

# SEAFARERS LOG

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

Vol. VIII.

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No. 50

## AFL Tugboatmen Will Ballot On Strike Action

NEW YORK, Dec. 13—AFL tugboat workers will begin balloting next week on the strike referendum authorized at last Sunday's meeting of Local 333, United Marine Division of the International Longshoremen's Association.

Ballots will be sent out through the mails, and length of the voting period will be about 10 days, it was stated at Union headquarters.

Negotiations between representatives of the union and the tugboat operators broke off on Monday, when the union rejected the operators latest offer—a meager 8 percent wage increase—which was upped from the original offer of a 4 per cent raise.

Capt. William V. Bradley, president of the local, and head of the union negotiating committee, told the *Log* that his organization was standing fast in its demand for reduction of the present 48-hour work week to 40 hours, a dollar-a-day increase in wages, time and a half for Saturday and double time for Sunday.

### AFL COUNCIL

Captain Bradley said also that he and Joseph Ryan, ILA President, planned to call a meeting of the local AFL Maritime Trades Department to discuss strategy in the present situation.

Meanwhile, conciliators of the Federal Department of Labor, confronted with a strike possibility when the present contract expires on Dec. 31, worked feverishly to effect a peaceful settlement.

Captain Bradley said that union representatives would meet with the operators at 10 o'clock this morning in a conference called by the government conciliators.

Last spring, Local 333's membership of 3,000 staged a crippling 10-day strike when they walked off some 350 craft operating in New York harbor.

Refusal by the operators to offer an acceptable wage rise to the tugboat workers, who are feeling the pinch of zooming prices, might mean repetition of the strike earlier in the year. At that time, New York was virtually isolated from all supplies.

The ILA is a member of the AFL Maritime Trades Department and any aid that the tugboatmen need in fighting their case will be given to them by the other unions which hold membership in the Department. At the time of the SIU General Strike, the tugboatmen tied up their vessels until the action was over.

## BACK TO NORMAL, AGAIN!

For the first time in quite a few weeks the *LOG* is back to its normal size of sixteen pages. We won't attempt to blast the big-shots who bought up all the paper, but we know that many other labor papers suffered and few daily papers which accepted advertising suffered in the slightest degree.

It's too early to crow, but we can hope that the newsprint shortage is over for good, and we will be able to continue our sixteen pages for the future.

During the entire course of the shortage, the coverage of news important to seamen was not short-changed. Some features were not carried regularly, but all the hot waterfront news appeared in great detail in the pages of the *LOG*.

This week we celebrate our return to normalcy with a special four-page supplement devoted to a condensation of the Organizing Director's report of the Isthmian campaign. This report covers finances, publicity, number of Isthmian men who joined the SIU, and many other subjects. It has been printed on the middle section so that it can be lifted out and kept for future reference. The article starts on page seven.

## Miners Return To Work; Case Before Supreme Court

With dramatic suddenness, John L. Lewis ordered the 400,000 soft coal miners back to the pits last Saturday, ending the 17-day strike which resulted in contempt fines of \$3,500,000 imposed on the United Mine Workers and \$10,000 on Lewis personally.

Meanwhile, the Supreme Court has agreed to hear an appeal of the case on Jan. 14.

In calling off the strike, the Mine Workers' president said that the union's agreement with the government, which is operating the mines under seizure, would run to midnight March 31.

Lewis and the union were cited in contempt by Federal District Court Justice Goldsborough on Nov. 18, following Lewis' notice of cancellation of the agreement signed by Secretary of the Interior Krug and Lewis. The miners', without any word from their chief, quit work under their policy of "no contract, no work."

Justice Goldsborough responded to a motion of Justice department attorneys and issued an injunction restraining the miners

from walking out of the mines.

The miners quit work five days after Lewis' notice of cancellation. It was then that the Federal Judge imposed the heavy penalty.

Under terms of the agreement carried over when the government seized the mines last spring, either side could give five days notice of cancellation.

Organized labor immediately announced support of the mine workers' stand, with denunciations of the anti-labor verdict coming from all sections of the AFL, CIO and Railroad Brotherhoods.

Chief defense attorney Welly Hopkins summed up labor's view of the court order with his declaration that the Justice Department's recommendations for the fines were designed "to break the defendants politically, morally and financially."

## Profit And Dividends Soar High While Real Wages Keep Dropping

While the buying power of the worker's dollar continues to skid down, corporation profits are skyrocketing to unprecedented peaks. For 1946, the first full year of postwar business, the profit figure will be at least 12 billion dollars.

