

# SEAFARERS LOG



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

VOL. IX.

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No. 2

## COUNTING THE VOTES



Hard at work counting the votes cast in the election for 1947 officials, the camera catches the Balloting Committee on the Fifth Floor of the New York Hall. Left to right, standing, Isaac Miller and Louis Salvatore. Seated, Sam Luttrell; Bill Higgs, Bob Jones, and Bob Hillman.

## P&O Signs New Contract With SIU; SS Florida Sails

NEW YORK—Culminating negotiations that began more than a month ago, this week a contract was signed between the Seafarers International Union, and the Peninsular and Occidental Steamship Company, covering wages, manning scales, and working conditions for the Deck, Engine, and Stewards Departments.

This agreement is very similar to the Mississippi passenger ship contract which, as is well known, is the best in the maritime in-

dustry, barring none.

P & O immediately resumed pre-war operation, and the SS Florida has already started on the first trip from Miami to Cuba.

A new SIU Hall has been established in Miami, under the supervision of Acting Agent Charles Starling.

The new contract is to remain in effect until September 30, 1947, and can be automatically renewed each year unless any party to the agreement gives notice of its desire to amend or terminate the contract. This notice must be given at least sixty days prior to the expiration date of the contract.

Nine holidays are recognized by the Company, and if VE day or VJ day are observed as national holidays, they will be added to the list.

Any day that is a recognized holiday for longshoremen in continental United States ports shall also be counted as holidays for the crew while in that particular port.

The only significant changes between the contract signed by Mississippi and the one signed by P&O are in the wages of Bosun, Carpenter, Chief Steward, and Second Steward. Under the P&O agreement, the Bosun will receive \$225.00 per month, the Carpenter \$225.00, the Chief Steward \$325, and the Second Steward \$220.00.

The Union Negotiating Committee which won these new gains consisted of John Hawk, Secretary-Treasurer; J. P. Shuler, Assistant Secretary-Treasurer; and Robert Matthews, Engine Department Special Representative.

## Isthmian Meeting

NEW YORK, January 9—The informal meeting scheduled for Wednesday, January 8, between the SIU, the NMU and the Isthmian Steamship Company, has been postponed. Instead all the parties will meet today at the New York offices of the National Labor Relations Board.

The LOG will have gone to press before the results of that meeting can be obtained, so all information coming out of the conference will be carried in next week's Seafarers LOG.

## SIU Takes Action To Prepare For Changes In Shipping Laws

NEW YORK — Word has just been received from Secretary-Treasurer John Hawk, that an attorney is being retained to analyze the proposed changes to the Federal Shipping Laws, changes which are now before the proper House of Representatives Committee in Washington.

Brother Hawk's statement, outlining the action which the Seafarers is taking to protect the rights of seamen, follows:

I was recently informed, indirectly, that there is now before the House of Representatives, Committee on Revision of Laws, a preliminary draft of the proposed revision and codification of the Federal Shipping Laws.

### WELL PREPARED

I communicated with the Chairman of this Committee, requesting a copy of same.

Upon receipt of this document,

## SIU Asks Recognition As Bargaining Agent For Tidewater Seamen

NEW YORK—Representation of a substantial majority of the 254 unlicensed men employed on tankers operated by the Tidewater Associated Oil Company was claimed this week by the Seafarers International Union when it petitioned the National Labor Relations Board for an election in that company.

The petition was filed on January 3, 1947, and requested that a poll be taken of the unlicensed employees, not including Pursers or Radio Operators, to determine a bargaining Agent for the men. This move climaxes an organizing drive of five weeks duration.

A majority of the men working on Tidewater tankers have already signed pledge cards authorizing the SIU to represent them, and now that the machinery has been set in motion to hold an election, it is expected that there will be a rush to sign cards on the part of men who have not done so as yet.

The petition to hold an election in the Tidewater Associated Oil Company follows close on the heels of another petition filed with the NLRB in the case of the unlicensed personnel sailing the tankers of the Cities Service Oil Company.

The move to force an election in the Tidewater Tankers was initiated with a letter to the

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## N.Y. Tugboatmen Win 40 Hr. Week; Tie-Up Averted

NEW YORK—With but four hours remaining before the Saturday midnight strike deadline, an agreement was reached between the Tugboat operators and the 2,800 New York Tugboatmen, averting a tie-up of New York Harbor.

The Union's committee, headed by Captain William V. Bradley, President of Local 333, United Marine Division, ILA, hailed the agreement as an important victory for the tugboat workers. The new agreement calls for the long-fought for 40-hour week, 11 percent increase in pay, and time and a half for Saturday and Sunday work.

The new agreement, which will run for one year, was reached after nearly ten hours of almost constant sessions in New York City Hall, and brought to an end negotiations which had been in progress since early November.

### MEMBERSHIP VOTE

While the new agreement must still be ratified by the membership, it was regarded as acceptable to the rank and file.

Ballots will begin going out to the membership Jan. 8, and will be returned by Jan. 29. If accepted by the membership the new wage increase will be retroactive to Jan. 1.

The operators up until the last meetings had stuck to their offer of a 44-hour week and an eight percent increase, but as the time ran out they brought up their offer until it was acceptable to the committee representing Local 333.

The new agreement raises the wages all along the line lifting the lowest-paid deckhand to 96c an hour and the highest paid, Captains to \$1.71 an hour.

## SIU Vote Tally Ends; Committee To Report To Branch Meetings

NEW YORK, January 9—The complete tallying of what is already known to be the greatest number of votes ever cast in an SIU election was finished late today by the Ballot Tallying Committee, elected at the last New York membership meeting. The results of this election will determine the officers of the Atlantic and Gulf District for 1947.

This tally, plus a report of the activities of the committee, will be submitted to the next membership meeting on Wednesday, January 15.

The members of the committee are: Deck Dept., Sam Luttrell, Bob Hillman; Engine Dept., Bob Jones and Louis Salvatore; Stewards Dept., Isaac Miller, Bill Higgs.

Although the final results were not obtainable, the committee states that more votes were cast in this election than in any previous balloting for officers in the history of the SIU.



# SEAFARERS LOG

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OF NORTH AMERICA  
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Affiliated with the American Federation of Labor

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

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

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

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## The Plain Facts

There are few workingmen in the United States who do not know that our Congress is controlled from top to bottom by industrialists and big business men. Although we elect the Congressmen, they rarely, if ever, represent us.

If they are not already bound heart and soul to big business before they reach Washington, it does not take too long for them to find out which side is the most profitable, and they soon start dancing to the tune called by the men who control most of the wealth of this country.

There are very few laws introduced in either House of Congress that are of real benefit to the workers. Instead, year after year, and bill after bill, we see special preference being given to those who are few in number, comparatively, but who wield power far in excess of their size:

Right now we see the way big business operates, through its willing servants in the Halls of Congress.

For a long time the industrialists have been wanting to chop down the Wagner Act, and to take steps to outlaw the closed shop. The National Association of Manufacturers has had these two items high up on its lists of things to be done for the past ten years. Now the Senate of the United States, and the House of Representatives, are starting the action to put through both of these changes.

Labor in the United States has worked hard and long for the closed shop, and for the various provisions embodied in the Wagner Act. Yet, at the word from a group of men who want to grind down the workers so that they can enjoy more power and better living for themselves, the Congressmen are willing to take away the fruits of our long years of struggle.

It is no secret that most of the bills which are introduced in Congress, designed to limit labor, are drawn up by corporation lawyers and others skilled in battling against Labor. What is really horrible about the whole thing is that Congressmen are elected to protect the many, not the few.

When a group of men who are the elected representatives of 140,000,000 people go out of their way to do the bidding of a fraction of one percent of that number, then they lay themselves wide open to the charge of not carrying out the honorable duties that are expected of them.

The picture is now plainer than it ever was before. Big business maps the plans, and the members of Congress carry out the dirty work. It will continue to work out that way until Labor is strong enough to match its strength against the power of big money.

There is only one course open to Labor in the struggle to achieve such strength. All workers must be organized, and the men who lick the boots of big business must not be allowed to continue in their mis-representation of the decent, hard-working people of the United States.

## "Chain of Command"



## 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.

### BALTIMORE HOSPITAL

MICHAEL LUCAS  
THOMAS WADSWORTH  
PETER LOPEZ  
HARRY WALSH  
RUSSEL REDDERT  
JOHN DUDDKO  
SEBASTIAN AMENTA  
ORPHA JOHNSON  
JEFFERSON MORRISON  
EMILIO DI PIETRO  
FRANK DOLAN  
FRANCIS O'BRIEN  
JAMES DAVIS  
ERNEST TILLEY  
LOUIS SCHACKLEFORD  
CHARLES HAHN

### STATEN ISLAND HOSPITAL

J. L. EAKIN  
E. F. SPEAR  
P. J. WILKINSON  
R. G. MOSSELLER  
D. HUTCHINS  
M. J. QUINN  
W. B. MUIR  
J. S. WOOD  
W. G. H. BAUSE  
MOSES MORRIS  
J. GRIFFIN  
L. A. CORNWALL  
P. STEWART

### "CHIPS" NEILSEN

H. BELCHER  
L. L. MOODY JR.  
C. KOLSTE

### NEW ORLEANS HOSPITAL

H. G. DARNELL  
LIONEL ROTHERHAM  
J. W. DENNIS  
W. BROCE JR.  
E. J. RIVIERE  
J. P. BROOKS  
JACINTO NAVARRO  
RALPH EWING  
CENTRAL MASON  
R. M. NOLAN  
JOE CAMBLOR  
JOHN (DUTCH) SERCU  
F. BURGLAND  
THOMAS BAIER  
EDWARD CUSTER  
KARL PETERSSON  
E. B. BUCKLEY  
H. GRAY

### SAN JUAN HOSPITAL

P. FELECiano  
E. LARKIN  
W. TROLLE  
B. AGUILAR  
F. APUNTE  
J. BERGERIA

## Hospital Patients

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

### Staten Island Hospital

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

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

### NEPONSIT HOSPITAL

LINDER CLARK  
J. FIGUEROA  
L. L. LEWIS  
H. SELBY  
H. BURKE  
J. S. CAMPBELL  
J. T. EDWARDS  
B. LUFLIN  
G. F. McCOMB  
E. FERRER  
R. BLAKE  
J. R. HENCHEY

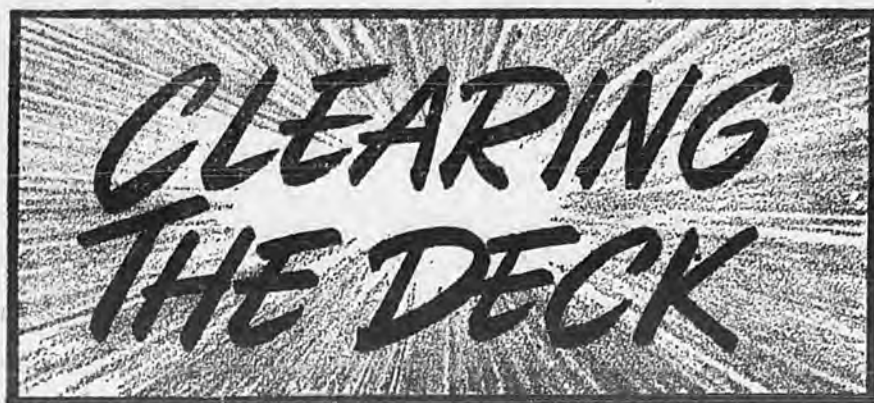
### BRIGHTON HOSPITAL

H. SWIM  
E. JOHNSTON  
E. DUNPHY  
G. BONDI  
E. MAY  
E. DELLAMANO  
R. BAASNER  
G. VICKERY

### ELLIS ISLAND HOSPITAL

D. McDONALD  
J. KOSLUSKY





By PAUL HALL

Curran's fight against the communist party in the National Maritime Union may yet prove to be of great help to the bona fide seaman. There is no question but that Curran is right in his accusations that the top leadership of the NMU has been members of, and followers of, the communist party (the record proves that easily, as a glance across the page will bear out), and that the CMU was a creation of the CP forces in maritime to consolidate their hold on the smaller unions.

As a result of the failure by the CP to capture maritime, we have a right to take pleasure in the cracking of the CMU. The AFL unions steadfastly refused to join or cooperate with it, because we knew it for what it was: another attempt to control the maritime unions, just as was their first attempt, the west coast Maritime Federation of the Pacific.

This is not to say that unity among all maritime unions is not necessary. As a matter of fact, it was never more needed that it is today, with the threat of anti-labor legislation hanging over our heads, the proposed recodification of maritime laws, and the Coast Guard determined to exercise its control over seamen—to mention only a few.

### First Real Chance

Now that the disruptive CMU has been thoroughly discredited for its raiding and political tactics, there is a great possibility that for the first time there is a chance for real unity among all seamen based on a common program.

Recently all maritime unions, AFL, CIO and independent, have been invited by Vincent J. Malone, president of the MFOWW, to meet in Washington to discuss joint action on problems affecting all seamen. It would be a great thing for the seamen if this materialized. There is need for a move of this kind now. Action, and fast action at that, should be taken if any of us is to survive the attacks of the shipowners and the government bureaucrats.

Let us not be super-optimists, however. Such a conference would not end jurisdictional lines between the various unions. This we know is impossible at this time. The lines are drawn too deeply for us to throw aside overnight.

We should be able, however, to unite on a specific program, and combat all common enemies: the shipowners, government bureaucrats and the communists party. One of the first things we have to face with joint action is Coast Guard regulation, and unless we do so we all stand a good chance to be enslaved by the hooligans.

### Four-Watch System

Next—if indeed it is not the first thing—is to coordinate the contract expiration dates of **all seamen's unions**, and then, going all-out, by strike if necessary, for the four-watch system.

This type of program is a simple one around which all seamen could rally without going into the ticklish problem of jurisdictional beefs. Just so long as there are unorganized outfits left, there will naturally be some very hot beefs while organizing is going on. However, these beefs can be controlled and handled.

The big thing will be to show that seamen can and will unite on a simple program against general, common enemies. In fact, **we must write a working program** or the entire propaganda of the communist party will be proven true—that only through the CP can working unity be achieved. We must prove it to be what it is—a lie.

### Eliminate Communist Party

At the same time, definite steps should be taken, agreed to by all unions, to eliminate from maritime the communist party as an organized group. In the face of their terrible wartime record this should not be difficult to do.

It must be pointed out to all seamen that should the occasion arise, the commies will once again sell-out to the bosses, just as they did during the war, when—to give but one example—they wholeheartedly supported Coast Guard dictatorship over seamen.

The time has come when something can be done about these and the other enemies of maritime workers. We should not let it get away from us.



# Rip Van Curran Finally Wakes Up; Finds NMU Officials Are Commies

The most recent issue of the NMU Pilot, dated January 3, 1947, contains some very revealing information for NMU members, information which they would already know by heart if they followed the **Seafarers Log**.

Joe Curran, president of the NMU, and now engaged in an all-out struggle for his job, has some plain facts to pass along in his column, "Passing the Word."

For the first time since Joe has been doing the bidding, and dancing to the tune of the communist party, he lashes out in print against the other members of the NMU Executive Board.

Others connected in any way with the waterfront, have known that Joseph Stack, NMU vice-president; Howard McKenzie, another vice-president; and Ferdinand Smith, national secretary, are active members of the communist party, and have been carrying out the orders of the party in the NMU.

### LISTEN, NOW

Joe Curran has consistently denied this, and has maintained that his actions, and the actions of all the other members of the NMU executive board, have been dictated solely by the desire to strengthen the union. Listen to what he has to say now.

"They were in no position to do so (criticize in a constructive manner Curran's resignation from the CMU) because they knew that the statement made by myself was correct and that our Union was in danger. The simple reason they did not, is because their loyalties and their motives have not been for our Union first. They have openly made it clear on the floor that they spoke officially as members of the communist party and for the communist party."

### COMMIE POLICY

A few paragraphs further, Joe goes back into the NMU record during the war to prove that NMU policy was dictated by the communist party all that time. He says,

"Just as two years ago when Myers was vice-president, McKenzie, Myers, and Smith attempted to promote the idea that the shipowner was 'our friend' and that we should not worry about wage increases—the shipowners would give them to us out of the goodness of their hearts. That was the same time that the communist party promoted collaboration with the employers and so it had to be pushed into our Union."

All of the statements made by Curran about Stack, McKenzie, Smith, Myers and others, are true, but nowhere does Curran admit that he accepted all of these policies until the split over the CMU.

