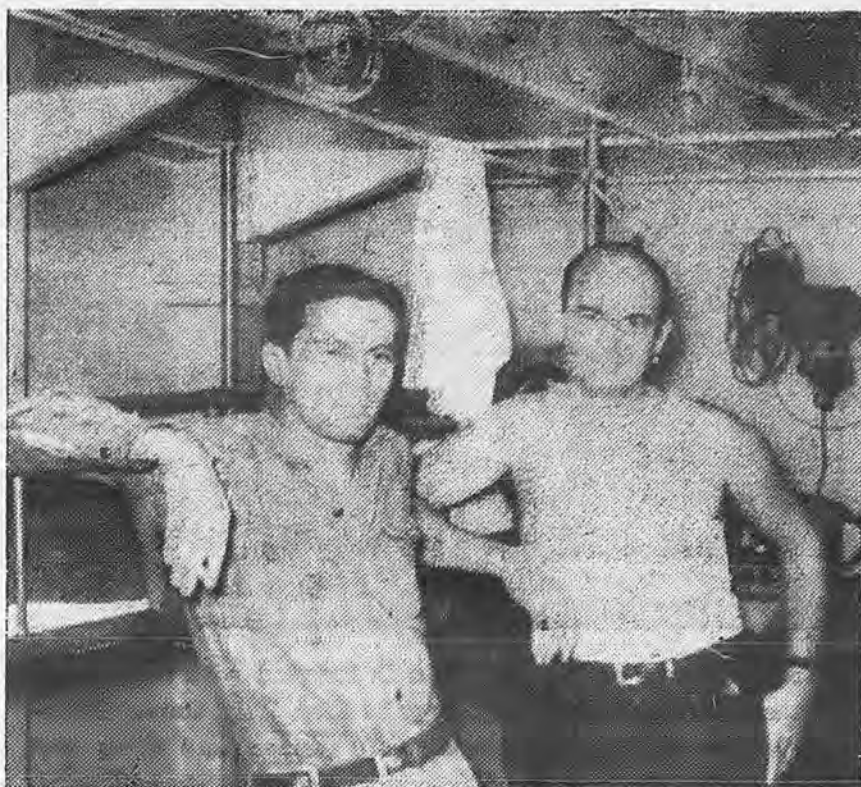
A short time ago, a man going out as Bosun had to pass a committee and show three years of discharges as AB in certain ports. This, I believe, was the result of a motion passed at meetings up and down the coast. Now that was all right for the seamen because it protected them from being directed by a man who didn't know what he was doing.

But how about the serang? There's nothing to protect him from men who ship from the hall under false pretenses and do not know the duties of their ratings.

On this ship, the SS Franklin K. Lane, I have a crew shipped from the hall and half of the ABs are first trip men, formerly with the navy. They are afraid to go up to the top of the telescope mast to paint their excuse being that it is "their first trip."

Now in my humble opinion this does not help the Union at all.

H. Mitchell



When Ray Durbin, Deck Maintenance, sailed aboard the SS James Duncan recently, he "shot" more pictures than a Hollywood press agent's cameraman. Above is his print of the vessel's Chief Cook (left) and "Woody," the Deck Engineer.



Brother Durbin rightly believes that Seafarers make good subjects. To bear this out he photographed one of the men at work patching up the deck (photo left). Later, using the rough sea as a background, he got Jack Harily, (photo right), OS, wearing a broad grin and rubber boots.



Guys On SS Gilliam Take Stock Of Beefs

To the Editor:

I recently paid off the South Atlantic ship, Cornelius Gilliam, in Philadelphia with Agent Eddie Higdon handling the affair.

We had quite a time on this ship. First there was the old man, an ex-Navy man who is no slouch. He checked all overtime for the Deck Department personally. The Chief Mate had no say in the matter. He didn't believe in the six per cent cost of living increase we won, nor practically the whole agreement.

He refused to maintain gangway watches in port and demanded that the Mate work on deck, which he did. All the Mates turned to on deck on his orders.

The Chief really took the Skipper at his word and boy did he work. Painting, chipping, soogeeing, splicing, sewing and all the work that sailors are supposed to do. The Mate rigged a flag staff and stenciled all over the ship.

CUT SHORT

Then there was "Stumpy," the Chief Engineer. He put his hand into a moving part of an

air pump and halved his right index finger. His own words, when this happened were: "I served in two wars with the Navy and never got a scratch. I come aboard a Liberty and lose a finger."

I, and a few other guys disagreed and felt sorry it wasn't his head. After his accident,



his pay was split so the first and second Assistants must have had a Wells Fargo truck down for the payoff as their overtime was more than the Master's wages and bonus.

The Skipper had the Second Assistant out sewing canvas. What a phony the Second was.

'Blown Top' Only Casualty Sustained On O'Gara's Trip

To the Editor:

We've made it again. The Francis J. O'Gara, Waterman scow, has bumped into port once again after a trip to Antwerp with everthing okay, except me—I blew my top.