This is almost 25 percent more than the nine and a half billion dollars a year average profits during the lush war years, and more than 200 per cent better than the average profits for the pre-war years of 1936-39.

Stockholders are juicily anticipating the slicing of the largest lushest melon in business history.

## SIU Moves Closer To Isthmian Victory In NLRB Vote Count

Isthmian seamen came one step closer to representation as the result of the hearing held on Friday, December 6, in the New York offices of the National Labor Relations Board. At this hearing three of the votes challenged by the NMU were thrown out by mutual consent, and the remaining 499 votes are being investigated by the Field Examiner.

Appearing for the SIU at the informal hearing were Paul Hall, Director of Organization; Morris Weisberger, SUP New York Port Agent; Earl Sheppard, in charge of the Isthmian Campaign; Harold Banks, in charge of SIU Organizing on the West Coast; and Ben Sterling, attorney for the SIU.

The principal charge being made by the NMU, as a basis for challenging the votes which represent the entire votes of twelve ships, is collusion. This charge has no foundation in fact and is an attempt by the NMU to cover up its own failure to organize the Isthmian seamen.

The only thing that the delaying tactics of the NMU is accomplishing is to deprive the Isthmian men of strong Union representation for a while longer.

At the completion of the investigation being made by Mr. Sidney Levy, the Field Examiner, a report will be submitted to Mr. Howard LeBarron, Regional Director of the NLRB in this area. He in turn will issue findings and recommendations to all interested parties.

In the event that any of the parties, SIU, NMU, or Company, object to any part of the findings,

(Continued on Page 11)

## Oakland AFL Victorious In General Strike

OAKLAND, Calif., Dec. 5—Gaining a decisive victory against the use of professional strikebreakers and interference by the police of Oakland, California, the leaders of 142 AFL locals called off a general strike which had paralyzed all activity in that city for two days.

Reaching an agreement with John F. Hassler, Oakland's City Manager, the strike steering committee in ending the two day walkout, announced that the City administration had agreed not to use police to escort strikebreakers through picketlines, and that they would refrain from taking sides in all disputes between labor and management.

### PICKETLINES SMASHED

The general strike, which effectively shut down that city of 1,000,000 people for two days, was precipitated when a scab outfit called "The Veterans Trucking Company," escorted by armed city police, carried six truckloads of merchandise through picketlines set up by employees of Kahn's Department Store.

Harry Lundeborg, SIU president was a member of the committee which planned the general strike, and pledged 100 percent support of the SIU in the walkout. When the strike took place SIU seamen in Oakland knocked off their ships and joined the demonstration against the union-smashing tactics of the city administration.

With the announcement of the settlement of the walkout, union leaders said the next step would be the arbitration of the dispute between AFL Department Store Clerks and the Merchants Association.

## Voted Yet?

Don't feel bad when voting has ended because you failed to vote. Once each year SIU members elect the officers who will lead them for the ensuing year. This is your chance, so make the most of it. From the way reports have been coming in it is apparent that all SIU men are interested in having their say. That is why more votes are being cast in this election than were ever cast before. Have you voted yet?

# SEAFARERS LOG

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 OF NORTH AMERICA**  
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## Propaganda—NMU Style

During the recently concluded war, the propaganda mills of Hitler ground out the greatest amount of unadulterated lies and hog swill that the world had ever seen. Hitler's basic theory was to tell as big a lie as possible with the thought in mind being that the bigger the lie the more chance there was of people believing that there was some truth in it.

Today we have a counterpart to the Hitlerian propaganda in the lies, wild charges, protests and challenges of the National Maritime Union in trying to stall off the final reckoning of the Seafarers' Isthmian victory and deny SIU representation to the Isthmian seamen.

These red fascists who have a stranglehold on the NMU must think that the Isthmian seamen, their own members, and the entire waterfront are made up of a bunch of dumb clucks who will swallow any baloney they put out. How else can they possibly imagine that their lies are going to be accepted and that their shipowners' stooge role will possibly go unnoticed?

Here's the real Isthmian story. These are the facts. Read them and make up your own mind as to whom is telling the truth. You be the judge and jury.

After only five months of organizational effort, the Seafarers had collected more than enough pledge cards from the Isthmian seamen to petition the National Labor Relations Board for an election to determine the union bargaining agent for the unlicensed personnel of that company. The SIU petition date was November, 1945.