One statement in Curran's column sticks out like a sore thumb to anyone who believes in trade union democracy. Here is what Curran has to say about the way decisions are made by officers of the NMU. This is from a report of the National Council Committees, and was suppressed from the membership:

"The records we examined show that Vice-President Myers, Vice-President McKenzie, and Secretary Smith did make individual decisions on organization, negotiations and personal ques-

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# Record Shows NMU Leaders Follow Changes In CP Line

Communist line changes in this country during the past several years may definitely be separated into three distinct periods. These three periods in turn are related to certain policy changes laid down in Moscow, and concurred in by all commie front outfits or by any outfits in any way controlled or dominated by the communist party. As proof, if further proof is needed, that the NMU has been controlled by commie misleaders throughout these years, the record of several NMU-commie functionaries is given so that it can be compared with the Moscow line.

### Hitler-Stalin Love Feast

This was the period from August, 1939, until June 22, 1941—the time of the Hitler-Stalin love feast—during the life of the Nazi-Soviet peace pact. At that time, the Moscow line opposed U. S. intervention into World War II, and classed it as an "imperialistic war." The line was definitely anti-government and anti-Roosevelt at the time, also anti-shipowner.

Here's what Howard McKenzie, NMU Vice President, had to say in the report of the National Council meeting appearing in the NMU Pilot of Jan. 26, 1940: "Another reason is that there are certain elements in the present Administration in Washington which are trying to force this country into war . . . It is our belief that these elements in Washington advise the operators to take it easy and sign the agreement. They still hope that if war is declared, they can hook the union up to the war machine and destroy the hiring hall along with wages."

Ferdinand Smith, NMU National Secretary, had this to say in a Pilot article of February 9, 1940: "The maniac M-Day plan for industrial mobilization, twin product of the War Department and labor-hating financiers, is ready for operation the minute war is declared."

"Maritime workers, naturally, bear the brunt of any war-time attacks on labor. Ours is a basic, strategic industry. Our organizations are considered a menace to war profiteering (especially in munitions and shipping) and are bound to be the first victims of the drive on trade union rights."

Frederick Myers, former NMU Vice President and Field Organizer, stated in the Pilot of February 9, 1940: "We in Marine object to the transfer of American vessels, the corruptness in the Bureau of Marine Inspection and Navigation, the Maritime Commission's shipowner-policy, President Roosevelt's utter disregard for seamen obtaining social security and general welfare. We support Lewis in condemning these Government officials who are more inclined to make political porridge of the labor movement rather than to help better wages and working conditions and improve the conditions of life of Labor in this country."

### Pro-Govt. and Shipowner Period

The second period was that which ran between the invasion of Russia by the Nazis on June 22, 1941 and the expulsion of Earl Browder as head of the American communists in the early part of 1946, to be replaced by William Z. Foster. This was a period of full cooperation with the government, collaboration with the shipowners, and agitation for all-out war against the Nazis with full-support for Russia.

Frederick "Blackie" Myers stated in the N. Y. NMU meeting of March 12, 1942, "When we gave up our right to strike we did so with the prime intention of guaranteeing to the nation that our vessels were going to move, and that we were going to move them on schedule . . . The proposal we made today—whereby we would establish a 'Keep 'Em Sailing Board,' composed of representatives from the Unions and the operators and the government—would contribute the maximum effort toward working out a joint program to iron out all the wrinkles that now exist."

Howard McKenzie declared at the same New York meeting (March 12, 1942), "The first responsibility of every loyal American is to contribute his or her maximum contribution to winning the war. It is the duty of every patriotic American, it is the duty of the shipowners as well as the Union."

Later, in his report, McKenzie asserted, "We also proposed a joint statement with the shipowners that they join with the union in supporting the government for an effective price control, rationing consumer commodities and eliminate war profiteering."

At a special New York membership meeting on July 7, 1941, NMU National Secretary Ferdinand Smith, in discussing the NMU's statement of policy on the suddenly changed international situation, said "I want it stated here, although some of you say we should not give any aid to the Soviet Union in particular, it is not a question of us, as a trade union, preserving our own interests, and our interests are the defeat of fascism. The defeat of the Soviet Union would only mean potential invasion by the forces of fascism."

### CP Super Militancy Again

The third period, the one we are now in, called for the resurgence of CP super-militancy once again. After the collaboration of Browder, the CP decided that in order to capture the popular labor fancy once more that they would have to replace Browder with the more militant Foster. So, the next line change. This one called for anti-bureaucracy, anti-shipowner policies, and pro-Sovietism, as usual.

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# HERE'S WHAT I THINK...



**QUESTION:**—In your opinion, what was the greatest SIU victory during 1946?

**CLIFFORD BROWN, FOW:**

As far as I am concerned, and I think this goes for most seamen, the new contracts are the most important single victory the SIU won all last year. It meant quite a big increase in wages, and also better conditions. For years seamen have been sailing under poor conditions, and with wages that shoreside workers would laugh at. Now we are getting paid a little better for the risks we take and for the work we do. We still are not earning all we deserve, but that will come, too, through the SIU.

**FRANK DUNKLEY, Cook:**

All the victories last year were important. That includes the new contracts, the General Strike, the victory over the WSA Complicity Cards, and the way we stopped the commies every time. Don't forget the way the SIU took the lead in setting up the AFL Maritime Trades Department, either. However, if I have to pick one outstanding event, I'd say the new contracts are the most important. The advances made in these new agreements mark a long step forward for all seamen.



**HYMAN PITKOFSKY, MM:**

I firmly believe that the new contracts were the most outstanding victories of last year. The SIU has always had higher wages and better conditions than any other seamen's unions, but the contracts we signed last year put us even further ahead. All seamen look to the SIU for leadership, and we gave it to them in extra good measure last year. Winning the Isthmian election is also a victory, although the stalling around that the NMU is doing is holding that one up.



**KYLE BASHAW, AB:**

Winning the General Strike was the main event for our Union last year. It showed that we have a lot of power, and that we are not afraid to go to bat for what is rightfully ours. All seamen, even those in other unions, benefited from our actions. The Government was used to pushing labor around, and they expected us to fall down and play dead when they ruled against our new wage increases. Well, we showed them different, and the other unions followed our lead, and won the same increases.

## Atlanta City Crewmen Show How SIU Tactics Can Win Improvements On Isthmian Ships

By **EARL SHEPPARD**

Two militant Isthmian crewmembers, Alfred D. Pereira and Pete Blume, proved recently that it just takes a little of that old Seafarers fighting spirit to get decent conditions aboard an Isthmian ship.

These two boys along with their fellow crewmen got fed up with the intolerable and unsanitary conditions on board the Atlanta City, and as a result raised a little hell with the Isthmian Port Captain.

Before they got back to their ship, the company already had a shoregang cleaning out the filthy heads. Later, new mattresses were delivered aboard for the entire crew, also a new toaster.

You see, it does pay to squawk about the living and working conditions, even on an unorganized (but, not for long!) Isthmian ship like the Atlanta City. Of course, the fact that these men had the backing of the SIU in their beef was an additional club for bargaining purposes.

According to the letter from Deck Delegate Pereira, men are working on the Deck and Engine room heads, installing new valves, and getting everything in working order once again. In addition, a load of new fans also arrived, so that conditions on the Atlanta City have improved considerably.

Although the ship is still not what it should be as far as con-

ditions are concerned, the letter continued, the crewmembers think that by the time they return from their current voyage everything will be fairly shipshape.

### READ AND LEARN

Brother Pereira went on in his letter, "I would like to have this beef mentioned in the Log if it is at all possible, because I think that the Seafarers should read and understand about a situation like ours."

"Sometimes, it is better if the men would stay aboard an unorganized ship with bum conditions and work to better those conditions," declared Pereira, "and in that way it would be a better ship for the next crew. When the seamen pile off a ship with plenty of beefs and when things look bad, they are not helping themselves or the next guy."

In concluding his letter, Pereira stated, "These conditions aboard the Atlanta City would never have been looked after if we, the crew, hadn't beefed so much. Of course, half our battle was won with the splendid support we had from a crew which was strongly sprinkled in the three departments with some good Seafarers, and the balance made up of seamen friendly to the SIU."

### LISTEN HARD

Seafarers should listen to advice such as that coming from

these Atlanta City seamen. Here's a case where a number of men on an unorganized ship went out and did the kind of a job that any Seafarer could be proud of having done. The fact that the ship was an unorganized one makes the job that much more commendable.

Too many times, fellows are ready to pile off a ship when the coffee isn't perked properly, or if they only get one kind of meat instead of two, or for a number of other trivial reasons.

When you're trying to organize an unorganized ship or company, you have to put up with some hardships in order to do a job for the Union and yourself. Those conditions will always be improved considerably when the ship is finally unionized.

### NOT DISCOURAGED

Take the men on the Atlanta City as an example. Those guys had filthy heads on their ships, improperly working, and many other sub-standard conditions as compared to an organized ship. Were they discouraged? Hell, no! They went out and did a job through beefing aboard their ship, and having their elected delegates take up their complaints with the Port Captain.

They got results. And so could you, if you came up against the same kind of a situation on an unorganized ship. Sure, it's easy

to say, "Pile off." But it takes a real Seafarer with real guts to stick on a ship like that, and fight things through to a successful conclusion. They did it, and so could anyone else.

It's men like these fellows from the Atlanta City that make the SIU the strong and militant union that it is today. And, it's men like these that are going to make the Seafarers into the biggest and strongest maritime union in the world. Always remember, it's your Union, Brother, and you make it what it is!

## Bridges Tries New Raid

Switching his raiding tactics to the frozen north, Harry Bridges is once more attempting to muscle in on SUP jurisdiction and jobs by ordering his longshoremen to usurp winch-driving work on an SUP ship in Ketchikan, Alaska.

The center of trouble, the SS North Sea, reports that the ILWU members have demanded to take over winch-driving work for which Sailors Union of the Pacific deck crewmembers have a contract.

### REDUCING CARGO

As a result of this action, the Northland Transportation Company, operators of the North Sea, have ordered immediate drastic restrictions on cargoes from Seattle. Also the three steamship

## Curran Finds NMU Leaders Are Commies

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tions at variance with union policy."

The report further states that "... The New York Agent, Joe Stack, had on occasions exceeded his authority as agent and taken unto himself responsibilities which properly belonged to the national officials."

### NOT RED-BAITING

Curran makes the very good point that in the past, in the NMU, it has been difficult to criticize the officials who followed the commie line because "they always made the plea that they were being criticized because they were members of the communist party and that this was red-baiting. Since that time, however, McKenzie himself spoke for the communist party at the National Council, stating that the communist party and/or its members can and must be criticized, whenever in the opinion of anyone, they do wrong and it is not red-baiting."

In bringing to a close his revelations of what the communists have done in the NMU, Curran says definitely that the communist party is seeking to maintain full control of the NMU and its policies.

### FACTS DISTORTED

"Their deliberate distortion of the facts concerning our relations with the CMU," he says, "is desperate action on their part to keep the NMU captured and under party control; the same tactics, attempts to create panic through lies, slander, packed meetings, are clear in this picture now and the members should be fully aware of it."

The record is very clear on the role the communists have played in the labor movement, and in the National Maritime Union. Nothing that Curran or any other NMU official has been able to say has changed the plain facts that the NMU has been dominated by the communists, and has taken its ideas and line from the Daily Worker, the organ of the communist party in the United States.

Now that Curran has come out against his former comrades, it makes the picture that much more plain to the naked eye. The NMU has been under the influence of the CP, and now the battle is on to rescue that union from the clutch of the red fascists.

companies serving Alaska ordered Ketchikan-bound freight to be restricted to only one hatch and to be limited in amount.

Although the CIO Longshoremen have been badly beaten in similar attempts to raid our contracted jobs, they seem to be asking for trouble again. The SUP has served notice that infringement on its jurisdictional rights, by commie-inspired raids, will not be tolerated.

The Seattle Branch of the SUP, which is handling the beef, has gone on record as condemning this action and has instructed its members to protect their contract rights by refusing to move any ships where the ILWU has encroached upon the rights of the SUP.



## Wm. Clay Is Kept On The Ball By A Crackerjack SIU Crew

NEW ORLEANS—Even though the William Clay, Alcoa, was short-handed in the Stewards Department on Christmas Day, the crew of the Liberty did not suffer in the eating line. The whole Department, under the able direction of Chief Steward Bill Oliver, pitched in, and the result was a meal fit for SIU members to eat and eat and eat.

Here is the menu that they went to town on:

Russian Fruit Salad  
Consomme a-la Florentine or  
Louisiana Chicken Soup  
Roast Young Tom Turkey and  
Giblet Sauce  
Old Plantation Dressing  
Cranberry Sauce  
Stuffed Round Steaks a-la Caillu  
Virginia Baked Ham  
with Pineapple Sauce  
Boiled Filet of Sole  
a-la Levantine  
Glazed Sweet Potatoes  
Asparagus De Hoyt

Anglaise Sweet Peas  
Souffle Sweet Corn  
Mashed Potatoes  
Dauphinoise Potatoes Augustin  
Pumpkin, Mince Meat and  
Canadian Apple Pies  
Layer Lemon, Fruit Marble  
and Pound Cakes  
Candies and Nuts  
Assorted Fresh Fruits  
Hot Coffee or Tea  
Hot Parker House Rolls

The William Clay is on the bauxite run, and it is a good, clean ship. Most of the crew, including the Bosun, Al Guanire have signed on for another trip.

Elsewhere on this page is a picture of Al. Although he looks like he had a losing fight with a meat grinder, the explanation is much more simple than that, and also much more interesting. Al had a seniorita on each knee when the chair broke under him, throwing him against the table, and giving him a black eye. At least that's Al's story and he sticks right to it.

## Four Watches First Among Seafarers Goals

By HOWARD GUINIER

NEW YORK—The Seafarers International Union is embarking on its ninth year with a remarkable record of success in securing benefits for its members. Those of us who were instrumental in creating the organization can well be proud of its record, and the manner in which it was constituted.

In the past year, the SIU by its militant action leaped to the forefront, assumed and gave leadership in the maritime field that has left its rivals gasping and the shipowners wondering what will come next.

I feel safe in making the flat statement that foremost among our contract demands will be the establishment of the four-watch system. We should, therefore, discuss and explore all angles of the question so that when the time comes we shall be able to make concrete recommendations as to just how it shall be instituted.

### PRIMARY OBJECTIVE

There is no doubt that the war interrupted a program of organized labor that would have resulted in the establishment of the six-hour day. We can, therefore, look forward to that as the primary objective of labor in the coming negotiations.

This will not be handed to us on a platter. We must tighten our ranks and see to it that the few performers still with us learn the facts of unionism. There is no place for disrupters (intentional or otherwise) in our Union and it is my opinion that the sooner we unload these people the better off we will be.

Union members have a responsibility to their organization to conduct themselves as such, and it is every member's duty to see to it that this is done.

It is interesting to note that many crews have adopted a system of fines for infractions of rules that has resulted in cleaner messrooms and quarters. This should be encouraged, thereby teaching our new members that an SIU ship is a clean ship.



The black eye that Al Guanire, Bosun, is sporting, did not come as the result of a fight. He says he got it when a chair collapsed under him when he had one girl on each knee. That's a good way to get hurt, in any case.



This is the Engine Department, lined up from left to right for this picture. Paolo Pringi, D. B. Moller, Tommy O'Shea, Al Freund, Alfred Medina, and Boleslaw Czek. Like the other members of the crew, these men have done a swell job of keeping the William Clay on the ball. Smooth sailing fellows.

## CRACKERJACK CREW



The crew of the William Clay brought in a clean ship, and most of the crew signed on again for the same run. This is the Deck Gang. Left to right, front row, Arrid Gylland, AB; Chad Hagbred, OS; Al Guanire, Bosun; Paul Knipp, AB; and Tony Moshak, AB. Back row, William Siesfeld, OS; Al Dolce, OS; James Van Sant, AB; Carson McCoy, AB, and John Heacox, AB.



On this page appears the menu served to the crew of the Clay on Christmas Day at sea. The Stewards Department, above, is responsible for the swell feed. Left to right, Bill Oliver, Chief Steward; Clarence Lyons, Chief Cook; Jimmie Williams, Night Cook and Baker; Gettis Lightfoot, Third Cook, and Leonard Jones, MM.

## Merchant Seamen Are Eligible To Buy Surplus Small Vessels

Merchant seamen are eligible to purchase Government surplus small vessels 65 feet and under in length, according to terms of an announcement just released by the United States Maritime Commission.

Sales of the craft will be limited to veterans and to merchant seamen who have received, or are eligible to receive, a certificate of substantially continuous service.