Cause of my woe is the Chief Engineer, a queer sort of a character who walks around with a Wiper's cap on and appears to be very friendly, even goes ashore with the boys for a few beers, but underneath it all he's a company stiff at heart. He claims to be a former SIU member, although he never showed us a book.

Overtime during the past trip was at a minimum. None was worked that the Chief could, squirm out of. As Delegate I asked him about the Wipers painting the foc'sles, but nothing doing. He claimed the same old crap, that we were going to the

shipyard when we hit port.

STUCK VALVE

The Chief has kept the machine shop closed since we left the States. While we were in Antwerp, I came aboard one evening about five o'clock and found the deck steam line blowing off. No wrenches were left below to close off a stuck valve so I went into the machine shop under my own power. The Chief heard about it and told me that I had screwed myself up, and he was going to bring me up on charges before the Coast Guard.

He then took me topside and demanded that the Second Mate, a good Joe, write the charges in the Log. This the Second Mate refused to do. While the Chief was bellowing at the Mate to write up the charges, he turned to me and said, "You're not sup-



posed to associate with the officers." Some how we squared that away.

The First Assistant had the Wipers painting the boilers, and one morning the Chief spotted a Wiper painting on top of the super-heater. He told him to get off and asked him who told him to paint. When he was told, he turned and bawled out the First Assistant. He then posted this notice in the Engine Room: Overtime will be worked only in an emergency, unless okayed by the Chief Engineer.

NO FRATERNIZATION

One crack he made was to the effect that one thing wrong with the ship is that the Engineer officers are too friendly with the Black Gang. Remember, this from a former SIU member.

So you see why I'm minus a top. This guy has got me talking to myself. He needs straightening up and perhaps if some of the SIU members read this and happen to sail with him they'll know how to get along with him—I never will.

C. B. Bregg  
Engine Delegate

gang, collected \$100 for the hours the Mate worked on deck and for the gangway watches.

WORD OF ADVICE

I want to tell every union member that if they see a Mate or Engineer doing work that sailors or firemen and oilers should be doing, they should put it down as overtime. It's good time, and we got it. Don't let these stiff, who are company conscious, destroy our hard earned conditions.

We've got to be on the ball every minute. The company goes over every thing with a fine tooth comb, and we've got to do the same. This agreement of ours is our bible. We must live up to our end of it and so long as we do we're keeping up our reputation as a democratic and straight-forward union.

John Tobin

NOT HERE

The two Assistants are ex-NMU men and everything they did they said "That's what we do on an NMU ship." But they learned rather quickly that this wasn't an NMU scow.

Overtime on the ship averaged 150 hours in all departments for a six week trip. The Black Gang had only week end watches as everything else was disrupted.

The deck gang worked until 8:30 P.M. every night and turned to at 6 A. M. while at sea. The Skipper wanted his battle wagon painted; he got that done too.

At the payoff, we, the deck

# 'Local' Line Just Hogwash, Held Back Union, He Says

To the Editor:

Remember the old cries we used to hear — "New York for New Yorkers" — "Boston for Bostonians" — "Mobile for Mobilians" — "Savannah men for Savannah ships," etc?

Well, I was thinking about them the other day when I read Paul Hall's article where he says any official or member who tries to pull this kind of stuff is really giving the membership a boot in the pants.

I think he put it mildly. What Hall should have said was that before the Union really got strong it had to knock down that phony attitude of "local parts for local men". And another thing, if it hadn't been knocked down, there would be no SIU today.

### HOT AIR STUFF

Quite a few of the guys will have no trouble remembering what used to be one of the biggest reasons why the SIU was held back from being a big union. That was the phony hot air put out by former officials



that the membership from their particular port were getting the short end of the stick, so "to hell with everybody else."

What the hell, we're the Seafarers International Union of North America, aren't we? It's not the SIU of such and such a port. It's one big international union and every port is a mighty important part of the whole set-up. Why these guys couldn't understand this beats me. Anyway, ideas like that kept us in a hole.

When we first started being a

real international union, the SIU started making headway. In the last two or three years the SIU has got to be one of the greatest trade unions in the country. We wouldn't have that reputation if we let some of the former piecards in the Union keep on trying to sew up their own jobs by telling the membership in their ports that he (the piecard) was making a "one man fight" to keep the rest of the union from "pushing the local boys around."

No, Brothers, everytime I hear of anybody even trying to go back to that old phony baloney, it makes me plenty sore. We can't let that stuff go on again, because if we do, we're going back to being a little two-bit outfit like we used to be. We might as well not fool ourselves about that.

### ALL PORTS FOR ALL

I usually ship out of whatever port I payoff in, and I like to feel at home in any port. But just because a guy likes to ship from one port all the time it doesn't mean that he isn't as good a Union guy as some one else. It does mean that whenever a guy has an SIU book he is entitled to everything the SIU has to offer in every port.