Contrast with this the fact that the NMU tried to organize the Isthmian Fleet over a period of five years, and couldn't get enough pledges to petition! The NMU intervened in the Isthmian election after the SIU had petitioned, and they were granted a place on the Isthmian ballot solely due to the SIU's organizational efforts in securing pledge cards from more than 50 percent of the Isthmian seamen.

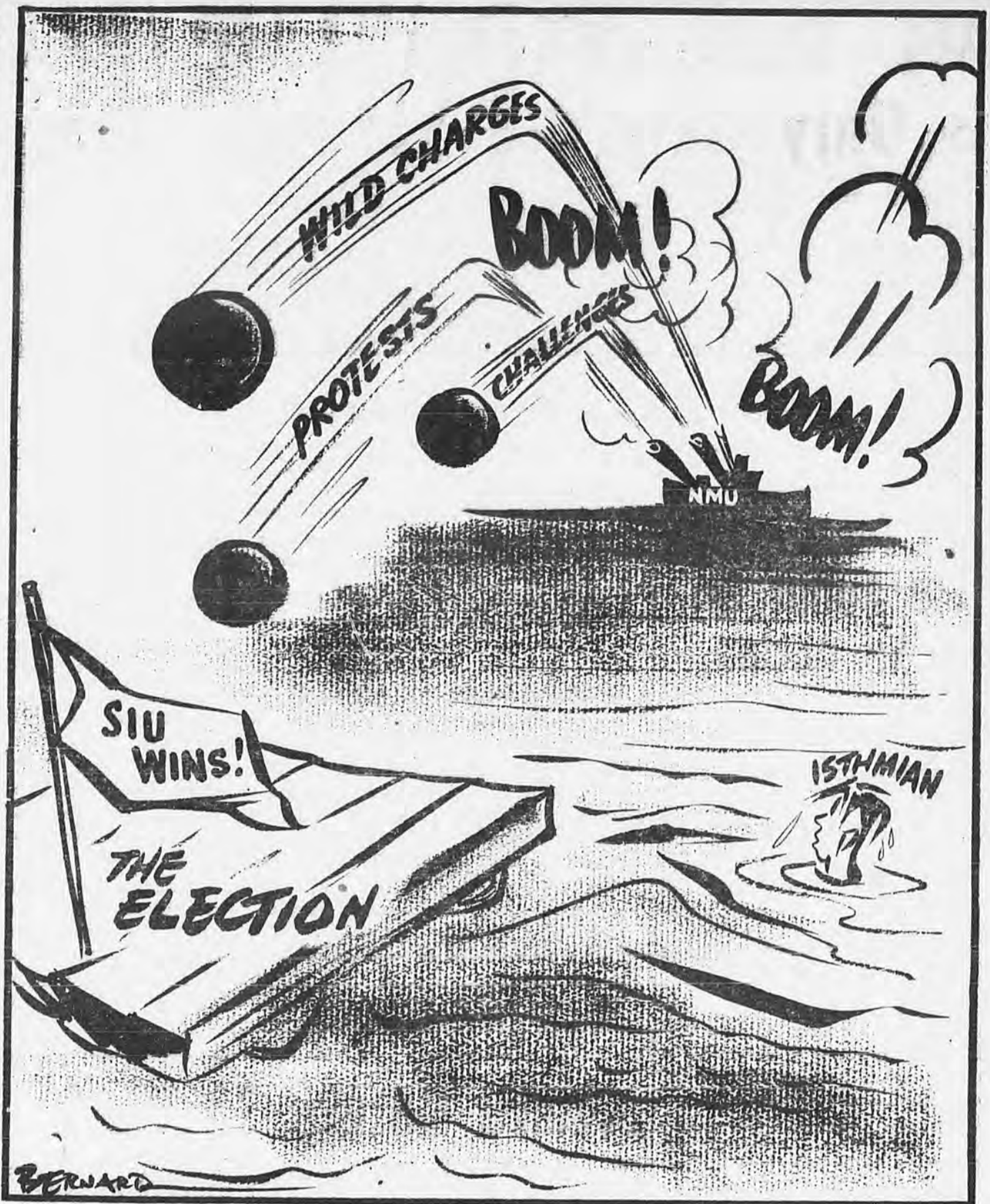
### ISTHMIAN SCOREBOARD

SIU - - - - - 957  
 NMU - - - - - 724  
 NO UNION - - - - - 64  
 CHALLENGED - - - - - 502

TOTAL VALID VOTES - - 2247

It's very significant to note that the SIU received approximately 55 percent of the counted ballots, and that the 502 votes which were challenged on various phony charges by the NMU came from ships which were all strong for the Seafarers. It is estimated that the SIU's total will be around 60 percent when these 502 challenged ballots are finally counted as most of them are SIU votes.