Seamen who are interested in inspecting the vessels for sale are advised by the commission to contact the nearest office in their district.

The Commission's latest announcement lists some 80 small craft of varying types and specifications, ranging from 30 to 65 feet in length. Prices range from \$100 for a Higgins Landing Craft (personnel) to \$20,000 for a sea-going tug. Several motor launches and speed boats are listed.

The vessels are located at various naval and shipbuilding establishments throughout the nation, where prospective buyers

may inspect them without obligation.

Lists of vessels being offered for sale will be issued from time to time by the Maritime Commission. Seafarers who wish to be placed in the mailing list should write to the United States Maritime Commission, Room 2410, V Building, Washington, D. C.

### NOTICE!

Jack Batson shipped aboard the Benjamin H. Milam on a run from the boneyard at Wilmington, N. C. to New York, where the ship was delivered to the French Government. He claimed to be an SIU member and gave two different numbers, 234 and 2234. Investigation proved that neither of these numbers is his. Agents in all ports and ships delegates are urged to be on the lookout for this man, and see that his book is clear before he ships on an SIU ship.



## Defense Of Bilbo Blocks Host Of Anti-Labor Bills

WASHINGTON — By an ironic twist of fate, one of Labor's worst enemies, Senator Theodore Bilbo, is responsible for staving off temporarily the flood of anti-labor bills waiting for introduction into the new congress.

Bilbo, who is being threatened with denial of his Senate seat for graft in war contracting, and for intimidating voters in his district, has the backing of a small group of southern senators who have pledged a filibuster until he is seated.

If the Bilbo group makes good its threat, the reactionaries with their briefcases bulging with anti-labor bills will have to cool their heels outside the senate chambers, and weep bitter tears over the fact that labor is being granted a reprieve by one of their own boys.

Among the bills slated for first consideration by both houses are those aimed at strangling the rights of Labor. They are taking various shapes and forms, but all have the same purpose: the destruction of unions.

One is the infamous Case Bill, with its outlaw of boycotts and sympathetic walkouts; another is a proposal to prohibit strikes in basic industries and for compulsory arbitration. Also there is no doubt but revisions of the Wagner (NLRA) Act, calling for the Open Shop, will come high on the agenda.

These are but a few of the anti-labor bills that will be introduced in the 80th Congress, to be rushed through committee, and passed on to the President quicker than the bill that raised the salaries of Congressmen. There will be more of them.

## Gadsden Crew Gives To Baltimore Brothers In Marine Hospital

By RAY WHITE

BALTIMORE—This week the crew of the SS M. B. Gadsden donated thirty dollars to be divided among the hospitalized SIU members at the Baltimore Marine Hospital.

The hospital committee headed by John Taurin reported that the money given by the considerate crew of the Gadsden was divided equally, giving \$3.00 to each of the following hospitalized Seafarers: Manuel S. Romero, M. H. Walsh, W. L. Gillespie, Francis R. O'Brien, Emilio DiPietro, S. J. Amento, Joseph Ramieri, Peter Lopez, John Fitzsimmons and Orpha Johnson.

## ATTENTION SIU, SUP CREWS

When your ship comes into the port of Tampa, do not buy one single thing from any of the Ships' Chandlers there. Those men, with the help of policemen, crashed our picketlines during our General Strike. Keep those links off your ships, and remember to pass the word to other seamen.

This is action that has the backing of the entire membership of the Seafarers International Union.

## Bleeding Hearts Corner



Alcoa Steamship Company, Inc.

PIER "K" WEEHAWKEN, N. J.  
TEL. LONGACRE 5-1441 - UNION 7-1500  
CABLES: ALCOASHIP

November 19th 1946.

We regret to inform you that you are not entitled to vacation or transportation money for the time you have been working as Chief Steward for this Company.

The Union has ruled that there be no more vacations, as they feel that by paying vacations, it will make company men out of you. In other words, any man, who hasn't one year's service with the Company, prior to the signing of the agreement on August 6, 1946, has forfeited his vacation. This has nothing to do with the company's feeling but is strictly the stand taken by the Union.

Regarding transportation, again it seems to the writer that the Union hasn't done exactly the right thing towards the Crew. As you know, the articles were not terminated when you arrived in the Port of Mobile. However, the Union forced the men to sign off on mutual consent and, when that happened, no transportation had to be paid.

The writer, for one, regrets having to explain this to you, as we would very much like to see you getting paid for both vacation and transportation, but, as you can readily understand, the Company cannot do for one and not for another and, therefore, we have to live up to our agreement with the Union.

Hoping you are in the best of health, we are

Very truly yours,

ALCOA STEAMSHIP COMPANY, INC.

G. H. HANSEN  
Commissary Supt.

GHN:CBA

Very few Stewards are duped by the crocodile tears shed by such good samaritans as Hansen for the "poor unprotected Stewards."

One of the questions in the minds of the Stewards is why the self-styled "champion of the cause" never thought to pay them overtime at sea on Sundays and holidays, and in port on Saturdays, Sundays and holidays.

They are astounded at the idea that a man who had their interest at heart as much as Hansen says he does, never thought to raise their pay. They often wonder how long Hansen had to plead with the Union to let his company give the Stewards an increase of 35 cents an hour for their overtime. They can hardly understand why Hansen never thought of easing their work by putting on an adequate manning scale.

Although Hansen's interest in their problems is appreciated, the majority of the Stewards prefer to string along with the Union as long as the SIU continues to be "influenced" by him to sign agreements such as the one recently signed.

Hansen, nor any other company stooge, can never sell the Stewards, or any other Union man, the idea that their best friends are the companies or their commissary superintendents.

## SIU Asks To Be Recognized As Bargaining Representative For Tidewater Seamen

(Continued from Page 1)

Company, and at the same time the petition was submitted to the NLRB. Here is the text of the letter to the Company:

Mr. R. K. Kelly, Vice-President  
Tidewater Associated Oil Co.  
17 Battery Place  
New York, New York

Dear Mr. Kelly:

Please be advised that we are the authorized representatives of a sufficient number of the unlicensed personnel now employed in the Tidewater Tankers to qualify us as the Bargaining Agent for the unlicensed personnel in your company.

This is to further advise you that we have petitioned the National Labor Relations Board for an election in these tankers as of this date, copy of which is enclosed.

Sincerely,

Paul Hall, Director  
Tidewater Tankers  
Organizing Committee

The letter to the NLRB follows:

Mr. H. LeBarron, Director  
National Labor Relations Board

120 Wall Street  
New York, New York  
Dear Mr. LeBarron:

This is to inform you that the Seafarers International Union of North America represents a sufficient number of the unlicensed personnel now employed on Tidewater Tankers to qualify us as the Bargaining Agent for this company.

We have advised Tidewater

Tanker Corporation of same, as of this date. We are, therefore, using the facilities of your office in order to make preparations for an election to be held within this company's tankers.

This letter also was signed by Paul Hall.

The drive to organize Tidewater is another step in carrying out the Seafarers pledge to organize all unorganized seamen.

## NMU Leaders Followed CP Line

(Continued from Page 3)

In the Pilot of April 5, 1946, Secretary Smith declared in an article on maritime unity, "By virtue of their huge profits and their importance in world trade, the shipowners today are in an extremely strong position. This position is buttressed by many friends in Congress and in government agencies related to the maritime industry."

The article continued, "They (American and British Tories) want to break up the Soviet Union and smash labor's organizations, so that they can depress wages and working conditions at home and continue to exploit the colonial peoples."

Vice President McKenzie declared in a Pilot item of April 26, 1946, "The employers of this country are determined to smash the labor movement. The employers, including the shipowners, are trying to prepare the groundwork for a Third World War against the rising democracies of Europe, against the liberation movements and against our great ally, the Soviet Union."

## Alcoa Cooperates With SIU; Sends Stewards Cute Notes

A slimy, finking technique employed by the Alcoa Steamship Company's commissary superintendent to alienate Chief Stewards from their shipmates by means of subtly worded letters was exposed this week by the Seafarers International Union as part of a vicious anti-union campaign.

The Union's expose was substantiated by one of these letters sent recently to an SIU member who has worked as Chief Steward aboard Alcoa vessels. The Steward recognized the letter's purpose and turned it over to the Union.

The letter was written on official company stationery at its Weehawken, N. J., offices. Dripping with syrupy friendship, it sought to convince the Seafarer that the company was his great benefactor.

Any shortcomings which the Steward found in the company's treatment of him, the letter almost tearfully pointed out, were not the company's desire.

### OH, HARD LIFE

In fact, the company would like to do more for the Stewards than the agreement calls for—it says in the tear-jerker—but it wouldn't be living up to its agreement.

"The Company cannot do for one and not for another and, therefore, we have to live up to our agreement with the Union," the letter concludes.

The end of the letter, quoted above, reveals its true purpose, which is to play the Stewards against the other crewmembers.

The SIU has known for a long time that various companies have been trying to pry away from the Union the selection of Chief Stewards when calling for crews.

Stewards for freight vessels are shipped off the board. For passenger ships, the Union clears Stewards through the Hiring Hall,

but the companies would like to give these jobs to their specially selected men, free and clear of the Union.

These supposedly friendly, personal letters, plus the many other overtures made by Alcoa purporting to show the company as good samaritans to the Stewards, form a definite pattern.

The SIU has definite reasons to believe that the primary purpose of the campaign is to drive a wedge between the Chief Stewards and the other crewmembers.

### OLDTIME FINK

It was pointed out at Union headquarters that the signer of the letter, Commissary Superintendent Hansen, has a notorious finking record, and finked on the SIU during the 1941 bonus strike.

The fact that the Alcoa company allows an official to openly employ finking tactics leaves open to question their announced desire to deal with the Union in good faith.

Calling upon Alcoa to back up its pronouncement to deal in good faith, the Seafarers recommended that the company demonstrate its intent by not using Hansen to continue his anti-union devices.

## Crime Wave Hits Waterfront In Port Galveston

A wave of crime is sweeping the waterfront in the Port of Galveston, Texas, with seafaring men the chief victims of holdup and sluggings. One SIU member is in the Marine hospital reportedly suffering from a skull fracture as a result of a beating administered by thugs in the latest of the series of attacks.

The incidence of waterfront crime in Galveston was reported to the Log by John D. McLemore, a Seafarer. Brother McLemore said that "the highwaymen's fraternity in this port has been concentrating recently on the seamen."

The Seafarer hospitalized with the skull injury, "Fats" Wolfe, was in the company of C. A. Hancock when the two men were attacked following the payoff aboard the SS Hastings on which they were crewmembers.

The two Seafarers were beaten and "rolled" for over \$500 each, according to Brother McLemore. Seafarer Hancock received a less severe beating than did Wolfe, and did not require hospitalization.

Within the past week there have been four other cases of assault and robbery, McLemore reported.

McLemore warned Seafarers to "watch their step" while ashore in the Port of Galveston. He urged particularly that they exert extreme caution in handling and displaying their money in public places.

"It's no fun to work for four or five months for your money only to learn that you'll never get the use of it," McLemore said.



# AROUND THE PORTS

## Check The Ship Before Sign On For Stores And Needed Repairs

By C. J. 'BUCK' STEPHENS

NEW ORLEANS—Things are really booming in the Crescent City, with all hands that wanted to ship before the holidays able to pick their own jobs. Prospects for the next couple of weeks do not look so good, so the members that wanted to spend the holidays home may have a longer stay than they expected.

Shipments of grain out of this port have really been going strong and so much has been coming here that the railroad had to put an embargo on grain for this port, so they would not have too many railroad cars tied up here waiting to unload.

There is so much grain here in the elevators that they are not even putting in any more, but are loading the ships directly from the barges and also from the elevators at the same time. We have the SS James Smith and the SS Zezulon Pike loading out at the present time and three more ships waiting.

### WATCH SIGN-ON

I would like to take a blast at the crews that sign on in one port and then go to another port to have repairs made, additional stores put on, etc.

This is definitely not a good practice and should be stopped. Once the companies get you on articles they give you the old run around. They say that no one told them there were stores needed or no one put in a repair list or what have you.

We have two ships tied up here now that were supposed to have signed on yesterday. Both ships came from other ports, but the crew had used savvy enough not to sign on foreign articles with a promise, and the ships are hung alongside until the stores are put aboard and repairs are made to the satisfaction of the crew.

It makes it easier for the crew to get plenty of stores aboard a ship, especially when she is fully loaded with pay cargo and ready to sail, if the crew is not on articles.

But, Brothers take it from me, if you are signed on foreign articles, it's mighty damn hard to force the company to come across and usually you are up the well known creek without a paddle.

Besides we still have the wonderful boys in blue, the Coast Guard Gestapo Unit.

### FOOD A PROBLEM

Another beef on the list is against those Stewards who do not confide in the crew and holler to high heaven that the company will not give them this or that or the other thing until they are out to sea, and there "aint no more."

These Stewards should confide in the Delegates and not tell them at sign-on time that they have enough for two months and then two days out begin to run short. Some of these Stewards are afraid that they will be black balled by the company.

Brothers, for Pete's sake, for-

get about being black balled because the new agreement covers you so that the Union protects you completely. As far as having to kow-tow to the company Port Steward, those days are gone, too.

Remember you are a member of the SIU, and bear in mind that your Union is the strongest in the industry and will definitely take care of you in a beef with the Port Steward.

If the Port Steward claims that you are feeding too much, then you are solid with both Union and crew. But don't waste food. On the other hand, if you are hungry, and the crew brings you up on charges because you are trying to chisel on their grub, then all the Port Stewards in the whole country will not be able to help you sail another SIU ship as Steward.

Remember, when you are at sea, your Delegate is your go-between with the Skipper and yourself. If the Skipper cuts your store list, report it to the Delegate so he in turn can call a meeting of the crew to see to it that you are not to blame.

### DEPT. DELEGATE

Recently we have had ships coming in without a report on the disputed overtime, beefs, repairs, etc., as a matter of fact without even electing Delegates on the ship.

This practice should stop. It is the duty of each and every crew to see to it that there is a reliable member of the crew in each Department elected as Delegate.

The Union rules gives this au-

(Continued on Page 8)

## NO NEWS??

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

CHARLESTON  
HOUSTON  
NORFOLK  
JACKSONVILLE  
PHILADELPHIA  
PORT ARTHUR  
SAN JUAN  
MOBILE  
GALVESTON  
CORPUS CHRISTI

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

## Wrong Ship But Right Crew (SIU) Takes Trip From Boneyard To N. Y.

By JOE ALGINA

NEW YORK—A couple of the boys in the Baltimore thought they were getting a real break when they went down to Wilmington, North Carolina, to take a ship out of the boneyard and sail it to New York.

They were taken aboard the SS Benjamin Milam, Waterman Steamship Company, and they sailed the vessel right into this harbor.

So what happened? The company tells the boys it was all a mistake, and that they were assigned to the wrong ship. The ship they were supposed to bring up here is still resting quietly in the boneyard.

Well, the boys shrugged their shoulders, and admitted that it was too bad, but what were they expected to do about it. The company wanted them to payoff, which they were willing to do, but refused to pay them trans-



portation back to Baltimore, the port of signing on.

Needless to say, the company finally came through with transportation dough, and the men are all happy. Come to think about it, I guess the company is the unhappy party to this whole deal.

The Topa Topa, another Waterman ship, came in from a three month trip, and paid off in Philadelphia. This ship was crewed by a bunch of oldtimers, and the trip was very successful from all points of view. Most of the men came back to the New York Hall to ship out again.

Business and shipping continue fair in New York, but we really expect things to pick up next week. Have you heard that one before?

Robin Lines has three ships coming in from the South African run next week, and that will be like a shot in the arm to us. If other companies show the same kind of improvement, we will be kept hopping for some time to come.

Still and all, there are a good many jobs appearing on the board each call. With the good weather we are enjoying lately, and with jobs available, what else can a sailor ask for?

MARCUS HOOK — In many years of sailing, on practically every kind of a tub, I have heard of good Skippers and bad ones. You sort of get used to them after a while, and so it takes either a real bad one, or a very excellent one to arouse any interest.

Last week we paid off the SS Carlsbad, Pacific Tankers, and met Captain F. H. Bishop, a Skipper who doesn't have to take a back seat to anyone when it comes to taking care of his own crewmembers. Some of the Captain Bligh's who are sailing in command of ships should take a lesson from him.

There were no beefs on this ship, and I never heard a crew praise an Old Man like they praised Captain Bishop. He settled each beef on the spot, and the ship came in clean and ready for payoff.