Lucky enough for us, we haven't had to much of that lately and that's why I kinda blinked when I read what Hall said in the LOG a couple of weeks ago. Last time I heard of anyone pulling crap like that was when the former Agent in Philadelphia tried that same old gag last year. The result? The membership didn't fall for it and they voted him out of office on account of it.

We're not a union of "locals," but we are an International Union. This is the only way we can have a union — by having it so all the members in all the ports can act and vote on the problems we all have.

So, Brothers, once again I say whenever you run into this stuff stop it, and stop it quick! It's for your own and the Union's good.

William (Red) Morris

## Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose.

However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

### PLEASE PRINT INFORMATION

To the Editor:

I would like the SEAFARERS LOG mailed to the address below:

Name .....

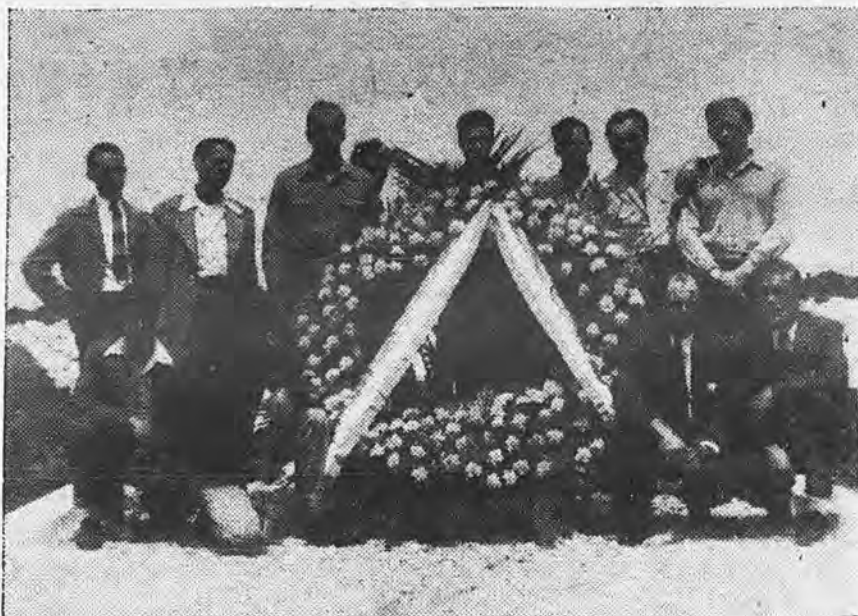
Street Address .....

City ..... State.....

Signed .....

Book No. ....

## SEAFARERS HONOR WAR DEAD



Crewmembers of the SS Edwin D. Howard with the wreath they placed in the military cemetery in Bari, Italy, during Memorial Day services honoring merchant seamen and army and navy men who died as a result of enemy action in World War II.

In the Howard's 12-man delegation above are, kneeling (left to right): Joe Klepacki, OS; Frank Beck, AB; Felix Vaschetti, Bosun, and C. S. Scott, AB. Standing (left to right): R. Foster, AB; Ed Krombel, OS; Leon Curry, AB; Heimo Riuttal, FWT; Oscar Payne, Messman; Rolf Mummy, John Petrieger, AB, and Steve Kaolac, OS.

## Isthmian Crew Awaits Pact

To the Editor:

This is just a few lines from the gang on the Steel Recorder, one of the usually phony Isthmian scows. Even though everything is strictly Isthmian, we still have a pretty good gang aboard.

We have quite a few ex-Navy men aboard and contrary to most Navy men they are a swell bunch of guys, all of them militant believers in unionism.

As always we are only waiting for the day when we can climb on board an Isthmian scow with an SIU agreement in our pockets and say, "Listen here, Mr. Mate, The agreement doesn't call for that."

What a day that will be, and what a joy it will be to meet up with some of the Mates and so-



called Officers I have had the misfortune to sail with during my days aboard Isthmian.

### HAS SOME GOOD GUYS

But don't get me wrong, Isthmian, like all other companies has its good men and their "Po Haus." I have sailed with many real seamen who are Mates and Skippers on Isthmian. Men who did their utmost to make it a pleasant voyage for the crew and all concerned. I take my hat off to them and I can only say it's too bad that a company's officers are judged by the actions of a few rotten ones.

This trip has been pretty good so far except that it is hot as hell and we are hitting most of the out-of-the-way places.

Even though I never considered the USS to be worth anything I must recommend them for their wonderful set-up on Alexandria. Never has a crew enjoyed themselves so much as we did there. I wish to thank all the young

ladies who so tactfully and pleasantly entertained us at the dance which was thrown for us, and also for the enjoyable Sunday on Stanley Beach of Alexandria.