If more Skippers would follow his example, there would be more cooperation between the men

and the officers. The unlicensed personnel does not expect any favors, but they do insist on being treated like decent men. And when they are treated that way, they go out of their way to show their appreciation.

We wish Captain Bishop many more years of happy sailing, with SIU and SUP crews, to add to his 20 years of sailing time.

### BAD ACTOR

And now as contrast, let me show you how another character operates. This one was a Chief Mate whom we met when we paid off the McKettrick, Pacific Tankers.

This officer, who was called a "joker" by all the members of the crew, tried to give orders to the Deck Gang without going through the Bosun. Soon the men were so mixed up that they didn't know whether they were coming or going.

Then he laid down the rule that there was to be no whistling on deck. Now that used to be a superstition in the days of the old sailing ships, but it no longer holds true, and the men laughed themselves sick over that one.

But the one that really took the cake was his order that the men soogie without putting it down as overtime. When the crew asked about this, he told them that unless they did as he ordered, he would take it out on them when he became a Skipper!

### GOOD AND BAD

That kind of fellow would have been able to get away with a lot of that stuff if he hadn't been up against a militant SIU crew. Some of the boys were on the picketline right here in Marcus Hook during the General Strike. I know that they mind their own business, but if anyone steps on them, they fight back hard.

So, as I said in the beginning of this report, you meet all sorts of officers, good and bad. Last week we met both kinds, but usually the good are more frequent than the poor ones. Unions, for both unlicensed and licensed personnel, have done plenty to bring about better understanding between the two sections of the crew.

Organizing work at Sun Oil Company is still going on strong, and we are still having the same old trouble. The SIU Tanker News comes out regularly, and from the way people grab for it and read it, I'm sure that it is more popular than the Marcus Hook daily papers.

## Let Us Have 'Em

The Log wants at once the names and addresses of bars, clubs frequented by seamen, particularly in foreign ports, so that they can be put on the Log mailing list. With the postal delivery to ships snafued, this remains the only practical way of getting the Union paper into the memberships hands.

So do it today—send us the names and correct addresses of your favorite places all over the world, with an estimation of the number of Logs they can use.

## NMU Is "Finished With Engines;" Lakes Seamen Come To Seafarers

By HENRY W. CHAPPELL

TOLEDO — Although activity in this Great Lakes port is pretty much at a standstill, Lakes seamen are taking advantage of the slow season by coming into the Hall to get the real dope on the SIU. As a result every week new members and former NMU men are being signed up in the SIU.

Now that the entire structure of the NMU is crumbling, both ends against the middle, the SIU, which has proven itself to be the only sailors' Union, can exert more energy in fighting the seaman's common enemies, the ship-owners and their government agencies.

### "FINISHED WITH ENGINES"

The feeling of resentment among the rank and file of the NMU, coupled with the fact that Joe Curran can no longer endure the complete domination of the communist party officials and members in union policies, verifies the predictions and opinions of SIU officials and members that

the NMU is "finished with engines."

The December 27 issue of the "Pilot" gave a fairly accurate description of Wisconsin and Michigan's new ship the Chicago Clipper.

But after going to all the trouble of procuring and printing the data giving all the dimensions, cost, passenger and crew accommodations, etc., the writer forgot to mention the main item of interest to Lakes sailors—which is that the ship will be crewed and operated by SIU seamen.

No doubt just a slight oversight on the part of the "Pilot" reporter.

### 1947 BIG YEAR

With 1946 stowed away in the history books, the coming year should be one of great advances in maritime despite the anti-labor bills that will come up before the new congress.

One thing is sure—it will be a year that will see the SIU leading the maritime field again in 1947 as it did in the past.



## Weather Reroutes Freight Ships But Tankers Keep Boston Busy

By JOHN MOGAN

BOSTON—My last report, it seems to me, was chiefly about the weather up this way. I could easily fill up a couple of columns this week about the same thing, for it is still mighty tough going up this way.

There apparently is a direct connection between the weather and shipping. The daily papers have been replete with news of shipping accidents, groundings, etc., occurring in the immediate vicinity, which may or may not be the explanation as to why most of our steamship companies are shifting their base of operations to the south.

Judging from the reports of our Agents in the Gulf area, shipping and business is really good.

Just by way of example: four Waterman ships were scheduled to payoff and crew up here this first week in January. Every one of the four was cancelled and other ports got the business.

### MOSTLY TANKERS

We had a Mississippi ship (SS Tarleton Brown) in Portland last week, expect another to pay off here within a couple of days (weather permitting her to get down from Portland).

Except for these and a Moran tug, it was the tankers which kept us busy, one of which paid off in Providence a few days ago, and another of which is scheduled to pay off in Portland tomorrow.

The SS Klamath Falls paid off on New Year's Day without a Patrolman. This is something that shouldn't occur again, and it is up to the Delegates to notify the Hall and to await the Patrolman's coming before starting to payoff. It is quite possible to lose good money by not waiting.

However, when the Patrolman arrived at the ship and checked the disputed overtime, it developed that all the questionable stuff

was no good anyway. There was a swell gang on the Klamath Falls; but possibly it wasn't realized by the crew that Boston Patrolmen cover Providence, also.

### SEE PATROLMAN

Quite a few of the unorganized tankers are hitting up this way now, with the prospects of a greater traffic in the very near future.

Everything appears in good shape, though the turnover on these scows is terrific. And, also, it is becoming increasingly difficult to make contact.

SIU men on these vessels should make a special effort to get ashore and contact the nearest Hall, even when docked at out-of-the-way ports up around here; or, even more important, at refineries where Patrolmen cannot get aboard.

To sum up, shipping and business is just about fair in Boston. Improvement of the situation is hopefully looked for, but even at present there are times when it is a struggle to get the sixth book-member AB for a full deck department.

And as far as business is concerned we are keeping above water, so this department isn't too bad, either. But we are still looking for some improvement, and no doubt it will be Eastern that will provide it—toward the end of January.

## New Branch Opened In Miami By Seafarers



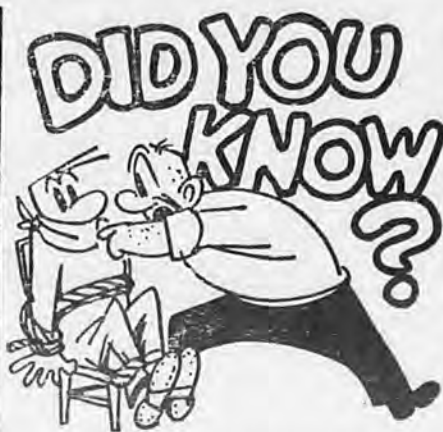
CHARLES STARLING

To facilitate the handling of union business in the Port of Miami, the Seafarers International Union has opened a new branch office in the Florida resort city. The office is located at 1355 N. E. 1st Ave., Miami, Fla.

Charles Starling, former Patrolman in the Port of Baltimore is handling the business of the new branch.

Brother Starling was temporarily appointed by Secretary-Treasurer John Hawk, and he will fill the post until such time as he is replaced.

The installation of an office in Miami was necessitated by the flow of SIU business in that port. Seafarers signing on, paying off and calling at Miami are now assured of on-the-spot Union representation in line with the SIU's policy of giving its membership the best possible representation.



By JOHNNY JOHNSTON

When Mount Pelee, the naked mountain on the Isle of Martinique in the West Indies, erupted on May 8, 1902, it completely wiped out the city of St. Pierre and killed forty thousand people. When rescue parties arrived in St. Pierre next day they found a dead city and no one to rescue.

For four days the town was searched for survivors, and two men hunting through the debris heard a faint cry which seemed to come out of a crack beneath their feet. Other members of the party were called, and they started digging through the rock and lava.

Hours later they discovered a criminal, who was in his cell when the eruption started, and had thereby escaped the fate of the others in the city.

~ ~ ~

Did you know that the song "O Bury Me Not On The Lone Prairie" was first sung and written by a sailor who had left the sea?

He was driving cattle up the Old Chisholm Trail during the great cattle boom after the Civil War, and he was homesick for the sight and smell of the sea. So he started singing a song well known to seafaring men of that time.

The song was "O Bury Me Not In The Deep Blue Sea," but since he was on the open range, he changed the words to suit the locale.

The song became very popular, and has been translated into many foreign languages. Wherever you go today, you can hear the lonesome words and tune of a song that started with the sea but which has become the cow-punchers' song.

~ ~ ~

The 31900 ton Mauretania, an English passenger ship, will live always in the history of shipping. Built in 1907, she set an Atlantic crossing record in 1909, steaming from Cork Harbour to Sandy Hook in 4 days, 10 hours, and 41 minutes.

This record was not beaten for twenty years, and during that time she was the fastest ship afloat.

~ ~ ~

As long ago as 1879, the first ship with electric lights was already afloat. True, she only had six electric lamps in all, but she caused a sensation wherever she went. The ship was the City of Berlin, belonging to the Inman Line, and was the talk of the maritime world.

~ ~ ~

The horsepower rating of a ship is an important factor in gauging the maximum speed the ship can be expected to give. For instance;

12 knots requires 45000 HP  
16 knots requires 11000 HP  
20 knots requires 22000 HP  
24 knots requires 39000 HP

It is obvious, therefore, that to double the speed, you cannot just double the horsepower. Resistance increases three times as quickly as speed does.

## Check The Ship Before Sign On For Stores And Needed Repairs

(Continued from Page 7)

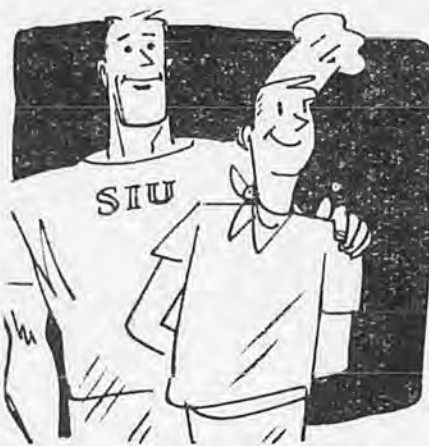
thority to the shore Patrolmen, but even they do not know the man that is capable of being a Delegate so they leave it up to the crew.

The elected Delegate should keep a list of all the men in his department when they are paid, and when assessments, etc., are paid.

He should keep track of all beefs and at the time the beef takes place he should make a detailed report so that the Patrolman paying off will know what the score is.

He should see that regular meetings are called so new members can be taught the principles of Unionism and can be told of the great struggle that the unions went through to make the present wages and conditions possible.

The Delegates should keep track of all disputed overtime, and above all, not argue with the head of the department because he disputes overtime as he is only



a member of the crew and he has instructions to go by. Keep track of it and bring it in to the shore Delegates and if its okay they will get it for you.

The Delegates on various ships have beefed against the Skipper, Mates, etc., and wanted them pulled off the ship. In some cases they had good beefs, and in some they had bum beefs, so a few words of advice.

If you have a phony on the ship, don't put him on guard by

beefing to him that you are going to report him to the Union. Call a meeting of the crew and tell them to keep track of every phony move he makes, then when you come in you have it on the bird and it will be very easy to have him removed.

Make sure that your nose is clean though, before you request the Union to have the company wipe the nose of one of its officers. Get the deadwood on him and have it in black and white.

### NO REAL BEEF

Recently we had a company beef that the Union was not co-operating with it in trying to sail its ships on time.

I would like to remind this company that in the future, as well as in the past, we will not work on a promise and have a ship signed on before all repairs, stores, etc., are okay.

The same company that cries to high heaven for unity between the Union and it, waited until the afternoon of December 24 to pay off a ship. Even a seaman should have been on his way home for Christmas Eve.

This same outfit can never get a company official down when the Patrolman makes a particular ship, but when it's tied up or the payoff stopped then they find time to get there.

They cry for unity. Well, in the coming year they will get all they want, but first they had better get squared off. And above all, when a payoff is set for 1:00 p. m. let them make it one, and not five.

This outfit should remember that the war is over and no officials of the Union need to worry about being drafted or being threatened with being reported to the army, for now it is the Company and the SIU, and the army is a past issue.

So to this company I wish a happy and a prosperous New Year, for they can really have one if they want it that way.

## The Patrolmen Say...

### Gold Coast Invites

SAN FRANCISCO — After a two week vacation on the East Coast I have returned to the old Gold Coast to find everything moving along in fine shape.

There are a few ships out here that are moving slow due to the fact that the CIO Radio Operators have been trying to raise a fuss just to get their names in the papers.

That is about all the hullabaloo ever amounts to as I fail to see where they have ever gained anything for their membership.

While I was in the East, I visited the Port of Tampa, and the day I arrived it was so foggy I don't believe any one recognized me nor did I recognize the port.

After the mist cleared, I found that Brother Simmons and his staff have done, and are still doing, some fine work around that port.

He has made a good start in making it one of the finest ports on the mainland. Keep up the good work, Brother Simmons, for it's officials such as you that make the Seafarers International Union members proud to carry

the old SIU banner in a militant manner.

### MORE TRANSFERS

This fact has begun to show on the Gold Coast, as every day we have men coming in wanting to transfer from other stuffy unions to reap the harvest SIU members have been enjoying.

To the men who have been coming in to join the SIU, I would like to impress upon you that this is one union you can brag about. This is one Union that you do not have to apologize for. Every SIU man holds up his head and is proud of the pin he wears.

### PASS THE WORD

Out here on the Gold Coast we like to hear from the Brothers wherever they may be.

Once in awhile a few Brothers hit the beach here and we get a chance to chat, but as it is impossible to chat with all we would like you to drop us a line once in awhile.

Brother Simmons is still taking good care of the port, so write us, or when in town come in and get acquainted.

E. H. Teague

## Calmar Ships Given To Bull And Overlakes

By W. H. SIMMONS

SAN FRANCISCO — Shipping around the Gold Coast is better than it has been for some time, but it still isn't what one can call too good.

But we are looking for shipping to pick up in the near future with jobs for all the men on the beach.

The ACA Radio Operators' beef with Calmar Steamship Company has been settled, with the WSA reallocating the Calmar ships to Bull and Overlakes Steamship Companies. This switch is okay with us as both these companies receiving Calmar ships are contracted to the SIU.

The crews of the four ships which turned over to Bull and Overlakes came out okay on the swap, and everything is smooth at present. This eliminates a headache which has been plaguing us for some time out here.

At the moment there is little to report from the Gold Coast with everything running smooth. Maybe something will pop in the near future to make a big story from the west coast, but until then the Gold Coast reporter will sign off.



## MEET THE SEAFARERS

## John Dugina



For practically as long as he could remember, John Dugina always wanted to go to sea. Stuck in the small coal mining town of Clairton, Pennsylvania, the lure of the open sea was something that he had to fight to resist.

Some of his boyhood friends had already graduated from high school and were sailing ships into the war zones as merchant seamen.

When they came home on infrequent leaves, they told him of their adventures, and of their Union, the Seafarers International Union. He couldn't wait to graduate from high school himself so that he could join his friends and share their adventures.

But when he did receive his diploma from the local high school his mother put her foot down firmly on the idea of his going to sea. She claimed that he was too young, and that she would not sign the necessary papers.

So John made the best of a bad situation, and went to work in one of the local steel mills. He became a member of the CIO Steelworkers Union, and although he has the highest admiration for that union, nevertheless, he firmly believes that the SIU is cleaner and more efficiently run.

## SIU FOR HIM

Soon he was old enough to go to sea on his own, and he did as fast as he could. First he enrolled with the Maritime Service, but as soon as his training was over, he made arrangements to sail with the SIU.

The war was still going on in full force, and the North Atlantic was still dangerous territory for convoys. Here is where John got his baptism of fire, on a run that had its share of submarine attacks, air alerts, and other exciting happenings.

In all his war service, and that includes trips in the Mediterranean also, Brother Dugina, who by now was sailing as an AB, was never hurt. The buzz bombs of Antwerp were frightening, the submarines and dive bombers the same, but he was never injured as a result of enemy action.

As he puts it, "I was lucky during the war, but as soon as the war was over, I got mine."

## CALMAR CHISELS

John was on a Calmar ship, the William Packer, at sea, when he was injured in a shipboard accident. He was laid up for twenty-one days in the Staten Island Marine Hospital, and then was convalescent for another month.

Big-hearted Calmar then offered him \$82.50 in full settlement of his claim. Dugina held out, and was rewarded with a settlement of \$200.00, which was not nearly enough to pay for the time he lost, and for his injury, but which was better than the original offer.

John has been elected Delegate of practically every ship he has been on during the past two years, and was a Picket Captain in Houston during the 1946 General Strike.

"The SIU is the finest thing for seamen," he says. "I've been on tough ships, with tough Skippers and Mates, but the Union always straightened things out."

John sails mostly on tankers, and after his next trip he intends



to sail out on an unorganized tanker.

"I've noticed the bad conditions on unorganized tankers berthed near us," he recalls, "and I want to do my part to bring good conditions and decent wages to those men."

## SEA HIS LIFE

Following the sea is not just a temporary job for Brother Dugina. He wants to continue sailing because he "meets a fine bunch of fellows, likes to travel, and gets good Union protection on SIU ships."

Like all seamen, John has his favorite ports. His are all in the British Isles: Glasgow, Liverpool, and Hull. And his reasons are the same as those of other seamen in naming their favorite ports of

(Continued on Page 14)

## Frenchy Pens Open Letter To Membership

Dear Brothers:

I am going to be leaving you fellows in a few months to devote all of my time to a shoreside business. But there are a few things that I would like to call to your attention before I drift along.

First, I would like to thank the Seafarers International Union for the economic security and the decent working conditions that I have enjoyed during the six years that I have been a member of the organization.

I've gotten so much more out of this Union than ever I put into it, and so many of my friends tell me that they have enjoyed the same experience, that I feel that it would be a good idea to review them briefly.

I think it especially desirable to remind you of these benefits at this time because the press has been enjoying field days lately telling us what rackets unions are.

I went to sea in the twenties and I can tell you that it was rugged. The bosses were in the saddle then with no union standing by to make 'em let up on the spurs.

Brothers, they drove me hard. Sometimes I was forced to ship workaway in order that I might be standing by to get a chance at a job.

And what a job it was. They worked me from kin to kaint, flopped me crumb-bum style and fed me swill the swine would swear off of.

Yes, and they paid me the magnificent sum of \$37.50 for a month's wages. Overtime? Why, there wasn't any such word until the union coined it a few years ago.

I have just checked my book

and I find that I have paid less than two hundred dollars, dues and assessments included, during the full six years that I have enjoyed the benefits of this organization.

When I consider what this Union has done for me and then read some boss' stooge's account of what a racket unionism is, then I am forcibly reminded of how little organized labor has blown its own horn.

The next time you read a blast at organized labor in the nation's press just remember that the bosses and that the scribblers who edit the papers are not about to bite the hand that feeds 'em.

Brothers, the financial reserves of our organization has been dangerously depleted during our recent successful strike. The Union was forced to lay out an enormous sum to feed and flop the membership and to conduct the business of striking. So I want to take this opportunity to urge all of my brother members to actively work for a ten dollar voluntary rehabilitation assessment.

I've learned the hard way that only a strong union can win and maintain decent wages and working conditions. And the only way a union can be strong is for it to be financially sound.

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

Finally, a word to the old-timers.

Let's see if we can't be a little more tolerant with the Johnny-come-latelys. Some of us have a habit of sneering at 'em as "young punks."

To be young isn't necessarily to be a punk. The hope of this organization lies in the type of new blood it can attract to its banner.

We've all sailed with guys who were thirty years in the business and all they had learned was to become expert at turning out a botched up job. It was the younger element of this organization, under the firm guiding hand of real big-time know-how, that did the magnificent job of organizing what will prove to be the balance of power in the maritime union field—the Isthmian Steamship Company.

The next time you feel yourself burning because some ordinary seaman can't tie a bowline, just remember that you couldn't splice a line 'til you were knee-high to a grown goose yourself.

So, steady as she goes, fellows. Give her head and play her fair. And when the long rough voyage is over and the Master calls us topside for our pay, why, maybe there'll be an old smoothie like Joe Volpian standing by to square the "logs" for the likes of you and me.

Frenchy Michelet

## SS Mello Franco Leaves Coos Bay With Memories

The SS Mello Franco, center of the controversy which precipitated the Coos Bay tie-up last July, has finally sailed from that Oregon port after almost six months of idleness.

The dispute, which made the Mello Franco known up and down both coasts, began when Harry Bridges' longshoremen refused to load or unload any cargo until the SUP ship was crewed by an CMU crew.

The SIU-SUP in return threw picketlines around all NMU ships tied up in New York as a warning to Bridges to discontinue his raiding tactics. After this demonstration of SIU-SUP strength, arbitration of the dispute was agreed upon and as a result Bridges was slapped down.

## BEATEN IN RAID

Bridges, seeing the handwriting on the wall, ordered his men to handle the Mello Franco and ended his attempted raid upon American-Pacific ships.

The Mello Franco, renamed the SS Bayeux, left Coos Bay with a load of lumber destined for Calloa, Peru, and it was with mingled feelings that the crew took her out to sea, for during their long stay they had begun to feel like permanent guests of the town.

The Skipper married a local girl and other crewmembers were in town so long they began to feel like solid citizens and started making speeches at the Lions Club.

With the unfreezing of the port of Coos Bay, the large piles of lumber accumulated on the docks began to move to the paper companies which rely on this port for their supply of woodpulp.

## Permit Men Eligible For Pro Books

The following named trip card and/or permit member applications have now been approved, and these members are eligible for probationary membership in the Seafarers International Union of North America upon payment of the initiation fee, etc., as outlined below in any Atlantic and Gulf District Hall:

Name	Z Number	T.C. or Permit No.	Init.	Hosp. 1946	1946 A.O.A.	1947 A.O.A.	1947 A.S.A.
Atchinson, Joe N.	567628	TCA-5478	\$25.00	\$2.00	—	\$5.00	\$3.00
Christopher, Peter	673166	TCA-4360	25.00	2.00	—	—	3.00
Craddock, Edwin C.	567312	TCA-4006	25.00	2.00	—	5.00	3.00
Clement, John R.	569959	TCA-9151	25.00	2.00	—	5.00	3.00
Costello, Joseph A.	56622	TC-15662	25.00	2.00	5.00	5.00	3.00
Dixon, James B.	567123	P-3-4260	25.00	2.00	—	5.00	3.00
Dunne, Joseph E.	673518	TCA-4463	25.00	2.00	—	5.00	3.00
Dworanczyk, Edward B.	334647	TC-21423	25.00	2.00	—	5.00	3.00
Dziendzielewski, A.	367416	TCA-9675	25.00	2.00	5.00	5.00	3.00
Emory, John H.	285345	TCA-5532	25.00	2.00	5.00	5.00	3.00
Folla, Joseph M.	558255	TC-15611	25.00	2.00	5.00	5.00	3.00
Graham, Harvey L.	567368	TCA-5102	25.00	2.00	—	—	3.00
Habighorst, Charles F.	517287	P-3-2547	25.00	2.00	5.00	5.00	3.00
Hernandez, Silverios	569462	TCA-9170	25.00	2.00	—	5.00	3.00
Howard, Charles W.	112028	TCA-5278	25.00	2.00	—	5.00	3.00
Hunt, James W.	573142	TCA-7074	25.00	2.00	—	5.00	3.00
King, Eden E.	136217	TC-18786	25.00	2.00	—	5.00	3.00
Layton, John L.	323217	TC-18870	25.00	2.00	—	5.00	3.00
Lea, James	573083	P-3-3429	25.00	2.00	—	5.00	3.00
Leslie, Edward J.	690767	P-3-4046	25.00	2.00	5.00	5.00	3.00
Mahou, Louis J.	275936	TCA-1691	25.00	2.00	5.00	5.00	3.00
McClain, Eugene	366586	TCA-315	25.00	2.00	5.00	5.00	3.00
McNeil, William J.	573285	TC-18759	25.00	2.00	—	5.00	3.00
Menendez, Andres J.	300918	P-3-549	25.00	2.00	5.00	5.00	3.00
Murphy, George	673377	TCA-4443	25.00	2.00	—	5.00	3.00
Nugent, Simon H.	572576	P-3-5100	25.00	2.00	—	5.00	3.00
Rice, Howard E.	674341	P-3-3686	25.00	2.00	—	5.00	3.00
Richards, Paul J.	430868	TCA-4433	25.00	2.00	5.00	5.00	3.00
Robillard, Joseph A.	181448	P-3-4437	25.00	2.00	5.00	5.00	3.00
Sanders, Eugene B.	123956	TCA-13821	25.00	2.00	5.00	5.00	3.00
Scully, John	675214	P-3-4516	25.00	2.00	5.00	5.00	3.00
Snow, Thomas	815075	TCA-7904	25.00	2.00	5.00	5.00	3.00
Wells, Raymond J.	260013	TCA-290	25.00	2.00	—	5.00	3.00
Williams, George	567528	TCA-5417	25.00	2.00	—	5.00	3.00

The above named applicants may pay their initiation fee, etc., in any port. The Agent will notify this office where the member wishes his book sent.





# SHIPS' MINUTES AND NEWS

MEN AT WORK — AND HAPPY, TOO

## All Missed The Skipper's Object

Things were popping in New York harbor one day last week—that is, they would have been popping if the object which a ferryboat captain saw turned out to be what he thought it was.

Going about his daily business of plying his ferryboat between 69th Street, Brooklyn, and Staten Island, the vessel's captain sighted an object floating in the quarantine area off Rosebank, S.I. It resembled a floating mine, and in a harbor like New York—or anywhere, for that matter—a thing like that left around loose could raise plenty of hell, the captain opined.

### ALL EXCEPT THE MARINES

He immediately notified the authorities. Before you could say "omigod," the area was alive and screaming with harbor police and the Coast Guard, in addition to the Army and Navy units which were sent to dispose of the explosive.

But no mine was found. The ferryboat captain went back to



his ferryboating probably wondering if the whole thing was worth all the noise.

Later, the captain's eyesight received a clean bill of health, but his knowledge of naval warfare weapons was dropped down a peg or two. The Coast Guard reported that a private buoy that broke away from its mooring at Pier 22, Staten Island, and an empty oil drum had been found in the vicinity where the ferryboat captain first was panicked.

### PROBABLY IT

It was believed that either of these two objects might have been what the captain saw.

Anyway, it is hoped that the skipper will keep right on reporting what he thinks he sees, even if the Coast Guard does get annoyed. Better to be wrong on the ferryboat than to be right in heaven.



Swabbing the deck evidently is an enjoyable task for Red Hanson, crew member of the MV Coastal Defender. Anyway, that's a right pretty smile Red has for the cameraman.

Photo at right shows the Defender's Bosun, Milton Williams, directing cargo loading when the vessel put in recently at Frobisher Bay, Canada.



## Ch. Engineer On Emerson Has Foul Line

The Chief Engineer, who worked aboard the SS Frank Emerson during Voyage No. 10 is a throw-back to pre-Union sailing days. His anti-Union philosophy was summed up in a remark to the effect that he would take a pay cut if he could see the crew members working for \$50 a month.

In the ship's minutes and the Engine department Delegate's report, the Chief Engineer was the subject of the crew's censure. Besides the fact that this character yearns for the "good old days," he was reported to have expressed a callous indifference for the well-being of his department members.

The Engine Delegate's report reveals that when a FWT hurt his shoulder ashore in France, the Chief Engineer stated that the injured man "might as well be paid off" as he was of no further use to the engine room officer.

### NO OVERTIME, EITHER

When it came to overtime he disported himself just as would be expected. He was completely consistent in every detail. When the Oilers were turned to aid the Second Assistant with water and the lines in Mobile, Ala., the Chief Engineer disputed the overtime involved.

The overtime was later approved by the Emerson's Skipper.

The Emerson's Black Gang approved for Union membership one permit card man, Clarence Schroeder. Another man traveling with a permit card was not recommended for membership "as he has consistently shown an attitude not becoming a Union member," according to the Delegate's report.

Pointing out further the reasons for membership refusal to



the man in question, the report says "he is under the impression he came aboard for the ride, and that he has to have someone on his tail all the time" before he gets any work done.

### INDIFFERENT

"When he was told to do sanitary work," the report continues, "he was 'finished' and in the messhall at 8:15. When a person would try to set him right, the impression would be given that you could go fly a kite."

Another crew member aroused the displeasure of his shipmates on Voyage No. 10. The Chief Steward was criticised for several alleged shortcomings in both

## Digested Minutes Of SIU Ship Meetings

### No Percolator — No Coffee

A few percolators would go a long way toward making all hands a bit happier on the SS Evelyn, according to the Dec. 22 minutes, just received.

At the meeting, held at sea, the lads passed a motion to obtain coffee-makers for the officers' lounge, the crew's mess and the engine room. In case you're wondering how come the request was broadened to include the officer's lounge, here's the explanation:

As things now stand the coffee has to be transported from the galley to the bridge, via one of the crew members. Since bad weather is now in abundance at sea, it makes things pretty tough for the coffee-carrier, in fact, the operation calls for a human centipede to insure safe footing and safe arrival with his cargo.

If no percolator is forthcoming for the officers' lounge, no coffee will be brought to the bridge during bad weather, the crew decided.

Seems fair enough to us.

~ ~ ~

**MAYFIELD VICTORY, Dec. 16**—Chairman L. Grantham; Secretary H. Figley. Deck Delegate reported the matter of using the laundry and washing machine. Action postponed pending investigation. Steward Delegate reported to have Patrolman contact company regarding steak. None is on hand in current meat supply and previous requisition for same has been denied by company. New Business: Motion carried for levying the following fines: Two dollars for sitting on tables, one dollar for feet on chairs, one dollar for refuse on floor, and one dollar for leaving cups on table. All fine money collected to be turned over to the Seafarers Log.



### XMAS PICKIN'S GOOD ABOARD LAREDO VICTORY

First of the tempting menus of Christmas dinners served to Seafarer crews to come to the Log, is the one from the SS Laredo Victory of the South Atlantic Steamship Line.

Prefaced with a wish for a Merry Christmas for all hands, the menu follows:

Chilled Tomato Cocktail  
Stuffed Celery with Salmon Flakes  
Mixed Pickles and Olives  
Saltine Crackers  
Soup Consomme a la Royal  
Broiled Fillet Spanish Mackerel de Hotel  
Duchess Potato  
Roast Maryland Turkey with Giblet Gravy  
Oyster Dressing Cranberry Sauce  
Imperial Sweet Potatoes  
Buttered Early Green Peas  
Parkerhouse Rolls  
Butter Coffee Tea  
Hearts of Tomato de Laredo  
Old Fashioned Pumpkin Pie  
Mince-meat Pie Fruit Cake  
Assorted Nuts  
Fresh California Mixed Fruits

C. H. FYFE, Steward



### Toaster Terror Loose On The Argonaut

Some guys—if you read your comic strips—are always hitting a poor little kid.

On the SS Argonaut it's not quite that bad, but, say the ship's minutes, some guys are always "abusing" the pantry toaster.

The minutes don't amplify what is meant by "abusing" although it should be fairly obvious. It might be that some impatient crew member is using the unfortunate toaster to dry his socks. Then again it could be that some hungry hands are using the toaster for a sandwich grill.

Anyway, the crew ruled, the toaster isn't getting the care it deserves, and anyone caught "abusing" the toaster is going to get a roasting himself—and fined to boot.

That oughta learn him.

~ ~ ~

**YAKA, Dec. 15** — Chairman Smith; Secretary Mitchel. Minutes of previous meeting read and accepted. Delegates of the departments gave their reports which were accepted. List of repairs submitted by the Delegates, four copies made and given to each delegate. Brother Thompson asked the chair that if he were to be on watch in port at any time and he was to be called in on a beef and had to go to the Hall to have it settled, would one of the Oilers volunteer to do his job until he returned. The Oilers agreed to do so. List of items missing from the menus submitted to Steward with advice that if he couldn't procure them to so notify the crew, so that they could lend their aid in obtaining them.

(Continued on Page 11)

(Continued on Page 11)



# Digested Minutes Of SIU Ship Meetings

(Continued from Page 10)

(Name of ship not given). Chairman J. Hanson; Secretary K. Leonard. Crew agreed to drop all charges against Third Engineer on the grounds that he was warned and he stopped painting when told. His Union will not be notified, as it may be possible that they will take up charges and crew does not wish this to happen. Crew to ask for statement of wages, accounts, etc. Motion carried that the company be approached in regards to a decent form of bed to be put aboard. Letter to be written and sent to them explaining the poor condition of the last ones sent to the ship. Motion passed to have the ice box inspected and cleaned. Also that the delegate have the flour inspected for weavels, and have the old stuff dumped. Patrolman to see the same on arrival in port. List of repairs made and attached to minutes. Crew resolved that all men will be sober at the payoff as to help both the Patrolman and themselves get away quickly.