J. Wunderlich and 12 others

## Reminds TC Men Of Future Role In Union

To the Editor:

I would like to talk about Trip Cards. The TC men are just as much a part of the Union as a book man. The main difference is that they are not allowed to vote, and have no choice of staying on ships as long as they like. However, in years to come these same men will have books and will run this great Union of ours.

The TC men have helped a lot in organizing the Isthmian and Cities Service Lines. These are just a few of the things they have done. I don't mean to say they should have the same privileges as a book man, for we all have to work for that. However, I do believe that the book men should encourage and preach the SIU laws to them, so they will know what a great Union we have; then they won't get discouraged and stop shipping just because they don't understand. This action would be wrong, and I hope NO one will resort to this measure.

### MUST PROVE WORTHY

The SIU doesn't sell you a book right off the bat, because you must first prove that you are worthy of it. When you do receive your book, you will know what it means and how to use it. You have to work for everything you get in this world, and that applies to the SIU book and the Union itself. No one can stop and play and expect the Union to run by itself.

You MAKE the Union yourself each and every one of you is a part of the Union. A great man once said, together we stand and divided we fall. Don't ever forget that, because it is the damn truth.

Frank J. Schutz

## Port Meetings Must Spotlight Organizing Work

To the Editor:

Why don't the membership meetings in most of the ports devote more time to discussions about the Union's organizing work? Only by discussing this important matter at shoreside meetings can we be sure of getting enough SIU men to ride unorganized ships as volunteer organizers.

I have sailed on Isthmian ships Cities Service scows and other unorganized companies' ships for the Union since it started its organizing drive. I can say from personal experience that if all the membership could see what's going on on those unorganized vessels, they'd really understand pronto why we need more SIU men aboard to speed up the drives which mean so much to every Seafarer, as well as the unorganized men themselves.

### NO TALK ON DRIVES

I have attended meetings in different ports and it seems that the meetings are over so quick that we never get around to talking about conditions on unorganized ships. And that's wrong, because we're missing out on a one big chance to acquaint all hands with the real score on these scows.

I would like to suggest, therefore, to both the officials and the membership that it be made a point on the agendas of each port meeting to deal with nothing but the organizing question.

### TALKS WILL HELP

If we can't get all of our men aboard unorganized ships to see just how conditions are, maybe by talking about it at our meetings they will really understand just what the score is.

We won the Isthmian fleet the hard way but it would have been easier if we would have had more book men in that fleet. Men to pitch in on the next or-Let's hope we get more book gazing job the Union starts so that the job will be easier.

Bill Brown

## SUGGEST BROTHERS TAKE THEIR ULCERS TO C. Z. HOSPITAL

To the Editor:

We have noticed in recent editions of the LOG beefs about conditions in the various hospitals where our members have been confined.

There has been enough of a turnover of SUP and SIU members here at the Margarita Hospital in the past month to comprise a full crew, and not one of these men has given anything but praise for the very able and courteous staff of the hospital.

The food is tops here, so if any of the boys plan on turning in with ulcers or Athlete's Foot, this is the place to come. Even the penicillin needles are cushioned.

At present there are but five of us here, but with the ships moving again, we're dusting off the empty sacks in our ward.

The people in charge have even stretched the rules a little to give us coffee time at ten and three, so let's put Margarita Hospital on the list as tops.

Pop Kaiser  
Ken Bailey  
Red Conroy  
Jim Finelli  
Margarita, Canal Zone

# Calls On Nation's Labor To Rally Forces For 'Fight To Finish' On Taft-Hartley Act

To the Editor:

Everyone remembers the Atlantic Charter, that illustrious statement of principals for which we were supposed to be fighting the last "war for democracy," and which was hailed as the greatest single document in the history of Mankind since the Magna Charta of 1215 A.D.

Included in the list of aims of the Charter, right alongside of such noble promises as "freedom from want," "freedom from fear," etc., is one calling for "improved labor standards, economic advancement, and social security."

Tens of thousands of American workers took these promises at face value and gave their lives in what they thought was a fight to destroy fascism and preserve democracy.

The Taft-Hartly Slave Labor Bill is the reward labor gets for putting its faith and trust in the political representatives of Big Business. The "improved labor standards" turned out to be the biggest kick in the face in American Labor History.

## PUPPETS OF BUSINESS

You can say one thing for these Big Business puppets in Congress. They sure have a lot of brass. With perfectly straight faces they twist the promises of the Atlantic Charter into the Taft-Hartley Slave Bill, and then add insult to injury by putting a clause in the Bill which makes it a crime for any labor organization to spend any money in a Federal election, and for any Union newspaper to comment favorably or unfavorably upon candidates or issues in national elections.

Quite a proposition. Why don't they just pass a law making it illegal for any member of a Union (or anyone who works for a living) to vote at all?

Of course, we must not forget that friend of labor, Harry Truman, who in his veto message to Congress called the bill unworkable. That veto ought to bring him quite a few votes in the next Presidential elections from those politically nearsighted dupes who still think in terms of Democrats and Republicans.

Mr. Truman, however, says that now the Bill has become Law, he will make every effort to carry out its ("unworkable") provisions faithfully. Seems to me Labor ought to prove that our friend Harry was right when he called the Bill unworkable.

## SOME FACTS

Here are just a few facts in connection with the law:

Employers are now permitted to sue labor unions in the courts. (Strikes could be effectively crippled by court suits which would tie up strike funds.) Suits brought against unions would be long, drawn-out affairs which would result in draining the treasuries of the unions.

Most union welfare funds are made illegal, and the dues check-off system used by some big unions to ensure union control is outlawed. In a few weeks from now the most vicious provisions of the bill will go into effect. That is the section outlawing the closed shop and clamping restrictions on the Union shop.

You can see now, in these few abstracts from the Slave Law, that all of the gains made by labor in the last decade are wiped off the books.

We have got to look squarely at this new law and recognize it for what it is, and what it is meant to be—a union-busting, wage-smashing proposition which, if applied unchecked to our maritime industry, would send us back to the days of sea slavery and the fink hall, in short order.

The Seafarers correctly recognized these dangers when we went on record in favor of a general strike of all labor to protest the Slave Bill several weeks before it became law, and sent a telegram to AFL President Green requesting him to organize such a general strike.

We were not the only union that saw what was coming. Green says he received hundreds of such requests for a general strike from unions all over the country.

Unfortunately, President Green rejected these pleas for a general strike but pledged a large scale campaign to repeal the Slave Law and to defeat every member of Congress who voted for it.

This is the first step in the direction of national politics that the AFL as a whole has made.

In my opinion, the step is okay, but the direction is wrong.

Suppose the AFL does organize politically on a national scale to defeat these Congressmen, and to have this vicious law repealed? Who are they going to campaign for? Other "friends of labor?" Republicans or Democrats?

The passage of this union-busting law demonstrates once for all that both the Republican and the Democratic parties are owned body and soul by Big Business.

The answer is obvious: Labor needs its own political party. Just as simple as that.

## WANTS LABOR SLATE

If the AFL is going to mobilize politically, why can't we get together with the rest of organized labor and put up a whole slate of labor candidates who would be pledged to the immediate repeal of this law?

And while we are about it why not put up a candidate for President of the United States in 1948—say John L. Lewis for instance?

I would a lot rather vote for, say, Harry Lundeberg as senator from that noble State of California, or Paul Hall as Senator from the State of New York, or John L. for the President of the United States all running on a labor party ticket, than to have to cast my vote for some Republican or democratic friend of labor, who doesn't belong to a union and who probably has never done a lick of work in his entire life.

I suppose that under this new fascist law this expression of political opinion in a Union newspaper constitutes a crime.

Well, if the LOG editors are willing to risk printing this I am more than willing to take the rap.

My opinion is that 16 million organized workers can't be wrong and that what is completely wrong is this vicious attempt to smash the organized labor movement.

It is absolutely right for labor to fight this Slave Law to a finish, using every means at its disposal—mass economic action at the point of production, in the law courts and on the political front.

A really effective fight, which would guarantee a clear-cut victory would include the following points:

1. Immediate calling of a Conference of Labor with representatives from the AFL, the CIO and all independent unions to map out united action against the Slave Law.

2. An organized, planned general strike of all labor which would have as its objective, the repeal of the Taft-Hartley Law.

3. The designation of a labor candidate to run in this coming Presidential election for President of the United States on a United Labor Party ticket.

4. The founding of a United Labor Party with a slate of Labor candidates directly from the unions to run against these Congressmen who voted for the Taft-Hartley Slave Law.

Benny Goodman

## Real Union Man



Following two long five month trips on Isthmian's Nicaragua Victory and Pampero, Quentin Remaud, Jr. Engineer, has turned his organizational efforts to new fields. Now aboard a Cities Service vessel he is passing the word of SIU unionism that so effectively brought Isthmian into the SIU.

## PERSONALS

J. SANCHEZ

Your book has been mailed to the Mobile Hall. You can get it from Patrolman J. Morrison.

ROBERT HICKS

Important you contact your mother immediately. Brothers having news of Brother Hicks can get in touch with his mother, Mrs. LeCain, at 31 Grove Street, Kearney, N. J.

M. CARL WELLS

Your family wishes to notify you that they have moved from 9925 South Olive Street, Los Angeles, to 2405 East 112 Place, Watts, California.

C. L. WEATHERBEE  
J. A. GERRITY

Pictures you ordered while crewmembers on the SS Arthur Dobbs are being held for you by Jim Golder, care of the Golder Hatchery, Madelia, Minnesota. He requests that you write for them before August 1.