ALOCA PEGASUS, Oct. 2—Chairman P. J. Avera; Secretary A. P. Fertitta. Motions carried: that Ship's Delegate see the Captain about providing a cat-walk over the deck load; to contact the Union to require company to rig jury toilets for stvedores. After discussion a motion was carried to have company get services of another doctor in Montreal to care for sick men aboard the vessel at present time. One minute of silence observed for Brothers missing at sea.

## Ch. Engineer Has Foul Line

(Continued from Page 10)

the Deck and Engine Delegate's reports. The ship's minutes likewise pointed up the crew's dissatisfaction with the Steward department head.

According to the minutes, the principal charge was that the Steward "refused to let the Delegates check the stores." He was credited with saying that he took his orders from the Port Steward.

The crew charged that the vessel was loaded with inferior supplies, and that if the Steward had allowed the Delegates to check the oncoming stores prior to sailing, a complaint could have been registered in the States and action taken thereon.

### MEALS POOR

It was also alleged that the Steward put out food for meals that was below the usual standards of messroom quality for SIU ships, and that he put out night lunches at varying hours depending on his whims.

At the shipboard meeting there was considerable pro and con discussion as to possible disposition of the Steward's case, ranging from motions to allow him another chance to redeem himself to one recommending that he sail as a Chief Cook for a period of six months. The latter motion added that if the Steward proved efficient in the capacity of Chief Cook, he would be restored to his former rating at the end of the probationary period.

John Santos served as chairman, R. J. Ingraham as secretary of the shipboard meeting.



JOHN MILLEDGE, Oct. 15—Chairman F. D. Russell; Secretary J. L. Early. Meeting called for the purpose of further action on accepting tripcard men as future members in the SIU. Motion made that present tripcard Chief Cook be given another chance to sail as Chief Cook. Amendment: that the Chief Cook retain his tripcard but he is not to ship at any rating higher than Second Cook and Baker for at least three trips. With amendment motion carried. Five other trip-carders were approved for admittance into Union.

## Garbage Gets Crew's Goat

Fair warning that further improper disposition of the garbage aboard the SS Ouachita Victory would result in notification of the proper authorities was sounded by the crew at a shipboard meeting Dec. 8.

The crew recommended that the garbage disposal be watched, and that if the method is not regarded as proper, the Public Health Service be notified.

Supplies also incurred the crew's wrath, with potatoes heading the list of shortage items. This supposedly plentiful foodstuff was, up to meeting time, absent from the menu for a week.

A motion passed saying that there be no signing of articles henceforth until the Steward okayed the supplies for the entire trip. Under this motion was included an addendum to the effect that a Patrolman be present at the next signing of articles.

It was also suggested that the Steward order a variety of meats in order to break the monotony of a daily diet of sausages served for the night lunches.

CAPE HATTERAS, Dec. 10—Chairman Torres; Secretary Hamson. Minutes of previous meeting read, discussed and accepted. Department Delegates gave their reports. Suggested that Steward order new toaster upon arrival in New York. Also that shower heads be ordered for all showers, and air-conditioning be repaired. Crew wants better coffee for next trip. Recommended that Mate be advised to obtain keys for padlock on foc'sle doors. Steward department's foc'sles need painting; coat hangers should be installed. One minute of silence observed for departed brothers.

(Name of ship not given), Oct. 28—(Chairman not noted); Secretary William McKeon. No beefs in any department. Steward department commended for fine work by Deck and Engine crews. Repairs needed: new rubber gaskets on port holes, gears on port hole fans, overhaul of lockers in all quar-

ters, and fans checked. Motion carried instructing Deck Delegate to see Patrolman about collecting Deck Maintenance pay. Minutes are to be posted in messrooms and one copy sent to the Log. Motions carried: that all beefs be settled before any man pays off; to inquire about trip-carders being pulled off before 60-day trip. Agreed that Skipper is the best the crew has ever sailed with.

CARLSBAD, Dec. 23—Chairman Candler; Secretary La-Brosse. All Department Delegates reported everything in order. Good and Welfare: It was agreed to remain out of each others foc'sles unless invited thus relieving anyone from suspicion should articles be reported missing. Department delegates requested to have complete repair list for Patrolman at next payoff. Brothers were asked to cooperate with messmen to keep messhall clean. It was suggested that men going on watch be served first.

HORACE SEE, Dec. 25—Chairman Lester; Secretary Messenger. Good and Welfare: During meeting following were discussed: try to get new tanker contract; delay payoff until Patrolman gets aboard; radio repairing, parts sent ashore in Wilmington; Delegates make out copy of repairs to be submitted to Chief Engineer and Captain. Crew agreed not to take milk aboard in Mexico because of low standard of food laws. Vote of thanks to Steward Department for splendid cooperation during trip. All crew members who are being fired desire to know ahead of time. Request to see Captain about it. Also wish delegates to see Patrolman about transportation back to port of engagement which is Key West, Florida.

CAPSTAN KNOT, Dec. 12—Chairman L. B. Brown; Secretary E. Davis. New Business: Motion carried to have all watches keep the messhall clean and a 25 cent fine imposed on any violators. Motion carried to have crew's laundry cleaned by those who use it, and a fifty cent fine be imposed on whoever leaves it unclean. Such money from fines when collected to be given to the Patrolman in the first U.S. port towards the SIU Hospital Fund. Good and Welfare: Motion carried that no tropical animals or birds be brought aboard at any time.



WEAR YOUR SIU PIN — THE BADGE OF A FIGHTING UNION... YOUR UNION!

## SEAFARER SAM SAYS



## CUT and RUN

By HANK

Four of the best examples of SIU militancy just blew in from a trip to Bremerhaven aboard the Topa Topa, which brought over a cargo of those rare Dutch tulip bulbs. The men are: Johnny Weir, the prolific thinker and talker; "Red" Whidden, the best militant Seafarer; Mike Rossi, the Smiling Bosun, with his faithful mustache, and Johnny Ward and his mustache... "Blackie" Vince Kane, who has always been faithfully answering the call of the islands, is in town right now, staying on his intercoastal run to Baltimore and Philly. "Blackie" says: "I have to stay away from those islands. That's why I'm heading for the West Coast and stay there for a year. At least I'll get me a stake there." Taking a vacation, eh, Vince? ... Brother "Happy" Harper just sailed in recently after a trip to Antwerp. "Happy" just registered for shipping and announced that he was still celebrating the arrival of the SS Happy New Year that just came in.

Brother George Freshwater, a volunteer organizer, is in town right now with sensational news about what the NMU is doing. Well, up in Boston and down in Lake Charles, the NMU has been selling books for membership for the sweet little sum of ten dollars to unorganized seamen. The NMU must be so desperate and distrustful of their phony organizing that they have to sell their books so cheaply instead of leaving the unorganized seamen figure out the strength, the progress, the honesty, the militancy and the big things accomplished by a union for the benefit of seamen—so that such unorganized seamen can willingly choose the best union and know themselves what union is best for them... Any unorganized seaman who chooses the SIU to be his union, will not only be a proud American but also a proud union seaman on any waterfront of the world. The SIU never has and never will obey any Communist dreamers, Washington politicians or bureaus, phony Coast Guard decisions or steamship company chiseling or trickery.

Brother John Santos says that his wife up in Massachusetts enjoys reading the Log, even more than he does—especially the sea slang in articles now and then, etc. Well, for a wife who has been practically all over the country with you, Brother Santos, and always reading the Log, she should enjoy and understand all the things the SIU has accomplished... Look at Brother James Hand. He says his wife down in Tampa, Florida, keeps blowing her wiggy top because he don't write her letters. Brother Hand, however, realizes psychologically, that as long as she keeps getting and enjoying the Log she'll know that he's okay—because the hospitalization or other news of any Seafarer is always published. Pleasant reading to you, Mrs. Hand, indeed... One of our best shipmates, a big, young Seafarer named Gordon Ellingson, just came as passenger from Port Said where he was anchored several months for hospitalization. But he recovered so well that he went ahead and spliced himself. Congratulations, Gordon, and good luck to you and the bride when you start living and working in your home town of Minneapolis, Minnesota.

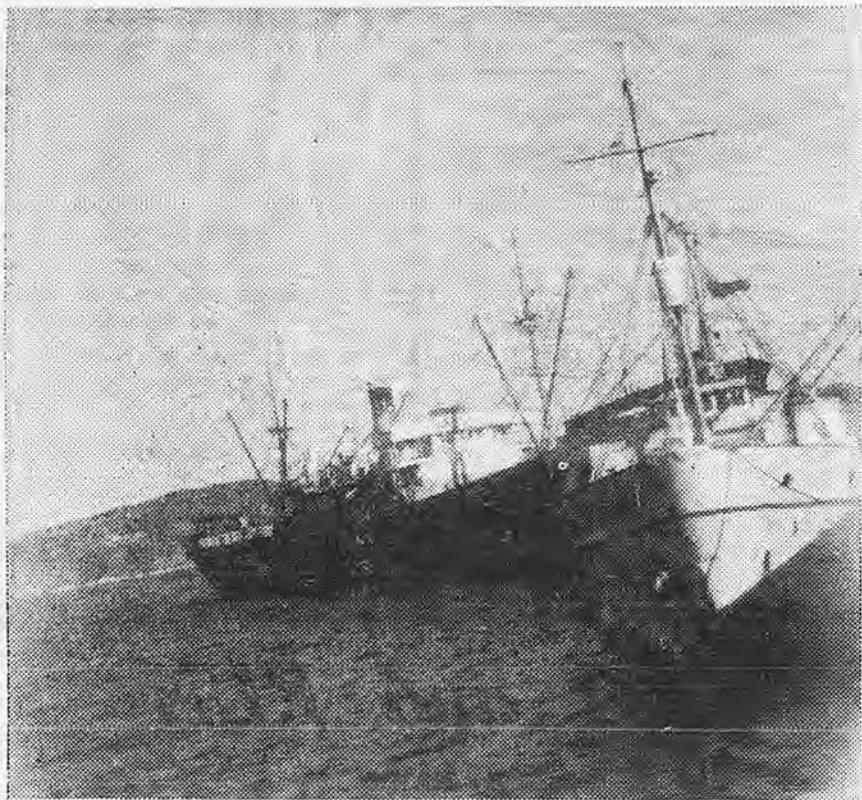
Brother Arthur King, who is soon going back to his home town of Tampa, confessed that he, the Captain and the pilot had a tough time getting their ship into Providence, Rhode Island recently. Brother King also remembers some electrician who wouldn't eat anywhere but with the scrambled-egg officers. Such glory must have gone to his head and short-circuited it—but good... One anonymous Seafarer wants to know why Skippy Gusczyński, now spliced for a year and a half, can't ship out because of his lovable ball-and-chain?



# THE MEMBERSHIP SPEAKS



## The Colabee Enjoyed Good Weather On Northern Trip



In the foreground is the North Gape of the Canadian coastal trade, while the SS Colabee idles in the background. Photo taken by Seafarer Luis A. Ramirez at Baie Comeau, Quebec.

The Colabee was recently dispatched on a mercy mission from the point at which she is pictured above to the St. Lawrence river to rescue survivors of a disabled plane. The victims were rescued from treacherous ice floes by airplanes before the Colabee reached the scene.

Dear Editor:

The year 1946 was kind to all of us. Besides the numerous victories which we won on the waterfront, we also had some pretty good weather for shipping. In support of this contention, I offer the enclosed photo which I snapped of the freighter Colabee on Dec. 15, 1946 at Baie Comeau, Quebec, Canada.

As you may know, it is rather unusual to see such clear, beautiful waters in this region during this time of the year.

I was a crewmember aboard this old Hog. It is a 5,517-ton freighter operated by a subsidiary of the Chicago Tribune, and

is under charter for transporting of newsprint to the Daily News in New York.

I really did enjoy a nice trip, though it was short. I got back in time to enjoy the Christmas holidays at home.

At present, I am standing by as a FWT aboard the SS Petersburg Victory, at the Erie Basin, with a view to spending the first few days of 1947 with my wife and son.

Even if it may appear too late, I'm wishing all Seafarers the best of luck, and especially to those who never hesitated to help me learn the little I now know about ships, I send my best wishes.

Luis A. Ramirez

## Brother Differs With Bause On Food In Marine Hospital

Dear Editor:

I have just finished reading the Log, issue of Jan. 3, and I must object to the article "Christmas and Mystery Cheer Seafarers a-bed in Staten Island Marine Hospital." I'm a bed patient and have been for several months and I have experienced the treatment and attention one receives at this hospital.

I'm afraid Brother Bause exaggerates somewhat when he speaks of conditions in the hospital. When he wrote, "The food has improved considerably and is still on the upgrade, also up here in B-5 we have some nice nurses, orderlies and a top notch medical staff," I'm afraid he must have been thinking of the food he ate while on a pass, because what I've been eating sure isn't on the upgrade.

### ATTENTION LAX

The nurses are not to blame, many of them do their duty satisfactorily, the orderlies do not do too much for the bedpatients, and the top notch medical staff—well, you don't have much trouble with them as they are seldom around. The doctors might be in the office in the morning and issue passes for some patients who are healthy enough to go out, but that's about all.

All in all I don't think there are many patients with Bause's feelings around here. (Although I'm not in B-5, I'm still on the fifth floor).

I have read the Log for a long time and like it very much and I will continue to read it when-

ever I can obtain a copy. Although I'm not a SIU member, I am a seafarer (SUP) and I still find the rag of interest.

I read the recent article in the Log about a Brother seafarer, and the treatment he received at the Galveston Marine Hospital. During my hospitalization I have seen many cases like that. It is a shame when a seaman happens to be sick and in need of hospitalization he must land in a Marine Hospital. As for myself, I have given up all hope. For three or four months I complained about my condition, but to no avail. I believe they have forgotten I am here.

I could write more, but as I am writing in bed I will close wishing the Log and all the readers a Happy New Year.

(SUP member's name withheld)  
U.S. Marine Hospital  
Staten Island, New York

(Editor's note: We think it only fair to mention, for those who are not familiar with Brother Bause, that Bause has been confined at the Staten Island hospital for almost a year, much of the time which he spent in bed. He has been one of the most consistent and militant advocates of better food and conditions at that institution. In the Seafarers Log of May 3, and May 31, 1945, Brother Bause had letters denouncing the food served up to patients in Staten Island. Since that time, he has made criticisms, both favorable and unfavorable, as he saw it.

## Steamboat Goes A-Fishing For An Answer To Threatened Anti - Strike Legislation

Dear Editor:

The new Congress convenes this week and there is not the slightest doubt what its intentions are. It is just itching to go to work on the unions. Senator Ball has a little gimmick ready to outlaw the closed shop.

Right now is a good time to figure how we will handle these anti-strike laws. If you analyze just what a strike is, it becomes obvious that it is not merely wrong to try to abolish strikes. It is just impossible.

Well, what is a strike? It is the simplest thing in the world—you just go fishing. And if everyone else happens to pick the same day to go fishing that you do—well, you can't help that. Maybe the fish are biting.

### LET'S GO

If 50,000 seamen decide to go fishing, what can they do about it? Shoot them down in the streets? Run them into jail? You'd have to build an awful lot of jails.

Any law designed to prohibit strikes would be an absurdity. After all, a law is only a resolution, words on paper. It doesn't change the actual situation. It doesn't create or take away anything that doesn't exist already. You still have the power to strike; it just says you can't use it. But

what's going to stop you from using it, it neglects to explain.

What can they do? Create a gestapo to wake you up every morning and whip you with a cat-o-nine tails? Chain you to the steering wheel? Lock you in the fireroom?

### DID IT BEFORE

To mean anything, a law must be enforceable. And in all the bull and blarney about stopping strikes I have yet to hear any-



one explain just how they are going to do it—except "pass a law."

I would really like to see the law that would tell me I could not quit working. In the famous words of Shakespeare, "You don't gotta do nuthin but die."

And, mister, I will die before I let anyone tell me that I can't quit my job any and everytime I feel like it. Hell, Americans have been dying since 1776 for

nothing more than that. Seems to me a few died just recently to prove it all over again.

Can they prohibit the right to advocate going on strike? Can they stop a union leader from saying, "I think it would be nice to go fishing next Tuesday?" Not while there's free speech they can't.

Can they prohibit the closed shop? On paper, yes, but I won't work with a fink. I doubt if any other union man will either. There are 15 million union men in this country. Where will they get 15 million finks to replace them?

Where, outside of Washington, D. C. that is.

### WANNA HAT?

Can they prohibit picketing? All right, so the cops arrest you for carrying a sign. Wear a panama hat instead. If the longshoremen go fishing, and I see a lot of guys in panama hats walking down South Street you won't have to draw me a diagram.