# Finking Role Of Communists Makes 'Unity' With NMU Impossible, Brother Declares

To the Editor:

I read the telegram a short while back from the NMU N.Y. Port Agent Paul Palazzi to the SIU wherein he requested SIU support for the NMU in their beef "in the same manner that the SIU supported the NMU in 1946."

This same Palazzi later on after the NMU beef was over, sent another message thanking the SIU greatly for the support and stated that through the SIU support the NMU had won their latest beef with the operators.

The hypocrisy of these two telegrams in comparison with this commie's previous activities is amazing. This same Palazzi (who, incidentally, is an active member of the waterfront section of the Communist Party of America) in the middle of the 1946 Strikes actually put out press releases to all newspapers to the effect that the "SIU was trying to cripple the NMU to keep them from winning their strike."

The recent telegram to the SIU from the NMU that the SIU support had made it possible for the NMU to win their beefs shows what a hypocrite and a liar this member of the Communist Party really is.

Obviously then, this commie fink's story during the 1946 strike was an outright lie.

## CP SMEARS

Why was it necessary that this guy, supposedly a responsible NMU official in a key position, blasted the name of the SIU with statements that he and the NMU knew to be outright lies? The answer is very simple—because the Communist Party Line was and is to smear the SIU at every chance it gets!

Al Lannon, the Chief Commisar in the Waterfront section of the Communist Party, lays down the line as given him by Moscow to smear not only the SIU, but every AFL Maritime Union whenever it is possible. This, in spite of the fact that the policy of some of the NMU officials and practically all of its members isn't the same thing.

Yet these people have the audacity in the face of blasting statements made by people like

commie Palazzi to ask us to sit in on so-called "unity" meetings with them. What kind of dopes do they think we are? The SIU's position is very clear. We refuse to sit in on any so-called "unity" meetings when there are members of the Communist Party present.

We refuse to do so because we know they are the all time finks of the labor movement. We do so because they were the great betrayers of the seamen during the last War when they sold the seamen strictly down the river to the Government, all in the name of "patriotism."

These same Communist Party finks were the same scabs who during the war stated that the Coast Guard should be made a permanent set-up of the Maritime Industry because they the Coast Guard "were just and liberal."

Let them tell the average seaman, whether he be SIU or NMU, that the Coast Guard, especially in their persecution of seamen during the war, "were just and liberal."

This same Union, when refusing to settle beefs for the members of the NMU for "Patriotic Reasons" branded the SIU as anti-war and "not patriotic" whenever the SIU tried to settle membership beefs during the War, through the use of economic strength.

On the question of unity itself, the SIU's record is very clear and is a lot healthier record than the NMU possesses.

## WHERE WAS NMU?

We hit the bricks with the CIO shipyard workers and helped them win their strike in New York City when the NMU by their actions didn't even know the CIO shipyard workers existed. Why did the NMU, a CIO Union, not support these people when the SIU, an AFL Union, did support them?

It is very simple—because the CIO shipyard workers, although a CIO Union, is strictly anti-Communist. They are anti-Communist for the same reason we are. Because they, too, recognize them as the sell-out artists of the working class.

NO—the question of so-called "unity" is an absolute impossi-

bility just as long as they allow finks like Palazzi, an acknowledged member of the greatest scab outfit in the world—the Communist Party—to hold down key positions in the NMU and make strategy for their Unions.

Joe Curran himself, in his articles in the NMU paper, the *Pilot*, takes the position that the Communist Party is attempting to destroy the NMU. He further points out that around 115 officials out of a total of 150 in the NMU, are active members of the Communist Party.

How in the hell can any one have unity with such bastards?

Lest any member gets any wrong ideas about this letter, it should be stated that the SIU does not dislike the Communist Party because they are so-called "radicals."

The actual matter of fact is that they wouldn't make a good size pimple on a radical's neck.

## COMMIE LINE

Those finks are super militant today and 100% scabs tomorrow. It just depends on which way the Communist Party Line reads. We know these same commies today who are trying to look militant are the same commie scabs who screamed for a no-strike pledge not only during the war, but after the war. They changed that line only after Moscow told them to.

All SIU members should read a copy of the SIU Organizer's Handbook and read some of the finky tactics these people have gone through.

Every SIU man should consider it his duty to talk to the NMU members and tell them just what kind of reputation the commie finks have given their Union.

We should tell these NMU guys the score so that they can't say we are "red baiting." Don't let anybody kid you on this issue. **Calling a scab what he is—A SCAB, is not red baiting.** that Brothers is truth telling—in a big way.

The time is near when all unions in the marine industry are going to have a battle—so the quicker the NMU kicks out the shipowners stooges, the CP, then the quicker we can see eye to eye on common problems.

Frenchy Ruf

# AFL Adopts Six Point Program To Wage Fight On 'Slave-Labor' Act

WASHINGTON, July 9—Stating that the Taft-Hartley Act ignored the true worth of labor unions, and was designed so that only "weak and impotent labor unions shall be allowed to survive," the meeting of 200 top officials of AFL unions today adopted a fighting program to combat the new law. One hundred and five unions, consisting of more than 7,500,000 members, were represented.

The all day discussion approved unanimously the resolution brought in by a committee composed of five Vice-Presidents and Secretary-Treasurer George Meany.

While the resolution refrained from urging all unions to boycott the National Labor Relations Board, as many have indicated they would do, Joseph Padway, AFL general counsel, declared that "if unions can by-pass the law and do without it, I am here to state that they would be better off."

## NLRB NO FACTOR

Most of the representatives stated privately that it would be their policy to ignore the NLRB, and to depend entirely on collective bargaining, with the alternative of striking if direct negotiations failed.

On their return from the meeting, Seafarers International delegates, Paul Hall and Morris Weisberger, warned that the SIU must now be ready for an all-out fight against the new law.

"Now is the time for all SIU-SUP members to prepare for the future," they said. "We must keep our apparatus in good shape so that we can spring into action at a moment's notice. Our Union is built on a solid foundation, and it will take more than a phony law to force us to go back to the poor conditions that we successfully fought for so many years."

The full text of the policy statement, adopted by the delegates, follows:

Your committee submits the following declaration for the consideration of this conference:

A strong moving desire on the part of working men and women for the realization of higher standards of living has served to establish and stimulate the growth and expansion of labor unions. The progress and development of labor unions have run parallel to the steady ever increasing demand of the workers for higher wages, improved conditions of employment, security and social justice.

Time and experience have shown that the labor union is the instrumentality which served to promote the economic, social and industrial welfare of the workers everywhere. Even non-union workers have been the beneficiaries of the gains made by the organized labor movement.

The organization of working men and women means the mobilization of their economic

strength so that they may substitute collective action for individual action. The material, educational and cultural well-being of all classes of people depends upon an adequate financial income. To workers that means wages, high enough to enable them to maintain themselves in decency and comfort and to establish a standard of living commensurate with the requirements of American citizenship.

## NOBLE OBJECTIVE

This is a noble objective. It squares with the American way of life. Workers everywhere should be encouraged, not hampered or hindered in their efforts to realize such a high and lofty purpose. Such an economic and social order would serve to perpetuate our free democratic form of government, to prevent the spread of Communism, or the acceptance of any totalitarian philosophy and to serve as a guarantee of the preservation of our free enterprise system.

Apparently the authors and supporters of the Taft-Hartley anti-labor law ignored all these facts. Their actions must be interpreted as meaning that strong serviceable labor unions must not be permitted to exist within our economic and social life, that only weak and impotent labor unions shall be allowed to survive and that labor may have a shadow of a labor movement but not the substance.

This fact is reflected in every word, line, sentence and paragraph of the notorious Taft-Hartley Law. It seeks to weaken, render impotent and destroy labor unions. It does so by striking a vital blow at free collective bargaining and substitute a process of government domination over employer-employee relationships. The negotiation of closed shop agreements are forbidden and the regulations, limitations and prescribed methods which must be followed regarding union membership are all designed to make it impossible for labor unions to live and function effectively.

## INJUNCTION LAW

In addition to the classification of Unfair Labor Practices in this Act, some stated and other vague, which employers charge against labor unions, the Act provides that damage suits may be instituted for alleged violation of contracts, and there is reestablished the abhorrent principle and practice of government by injunction. The purpose of those who supported the Taft-Hartley Act to effectively destroy labor unions, is made crystal clear in this provision of it.

The revision and reconstruction of the National Labor Relations Board has created confusion and uncertainty. Its real meaning will never be clearly understood until it has been defined by the courts. Employers and employees will vehemently differ as to the real meaning of the provisions of the revised and newly created National Labor Relations Board. All of this will serve to promote strife between employers and employees—the expenditure of large sums of money in court proceedings and

a woeful lack of cooperation between management and labor. President Truman emphasized this fact in his veto message when he stated:

"I find that the National Labor Relations Act would be converted from an instrument with the major purpose of protecting the rights of workers to organize and bargain collectively into a maze of pitfalls and complex procedures. As a result of these complexities employers and workers would find new barriers to mutual understanding.

"The bill time and again would remove the settlement of differences from the bargaining table to courts of law. Instead of learning to live together, employers and unions are invited to engage in costly, time-consuming litigation, inevitably embittering both parties."

## EVILS DESCRIBED

Here the President set forth in simple language the evils of the new National Labor Relations Board and the great disservice to human relations in industry which is bound to follow the enforcement of said amended National Labor Relations Act, as set forth in the Taft-Hartley Bill, are susceptible of varied interpretations and are confusing to the highest degree, we would prefer no National Labor Relations Board than the National Labor Relations Board with its administrative authority as set forth in the Taft-Hartley Law.