Or maybe they will pass a law against panama hats? You see how quickly this all becomes an absurdity? Let the professors play with their theories. Let the billionaires buy full-page ads. Let the Congressional baby-kissers pass their resolutions.

Let them—we'll go fishin!

Steamboat O'Doyle

## DIVISION AMONG THE 'DIVIDE AND RULE' BOYS

Dear Editor:

Perhaps you don't know it, but I have been reading your Union paper all the time and it is pretty good. It also gives this old-timer a kick to see your young—and I should say militant—Union going places. Believe me, the way they are going you should be able in the near future to lead the waterfront on all coasts.

I suppose you know our rivals are on their way out. Their national council members are fighting among themselves. There's too much politics, and the "divide and rule" boys will know it very soon. Most of the rank and filers we know are getting out in disgust, and this oldtimer doesn't blame them.

I have been in the Firemen's union sometime now and it is a good union but it looks as though they will have to go AFL again. Your Harry is a smooth and fast worker. It is in the cards that

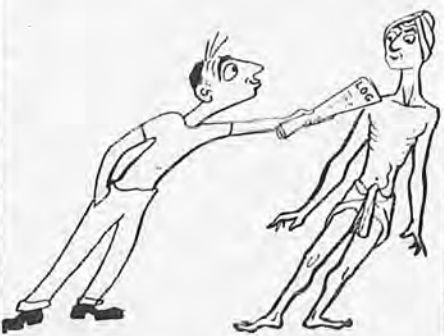
we will have to swing again, and soon. If it is to have peace on the waterfront, I think the boys will go for it.

But believe me, they want no part of the CMU or the CIO. They are most bitter against it. You are also aware that we have some commies in our ranks, but they don't get to first base trying to bore from within.

I will be coming east sometime, and plan to stop in at the Hall. I predict your good Union is going places. Best regards to all.

—S. Y.

(Editor's note: The correspondent's name has been withheld for obvious reason.)





## HO-HUM, WHAT A LIFE



This MV Capstan Knot crew member puts in some rugged sack duty "after the night before," writes Seafarer Dean Tusock, who took this picture in Trinidad. The sack hound is unidentified.

Brother Tusock says these two crew members became known later as the "Cannon-ball Kids." Locale here is St. Croix, Virgin Islands. The "Kids," who prefer the cannonball designation, insist those are cannonballs—not coconuts, which don't pile so neatly.



## CHIEF STEWARD DIFFERS WITH COMPANY ON OVERTIME

My question is whether Sunday (in port or at sea) is overtime for excess of hours worked.

I have worked my Cooks on Sundays on several different occasions on jobs that had to be done on that particular day. The company says that that work is overtime on overtime. I can't see it.

Will you please clarify this matter for me?

Jim Sharp, Chief Steward

**ANSWER:** We're not exactly certain that we understand the question since you do not specify the type of work performed. However, on the basis of the information which you give, we got the following answer from the Patrolmen:

You cannot pyramid overtime on top of overtime. A man performing a job which calls for overtime rates cannot get additional overtime pay for doing the job during overtime hours. He would be entitled, however, to straight overtime compensation for the time involved in the work.

It was pointed out that a man is to get overtime pay for Sunday work whether he puts in one hour on a job or twenty hours.

Should this answer still not clear up the question in your mind, we should be glad to hear from you further. We'll do our very best to see that you get a satisfactory reply.



## Hank Serves Up Recipes On Bellyrobbers, Advises Taking Them With Grain Of Salt

Dear Editor:

Now, brothers, I am not in any way qualified to safely and sufficiently talk about Stewards, being that I have never had the desire or courage to enter the food department and try to live under the inventory thumb of any unfortunately gifted artist of a seaman called the Steward.

And I also never associated myself, by choice or chance, with any such homo sapiens of the sea life, like for example—drinking out of his private medicinal bottle in his fore'sle while listening to his troubles or dreams—or sticking my face with his face into the oven to see what's cooking so he could make me understand his ever-changing opinion of his men or his own inherited sanity.

## TAKE IT WITH SALT

Anyway, take a few pinches of salt and you'll most likely believe what I have to say, which will be mostly in defense of such a genius and now and then against him, too. Of course, if you're a self-analyzed type of a Steward, you won't believe my imaginal pot-wash. Well, some how indeed, when I think how much a Steward means to a ship and a trip, I will easily become maudlin, especially if some beers are fresh and handy for me and a Steward happens to be close by looking like he lost his worst cook, or because the galley stove blew up in his face just when he knew he could straighten out the darn contraption.

Of course, I have beefed with one or two Stewards in the mess-hall about the food being cold—or old—or served too slow—or not sufficient enough for a seagull and the new-born baby gull just starting to sail over ships for left overs. Sometimes I had the horrors thinking that the Steward was really trying to win the war by starving us—and saving all that fruit juice, etc., etc.

## YOU HAVE TO LIVE IT

But to really understand a man you have to live under his thumbs, even if you get pains in the stomach or not enough overtime. Well, that's like everything in life, but with a Steward it



really is too much sometimes. And sometimes you think that some certain Steward was born and raised in a blind alley or something. Especially if he is of the dreaming type, torn right out of some exciting love-soaked sea novel, mingling with the scrambled eggs topside and trying all his language and services to calm and delight the nervously excited passengers who definitely are of the opinion that they will die during the trip, sooner or later, either from eating the Steward's food, the sea sickness traveling all around internally or the monotonous scenery of sea and sky.

I don't think any of the novelists ever did say in their poetic and romantic, foolish novels that

the Steward of a ship is the most important, the most tortured and the most dangerous sailor doomed aboard ship for any voyage. Nearly every Steward I've seen has been either short and worn-out thin, or big, and barrel-shaped. Most of them, or I should say all of them, smoke cigars and drink a little to keep in good humor with the voyage and the daily incidents, which are usually stormy like a couple of eggs and a slice of bacon getting all hot and bothered in the early lazy morning.

## ANOTHER TYPE

If a Steward is bald-headed and whispers, then he has always had plenty of nerve-wracking beefs and complicated shocking inventories to make. If he is big, jolly, and has no shiny naked armor aging his brains, then you know he always had good cooks or the best line of convincing baloney for the crew so they wouldn't boil over into mutiny over their bacon and no eggs.

But if a Steward is an amateur, then the crew keep blowing their tops and the Captain mumbles to

## QUINN THANKS SEAFARERS FOR XMAS GIFT

Dear Editor:

In behalf of Brother Bause and the rest of the SIU members I want to express my sincere appreciation to all the Union Brothers for the generous Christmas gifts we received at the Staten Island Marine Hospital, and also the Christmas card we received from our swell agent Paul Hall. With all his headaches he did not forget to send a word of good cheer.

Also to our good and able Hospital representative, Joe Volpian, and to all our brothers and former shipmates, we send our sincere appreciation. We would enjoy a visit from them if they get around Staten Island way.

I guess I will be here for some time as I have about six fractures and such things usually take some time to heal.

My best regards to all the boys and my good friends Jimmy Stewart and Paul the Dispatcher. Also to the editors of the Log who are doing one swell job in the old SIU tradition.

Best wishes to all the boys and a more prosperous New Year for the SIU.

Michael J. Quinn,  
Staten Island Marine Hosp.

## WIFE TRYING TO LOCATE BOB RUTLEDGE

Dear Editor:

I am trying to contact my husband, Robert MacDonald Rutledge, age 43, light brown hair, five feet, eleven inches tall, robust and weighing about 175 pounds.

You may put my address in the paper for Bob does not know where I live at 1718 Girard Avenue, Philadelphia, Pa.

At this time I should like to wish the SIU continued success, for I know many Seafarers. If there is ever anything I can do to benefit your organization, I shall be glad to do so. I am a waitress belonging to an American Federation of Labor union, and I am very much interested in labor unionizing.

Mrs. Mary Rutledge

himself up in his airy castle. He can't sleep, the ship gets off course too often, and he brings the draws too late in all ports. An amateur Steward is one who reads too many novels in his bunk, doesn't know where the canned carrots or the baking powder is, and keeps himself ridiculously devoted to the presumably important and intellectual people for days and nights, whether it be playing cards or chewing over deep conversations and having plenty of cigarettes and coffee.

## HE NEVER KNOWS

Such a fool never knows how the crew gets along; whether the cooks are boiling their fingers or dropping the potato peelings into the soup; how much of this or that is left in the dry stores or whether the messhall stays clean every day.

Ah, but a good Steward is one who makes sure he knows all, sees all, hears all and when he should, he literally does all—in everything concerned with food, etc. And he knows that the crew is the most important part of his life, although some Stewards will scream that some crews are the worst calamities of their lives, and sometimes they are right.

Well, one old timer said last week that a Steward should be a diplomat. Well, I say, that not only does he have to be a diplomat, but a good shipmate, and especially the best cook of all the cooks aboard (but not just in theory) with a tough but fair, understanding brain.

"Cut and Run" Hank  
(Editor's Note: What do the Stewards have to say about Hank's observations?)

## Wanted: Tips

Ships are again on the roll, plying the seas to the four corners of the earth. You Seafarers who man these vessels will be popping into ports of call in Africa, Asia, Australia. You'll be hitting the Near East, Middle East and the Orient, and you'll be making the high spots and the low in the islands, and down South America way.

Your experiences in these places, the characters you meet both ashore and aboard ship as you wend your way, make interesting stories. Surely, you'll run into strange gals and guys, clip-joints,



dives, and points of historical interest. Maybe you'll have a beef on the way, or a tip to pass along to your Brothers that might save them some trouble.

We want to hear about any and all of these. Just jot them down and mail them to the Seafarers Log, 51 Beaver Street, New York 4, N. Y. Enclose pictures if you have any, we'll return them.



# Snug Harbor Rejects Official Investigation; SIU To Push Case

NEW YORK — SIU Special Representative Joseph H. Volpian this week received notice from the Snug Harbor Trustees that they would not permit a two man SIU Investigation Committee to visit Snug Harbor and check on conditions existing there. According to the letter, the Trustees think that the inspections conducted by the State Department of Social Welfare, from time to time, are sufficient.

Reference is made in the Trustees' letter to the fact that they "do not believe it appropriate to open the Sailors' Snug Harbor to private agencies to inspect it."

Who should know better what conditions are favorable for aged seamen than representatives of the Seafarers International Union? Certainly, the SIU can determine whether the retired seamen are being fed, housed and cared for properly much better than the N.Y. State Department of Social Welfare or the Trustees of Snug Harbor.

Dated January 6, 1947, the complete text of the letter follows:

Seafarers Int'l Union of N.A.  
51 Beaver Street  
New York 4, N.Y.  
Att: Mr. Joseph H. Volpian  
Gentlemen:

Receipt is acknowledged of your communication of December 27th, addressed to Governor Flynn, which has been forwarded to the Board of Trustees, and I have been requested to advise you that the responsibility for the Sailors' Snug Harbor rests with its Board of Trustees, sub-

ject to the right and duty of the State Department of Social Welfare to inspect and to suggest.

The State Department of Social Welfare has inspected the Sailors' Snug Harbor from time to time, and its reports have shown that conditions are satisfactory and the food is good. In these circumstances we do not believe it appropriate to open the Sailors' Snug Harbor to private agencies to inspect it. Visitors are welcome at the Sailors' Snug Harbor between 9 a.m. and 5 p.m. daily except Sundays. We do not believe there is any proper basis for concluding from this reply that the Trustees have anything to conceal.

Yours very truly  
**Peter Grimm,**  
President,  
Board of Trustees

Original action on the part of the Seafarers regarding Snug Harbor was taken as a result of certain complaints reaching the SIU Special Services representative in New York.

These complaints were to the effect that food and other conditions prevailing at Snug Harbor

were not up to the same standard as provided on SIU ships, and were, in fact, considerably sub-standard.

A letter outlining these complaints was sent to the Snug Harbor Governor by SIU Special Service Representative Volpian on December 4. An exchange of letters between various Snug Harbor officials and Volpian followed, with the letter from Mr. Peter Grimm being the latest in the series.

Each letter, up to the present, has been printed in the **Log** in order to keep SIU members fully informed of the developments in the Snug Harbor beef.

"It is the full and considered intention of the SIU to continue in an endeavor to check up on Snug Harbor conditions," declared Volpian. "Due to the Trustees' refusal of permission for a special two man SIU investigation, this survey will now have to be conducted on an individual basis in accordance with the Snug Harbor rules for visitors. The results of that investigation and any other developments will be printed in the **Log**."

## What To Do: Some Departmental Suggestions For Chief Stewards

(This article is not an interpretation of the agreement as it covers the Stewards Department, but merely makes suggestions to that Department in answer to many questions raised by members. Each week an article will be run in the **Log** making suggestions to each of the ratings in the Stewards Department. This week's is for the benefit of the Chief Stewards.)

The first suggestion is that, after boarding a ship for the first time, the Steward should make a complete check of all linens and workable and perishable stores aboard the ship.

Also all requisitions and confirmations should be checked, and, if there are any articles missing or required, they should be ordered at once from the company purchasing agent.

The Chief Steward should call a meeting as soon as possible of the entire Stewards Department and explain just what each member's duties are, and just what is expected of them during the trip to come.

### COMPLETE CHECK

Immediately the Chief Steward should check all storerooms, galley, quarters, linen lockers, and iceboxes as to their cleanliness and condition. While making the check, a list of necessary repairs and changes should be drawn up.

If, after making a check of the storerooms, it is found that there is a shortage of stores, or if the company has failed to produce the stores requisitioned, the matter should be reported to the ship's delegates so that they can take the necessary action to correct the condition.

When the ship's delegates call Union meetings, the Chief Steward should attend all meetings and take part in the discussion. The Chief Steward should never be too busy to listen to a good beef, and at all times make for cooperation between himself, the

delegates and the unlicensed crew.

In this respect, it is suggested that the Chief Steward work directly with the crew delegates instead of taking complaints to the Captain or the company, and in this manner command the respect of the delegates and crewmembers.

In making up the daily menus the preparations should be worked out between the Chief Cook and Chief Steward.

Before sailing, the Chief Steward should notify all members that any overtime, other than routine overtime, be brought to him for an okay before the actual work begins, thus eliminating a source of dispute if the work is done before the Chief Steward has been notified of the job.

### WEEKLY CHECK

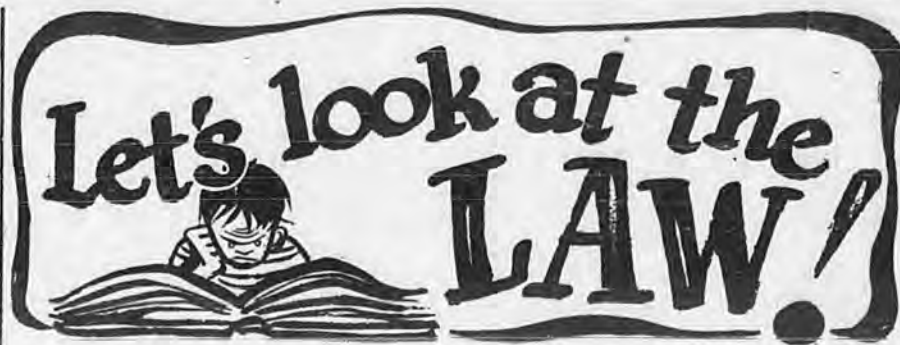
All departmental overtime should be checked at least once a week by the Steward Department Delegate, and any overtime that might in the future be disputed be placed on a separate sheet and turned over to the Patrolman boarding the ship at the payoff.

By bringing overtime up to date each week any disputed work is fresh in mind and can be handled more easily than when all the overtime of the trip is piled up and handled at one time.

A final suggestion: When the Chief Steward requires work done that is payable as overtime, he should ask the Delegate to select a member or members of the Department for this work. This is for the purpose of insuring equal division of overtime.

In this manner no member of the Stewards Department can rightfully accuse the Chief Steward of discriminating against him.

(Next week the duties of the Chief Cook will be brought up for discussion.)



By JOSEPH VOLPIAN

On December 31, 1946, the Maritime Commission's Second War Risk Insurance Policy, which insured Merchant Seamen against injuries and death due to enemy action, was terminated.

In announcing their decision to bring to an end the life of this policy, the Commission stated, "As practically all insurance required by American shipping interests is now being supplied by the commercial markets, it is not anticipated that serious disturbance will be caused by this action."

The terms of this policy limited the beneficiaries to \$5,000. It was supposed to be a protection against loss of life, injury and loss of personal effects caused by the risks of war and arising out of maritime disasters.