The Taft-Hartley Law is filled with "Thou Shall Not's" and "Thou must's" to the officers and members of labor unions. The supporters of the Taft-Hartley Law virtually declare "Labor Unions in the United States must be made weak and ineffective. Their ability to serve working people, to preserve economic freedom and to establish higher standards of living for the wage earners of the nation must be limited and defined."

## NO FREE SPEECH

The provision of the Taft-Hartley Bill which provides that it shall be unlawful for any labor organization to make a contribution or expenditure in connection with the election of Members of Congress, strikes a vital blow at freedom of speech and freedom of press. This section must be interpreted as meaning that the supporters of the Taft-Hartley Bill sought to make it a crime for labor to exercise the right of freedom of the press and freedom of speech in order to prevent them from being reelected to Congress.

The vicious feature of this section is reflected in the fact that it provides any officer of a labor organization or any labor organization who exercises the right of freedom of speech or freedom of the press in opposing a Member of Congress who voted for the Taft-Hartley Bill for reelection, shall be guilty of a criminal offense punishable by a fine or imprisonment, or both. Here in this section is reflected the hatred of members of Congress toward labor unions and

their fixed bitter determination to destroy them if possible.

The National Association of Manufacturers and other employer organizations may function and serve their respective membership without any substantial interference on the part of government. They are practically free from legislative restraints and limitations. The attorneys who serve the National Association of Manufacturers and who prepared and wrote the Taft-Hartley Bill saw to it that their clients were exempt from many of the provisions of the Act to which unions and their members are subjected.

The Taft-Hartley Act is a strike and strife-provoking Act. It should be properly classified as such. It will serve to prevent the workers from agreeing to incorporate a no-strike pledge in written contracts. It means the end of sound labor management relations and the substitution therefor of distrust, suspicion, and class hatred.

## LABOR'S PLEDGE

And now, we, the representatives of seven million five hundred thousand members of the American Federation of Labor, after giving solemn consideration to all the facts herein stated, the provisions of the Taft-Hartley Act and its legal analysis prepared by the Legal Department of the American Federation of Labor herewith declare that the following shall be our pledge and uncompromising purpose.

1. Because we believe many of the provisions of the Taft-Hartley Bill are unconstitutional we will challenge the validity of said sections in the courts. In doing so, we shall avail ourselves of the opportunity to appeal in accordance with court

procedure to the Supreme Court of the United States. We shall exhaust every legal resource at our command in the efforts we put forth to test the validity of this Act.

2. The repeal of this notorious legislation shall be our fixed objective. We shall never be reconciled to the acceptance of this legislation. We shall oppose it—fight it at every step and every opportunity—until we succeed in our efforts to bring about its repeal. Our action in this respect will be based upon the fact that we regard the Taft-Hartley Bill as a slave measure, Un-American, vicious and destructive of labor's constitutional rights.

3. We will organize, units and concentrate our efforts toward bringing about the defeat of every member of Congress for re-election who voted in favor of final enactment of the Taft-Hartley Bill.

4. To protect our organizations against possible suits for damages and other vexacious and destructive litigation under this law, it is recommended that no-strike provisions be omitted from all future agreements, written or oral.

5. In order that the workers of the Nation may be accorded a full and complete opportunity to vote in National elections, we recommend that our organizations set aside this day as a holiday to be devoted solely to election purposes.

6. We recommend that the Executive Council of the American Federation of Labor give full and complete consideration to the declarations of this conference and in addition, prepare for the consideration of the next convention of the American Federation of Labor a program giving full effect to these purposes.

## Worker Loses In Shell Game, Capital Snatches His Gains

All along the line this past year the American worker was an unwitting participant in the modern industry version of the old shell game with big business—as usual—slickly manipulating the shells.

"Now you see it, now you don't," was the theme as capital thoroughly sucked back every nickel of wage increases—and in most cases more.

While big business screamed and hollered "murder" every time a union demanded a reasonable cost-of-living increase, prices—rigged by big business—zoomed to all time highs in the nation's history. Even the record prices of the 1919-20 post-war period were cheap by comparison.

For the worker, pork cost 78 per cent more than it did a year ago; beef 62 per cent more, and still going up.

His clothing added still another 20 per cent to the price paid last year; beverages were up 50 per cent; sugar and sweets 32 per cent, and on and on.

No ceiling was in sight as the abused money-boys continued to bloat themselves with unprecedented profits. Sample of the sad situation endured by big business last year is pointed out by the financial report released by the Great Atlantic and Pacific Tea Company, which is supposed to operate at a "small profit."

The company's earnings for the past year went up a clean 150 per cent, from 12 millions to better than 30 millions of dollars. Sales, however, only increased about 27 per cent, indicating a widely disproportionate zoom in their profit margin.

The downward trend in liquor consumption might have a tie-in here. Big business apparently is finding very little to make it resort to drink.