The title of this coverage would lead one to believe that the insurance coverage under it was much broader than was actually the case.

To start with, interpretations were placed upon the policy both by way of forms and procedure which beneficiaries found difficult to comply with.

At different times during the life of the insurance, various directives were handed down which limited it in scope, so that as time went on the coverage, not broad to begin with, became so very narrow that the chances of a beneficiary collecting the proceeds were improbable.

### NARROW POLICY

An example of the narrowness of the policy was in the case where a seaman off a torpedoed

vessel, after weeks in life boats and makeshift quarters in war areas, turned up with tuberculosis.

The ruling of those administering the policy was that tuberculosis claims had to be filed within 90 days after the disaster. Naturally these torpedoed seamen, very often, had no idea that their experiences were causing their health to be undermined until after the 90 day period had passed.

When they did find it out and tried to put in their claim, they were informed that they could not recover benefits, not because they did not have tuberculosis or that it was not caused or aggravated by the torpedoing, but rather because more than 90 days had passed before they put in their claim for allowance under the Second Seamen's War Risk Policy.

The writer has been told by many seamen, who tried unsuccessfully to recover benefits due to enemy action, that they had been assured that in time, a Seaman's Bill of Rights (similar to the GI Bill of Rights) would be enacted, which would give them benefits in lieu of the benefits under The Second Seamen's War Risk Policy.

To date even a very shallow Seamen's Bill of Rights is still so much smoke. Information coming to the writer is that, at present, The Seamen's Bill of Rights is somewhere in Congress; and it has been watered down to where the only possible benefits these men may get is continuous treatment in Marine Hospitals, but no cash.

### PASSING THE BUCK

The Second Seamen's War Risk Insurance Policy, in combination with the usual P. & I. policy carried by ship operators, can be used to slough off legitimate claims.

An example is where a blacked-out ship had a hatch cover missing which caused injury to a member of the crew. Such claim could be found to come under the War Risk Policy or under general P. & I. insurance, depending upon the hairbreath distinction whether the injuries resulted from the open hatch cover or from the blackout.

The importance is apparent when it is recalled that the limit of recovery under The Second Seamen's War Risk Policy is \$5,000.

In addition, the two policies administered by different organizations resulted in the acceptance of very small settlements by an injured seaman after a period of being shuttled back and forth between The War Risk people and the P. & I. Companies, each telling him that the risk came under the other organization's insurance policy.

In the writer's opinion, the seamen, as a class, are not losing a whole lot by discontinuance of The Seamen's Second War Risk Policy. After all, it was little more than mere window-dressing for recruiting and soothing merchant seamen in wartime.

## Meet The Seafarers

(Continued from Page 9)

call. John says that the women, the liquor, and the food, in those places is the best in the world.

"But I might change my mind after this trip," he grins. "My ship is headed for Buenos Aires, and I hear that that is a fine port also."

Although John Dugina has only been a member of the Seafarers International Union for a short while, he has already taken up the traditions of militancy and honest trade unionism that are part and parcel of the Seafarers code. With men like him in the Union, both oldtimers and newcomers, the Union is sure to grow and to go on to more and bigger victories for all seamen.

## PERSONALS

### FREDERICK DUNN

Your sister, Miss G. Dunn, requests that you write to her at 20 Black Marsh Road, St. John's, Newfoundland.

✂ ✂ ✂

### RALPH E. GRIFFIN

Your remaining gear from the SS Sirocco was left at the SUP baggage room in San Francisco.

✂ ✂ ✂

### DAVID B. ALBRIGHT

Write to your father. He wants to hear from you.

## SIU HALLS

BALTIMORE	14 North Gay St. Calvert 4539
BOSTON	276 State St. Bouloin 4455
BUFFALO	10 Exchange St. Cleveland 7391
CHARLESTON	68 Society St. Phone 3-3680
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair Ave. Main 0147
CORPUS CHRISTI	1824 Mesquite St. Corpus Christi 3-1509
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
GALVESTON	305 1/2 22nd St. 2-8448
HONOLULU	16 Merchant St. 58777
HOUSTON	1515 75th Street Phone Wentworth 3-3809
JACKSONVILLE	920 Main St. Phone 5-5919
MARCUS HOOK	1 1/2 W. 8th St. Chester 5-3110
MIAMI	1355 N. E. 1st Ave.
MOBILE	7 St. Michael St. 2-1754
NEW ORLEANS	339 Chartres St. Magnolia 6112-6113
NEW YORK	51 Beaver St. HAnover 2-2784
NORFOLK	127-129 Bank Street 4-1083
PHILADELPHIA	9 South 7th St. Phone LOmbard 3-7651
PORT ARTHUR	909 Fort Worth Ave. Phone: 2-8532
PORTLAND	111 W. Burnside St. Beacon 4336
RICHMOND, Calif.	257 5th St. 2599
SAN FRANCISCO	105 Market St. Douglas 5475-8363
SAN JUAN, P. R.	252 Ponce de Leon San Juan 2-5996
SAVANNAH	220 East Bay St. 8-1728
SEATTLE	86 Seneca St. Main 0290
TAMPA	1809-1811 N. Franklin St. M-1323
TOLEDO	615 Summit St.
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
VICTORIA, B. C.	602 Boughton St. Garden 8331
VANCOUVER	144 W. Hastings St. Pacific 7824



# BULLETIN BOARD

## TAX REBATES

### Mississippi Shipping Company

Seafarers who were employed on Mississippi Shipping Company vessels and have credit balances in their unclaimed wage account covering overdeductions of Social Security taxes for the years 1943, 1944 and 1945, can now receive money due them by writing to the Mississippi Shipping Company, 1300 Hibernia Building, New Orleans, La. When writing the company mention the money is due for Federal Old Age Benefit overdeductions, and give your Social Security number.

Those entitled to rebates and the amount due are listed below.

NAME	AMOUNT	NAME	AMOUNT
Adams, Eloon R.	\$ 1.25	Booth, Lionel	7.42
Ahlstrom, Ellis	30.07	Bordelon, Thomas A.	.53
	.12	Botona, Santiago V.	.35
Alexander, Benjamin	36.96	Boubede, Albert H.	26.20
Almerigotti, John	.35	Bouzan, William J.	.29
Andrade, Carlos	5.36	Bradford, W. C.	1.68
Anderson, Arthur	.32	Brady, Edward W.	4.14
Anderson, Fred M.	2.59		13.65
Anderson, Henrick M.	5.17		22.10
Andrews, Edgar C.	.45		.25
Antoniau, C.	10.86	Branquilo, Vincent T.	4.41
Apiki, A. K.	1.00	Bremen, Earl E.	6.02
Aronson, Leon	.60	Brennan, William E.	2.19
Ashworth, H.	3.32	Brokjob, Peter	2.09
Ayres, Robert E.	35.40		6.74
Babala, Loyola	1.05	Brooks, Richard A.	.94
Bacon John A.	.40	Brown, Paul H.	.90
Bacon, John A.	.21	Brown, T. E.	1.12
Bain, Chas. Jr.	13.69	Bryant, Joseph P.	13.10
Bain, Chas. Jr.	19.90	Bulaga, Raymond J.	6.78
Baker, Ernest J.	1.36	Burger, John	4.06
Banks, Harold C.	3.38		.01
Barrett, Thomas G.	.68		.28
Barton, Charles B.	.21	Butler, Robert G.	10.35
Beaufort, Paul T.	18.58	Callan, Cyril	.40
Becker, Theodore	4.99	Calpitts, L.	4.02
	16.66	Campbell, John	.04
Belcher, Lawrence	.18	Cappelin, J. M.	8.09
Bellins, Warren G.	1.25		37.74
Bennett, William J.	9.80	Caracausa, Albert	.83
Benoit, R. S.	.16		1.73
	.23	Carroll, Paul S.	.47
Bentel, Henry P.	1.97	Casey, Robert F.	8.93
Berg, Thowald	19.52		.72
Bergeron, Druby J.	.32	Castanel, Patrick R.	2.06
	1.91	Celmayster, S.	15.68
Berman, Henry	.54	Chagistamatoloa, E.	.24
Bernay, Harry A.	1.14		2.86
Biggers, Earl G.	3.71	Chandler, Worsham S.	6.34
	9.11		.30
Bishop, Archibald C.	8.15	Chauncy, Howard	2.44
Blodgett, Donald C.	18.30	Chrisman, John	1.25
	12.25	Christiansen, James C.	.33
Blonce, Manuel	.14	Christiansen, Gerhard A.	23.25
Blossfield, Paul	4.91		17.79
Bolehada, Edward W.	.12		.55
Bolger, Joseph	1.94	Clark, Carlton D.	1.23
Bolton, S. F.	1.28	Coll, Andrew	11.15
	.25		.01

## Unclaimed Baggage — Seas Shipping Co.

Seafarers who have left gear aboard Seas Shipping Company vessels can now reclaim their belongings if their name is included in the list below. All gear is being held for claiming at the offices of the Seas Shipping Company, 39 Cortland Street, New York 7, N.Y.

M. Armando	1 Seabag	W. Jackson	1 Suitcase
C. Albury	1 Seabag & 1 suitcase	W. La Bauer	1 Seabag
Frank Becker	1 Seabag	C. Meckly	1 Seabag
H. Benter	Papers	M. Mai	Papers
G. Castro	1 Zipperbag	J. Pramble	1 Seabag
G. L. Crews	Papers	C. Snackers	1 Bag
R. A. Chastain	1 Seabag	E. Stanzcack	1 Box & 1 Seabag
H. A. Campbell	Papers	H. Taylor	1 Box
Frank Durdeen	1 Zipperbag	J. F. Thompson	1 Zipperbag
P. Fember	1 Suitcase	R. Sullivan	1 Suitcase
S. Goldenberg	1 Parcel	R. C. Valandingham	1 Seabag & 1 Zipperbag
E. H. Hopka	Papers	H. C. Yates	Papers
R. Kosmicki	1 Suitcase	L. Wuestner	1 Seabag



### NORFOLK

INDIVIDUAL DONATIONS  
G. Medlicott, \$2.00; C. L. Parr, \$9.00;  
L. E. Blackstone, \$6.00; J. Nelson, Jr.,  
\$3.00; W. R. Findley, \$10.00.

### PHILADELPHIA

INDIVIDUAL DONATIONS  
M. Nobles, \$1.00.

### NEW ORLEANS

#### SS ELEAZOR WHELOCK

Deck Dept.:  
Ehmenn, \$2.00; Molina, \$1.00; Boyle,  
\$1.00; Wolff, \$2.00; Lee, \$1.00; Wal-  
rath, \$2.00; Green, \$1.00; Dolden, \$2.00;  
Cambura, \$1.00; Roberts, \$1.00; Simer-  
man, \$1.00.  
Engine Dept.:  
Staples, \$2.00; Weimer, \$2.00; Sta-  
chore, \$1.00; Fiommons, \$3.00; Ra-  
mirez, \$2.00; Pinero, \$2.00; Iglesias,  
\$2.00.  
Stewards Dept.:  
Marciniewicz, \$3.00; Quamico, \$4.00;  
Sapolinski, \$3.00; Schondeck, \$1.00;  
Ewing, \$2.00; Hayes, \$2.00; Williams,  
\$2.00.  
(This crew also donated \$5.00 to the  
boys in the hospital.)

### BOSTON

#### SS MONTAUK POINT

Bill Rowe, \$2.00; Roy Cuthrill, \$2.00;  
Dewey Bordeaux, \$2.00; Joseph Thomas,  
\$2.00; G. Harris, \$2.00; K. O'Brian,  
\$1.00.

### NEW YORK

#### SS GERVAIS

Harrold L. Parrish, \$1.00; Clyde  
Roders, \$1.00; Elbert Chatham, \$1.00;  
J. Robinson, \$1.00; C. M. Houchins,  
\$1.00; Edward Brezina, \$1.00; W. Kraus,  
\$1.00; J. P. Gross, Jr., \$1.00; Robert F.  
Grant, \$1.00; D. H. Roszel, \$1.00; A.  
Brunelle, \$1.00; H. Goering, \$1.00; R.  
L. Toler, \$1.00; G. W. Brickley, \$1.00;  
John J. Dugina, \$2.00; R. Hutchinson,  
\$1.00; Peter Vargo, \$1.00.

### SS YAKA

E. Gherman, \$1.00; L. Bugajewski,  
\$2.00.

### SS HILTON

T. H. Canfield, \$1.00; J. Gross, \$2.00;  
C. H. Buser, \$2.00.

### SS HORACE SEE

Horace Cornelius, \$1.00; Elzie Hayes,  
\$1.00; P. C. Johnson, \$1.00; L. E.  
Price, \$1.00.

### SS GOLDEN FLEECE

A. Beggs, \$1.00.  
INDIVIDUAL DONATIONS  
J. Arras, \$2.00; John A. Weiss, \$2.00;  
R. Bascombe, \$1.00; Ben Miller, \$11.00;  
A. Goldsmit, \$7.00; Lester D. Yoder,  
\$2.00; W. H. Williams, \$5.00; Joe A.  
Ecock, \$2.00.

## Old And New Wage Scales Of Seafarers Compared

The new contracts which the SIU has signed with the various companies have aroused a furor that is even yet being felt in the lives of seamen. Even if the other unions have benefitted by the same gains, following the successful General Strike of the SIU against Government interference, still the leadership in this advance is generally accredited to the SIU.

The original contracts have been printed in the LOG at the time each one was signed. This, however, has not answered all questions, since many letters still come into the New York Hall asking for copies of the new wage and overtime rates.

Therefore, for the benefit of all men sailing on ships contracted to the SIU, the LOG prints the comparative wage scales, showing the wages previous to the new agreements, the new wages, and the amount of the increase. Cut this out of the paper so that you can refer to it whenever you wish. These wage rates are for freighters only.

### DECK DEPARTMENT

Rating	SIU Old Wage Scale	SIU New Wage Scale	SIU Amount Of Wage Increase
Bosun	\$162.50	\$205.00	\$42.50
Bosun's Mate—Day Work		192.50	
Bosun's Mate—Watch		180.00	
Carpenter	162.50	205.00	42.50
Storekeeper	157.50	197.50	40.00
AB Maintenance	155.00	187.50	32.50
Quartermaster	155.00	172.50	17.50
AB Seaman	155.00	172.50	17.50
Watchman	150.00	172.50	22.50
OS Seaman	132.50	150.00	17.50

### ENGINE DEPARTMENT

Chief Electrician	252.00	294.50	42.50
2nd Electrician			
Asst. Electrician	182.50	227.50	45.00
Unlic. Jr. Eng.—Day Work	187.50	230.00	42.50
Unlic. Jr. Eng.—Watch	187.50	205.00	17.50
Machinist-Plumber	194.50	237.00	42.50
Deck Engineer	162.50	205.00	42.50
Chief Reefer Engineer	252.00	269.50	17.50
1st Reefer	220.00	237.50	17.50
2nd Reefer	201.00	218.50	17.50
Engine Storekeeper		197.50	
Engine Utility	155.00	205.00	50.00
Evaporator Maintenance	172.50	190.00	17.50
Oiler-Diesel	155.00	195.25	40.25
Oiler-Steam	155.00	177.50	22.50
Watertender	155.00	177.50	22.50
Fireman-Watertender	155.00	177.50	22.50
Firemen	145.00	167.50	22.50
Wiper	132.50	175.00	42.50

### STEWARDS DEPARTMENT

Chief Steward	202.50	220.00	17.50
Chief Cook	182.50	205.00	22.50
Night Cook & Baker	182.50	205.00	22.50
Second Cook	167.50	185.00	17.50
Asst. Cook	157.50	175.00	17.50
Messman	132.50	150.00	17.50
Utility Man	132.50	150.00	17.50

All members of the Stewards Department will be paid overtime for all Sundays and Holidays at sea and for all Saturdays, Sundays and Holidays in port. No member of the Stewards Department will be laid off Saturdays, Sundays or Holidays at sea or in port.

### OVERTIME RATES

SIU Old	SIU New	SIU New
	Under \$200.00	Over \$200.00
90c	a month	a month
90c	\$1.00 per hour	\$1.25 per hour

Pay rise of \$17.50 is retroactive from April 1 to June 14. June 15 is the retroactive date for the remainder of the increase. All overtime is retroactive to June 15.



# TANKERMEN !!!

How do you want to get your job?



THE COMPANY WAY



THE SIU WAY

Under an SIU contract you  
pick your ship - you pick your  
company - you pick your run  
- and nobody can say no!

The Seafarers International  
Union of North America • A.F. of L.