Why are the Isthmian seamen being denied SIU representation? Why doesn't the NMU realize that Isthmian men want no part of their communist-dominated outfit? Why doesn't the NMU give up on Isthmian when they are soundly licked? No, the NMU wants to keep their perfect record of company stooging and finky sell-outs! Now the day of reckoning is close. Isthmian seamen will soon have an SIU contract and conditions. They, too, can then join the SIU in a common front against the finks, stooges and sell-out artists of the labor movement.



## Men Now In The Marine Hospitals

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

### STATEN ISLAND HOSPITAL

- M. TROCHA
- C. OLIVER
- T. WADSWORTH
- C. KUPLIKI
- G. A. LUETH
- E. F. SPEAR
- R. G. MOSELLER
- W. G. H. BAUSE
- W. B. MUIR
- L. L. MOODY
- H. BELCHER
- C. RASMUSSEN
- L. A. CORNWALL
- E. N. DUPONT
- C. KOLSTE
- C. R. POTTER
- E. J. BONNER

### NEW ORLEANS HOSPITAL

- NORMAN PALLME
- DALE BARNES
- W. QUARLES
- J. W. DENNIS
- W. BROCE JR.
- H. G. DARNELL
- "SCOTTY" ATKINS
- R. E. FRINK
- EDWARD CUSTER
- K. PETERSSEN
- WM. COUNCIL BARGONE

- JACINTO NAVARRO
- MAX SEIDEL
- CENTRAL MASON
- R. M. NOLAN
- W. LEWIS

### BALTIMORE HOSPITAL

- MELVIN MERCER
- ROBERT KUNTZ
- RAYMOND GERHARD
- ROBERT CAVENDER
- CARL SCHULTZ
- PETER LOPEZ
- MAX FINGERHUT
- FRANCIS O'BRIEN
- BUCK SHERWIN
- RALPH FREY

### GALVESTON HOSPITAL

- LONGKEMPT
- PAURGASON—SUP
- ALDERHOLDS
- KING
- MITCHELL
- DOWELL
- DEETRECH
- SWENSON
- CASTAGNERE—B.C.
- MULKE

### 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. COMPBELL
- B. BRYDER
- B. LUFLIN
- G. F. MCCOMB
- E. FERRER
- R. BLAKE
- J. R. HENCHY

### SAN JUAN HOSPITAL

- N. HAMMER
- R. SAUNDERS
- E. LARKIN
- A. ACEVEDO
- P. FELECIANO
- F. APUNTE

### ELLIS ISLAND HOSPITAL

- D. McDONALD
- J. KOSLUSKY

# AFL Staff Officers Association Is Only Certified Purser's Union

By THOMAS B. HILL  
AMMSOA N. Y. Representative.

The Staff Officers Association, AFL, is not interested in carrying on a smear campaign against the National Maritime Union in regards to the coming elections and the organization of Purser's. However, a recent open letter from the NMU to their ships' committees has made several misstatements which must be clarified for the benefit of all Purser's.

By this time the letter has been widely circulated and all Purser's are pretty familiar with it. The AMMSOA has pointed out on many occasions that Purser's and Assistant Purser's should join an organization that represents only the Staff Officers. We still maintain that that is where they belong.

We have now been accused of failing to tell our membership that we are part of the Seafarers International Union, AFL, but that is not strictly true.

We have our separate organization although we are proud to be associated with a Union which has done so much to benefit the unlicensed seamen in the past years.

In fact, it was the immense gains made by the SIU recently which made it possible for the NMU and the other CIO maritime unions to be granted increases. Now the NMU has the nerve to scream that it is the union that has benefited seamen. Their record speaks for itself.

## SCUTTLED BY NMU

The open letter is correct in stating that at one time the Purser's did belong to the NMU back in 1939. But having paid dues for a long period of time, their request for support was turned down by none other than the writer of the open letter, Joseph Curran, president of the NMU.

If the requested support had been forthcoming, as promised, the Purser's wouldn't have had to worry about discrimination and victimization by the companies.

The letter goes on to say that the NMU has been attempting to organize Purser's for the past six years. They have certainly built up quite a record in that time, having exactly **NO** collective bargaining contracts covering Purser's.

The true reason why the NMU is interested in organizing is because their own membership is decreasing. This causes a loss of revenue, and they would like to make this up by taking in Purser's. Evidence of this is seen in the fact that they want four months dues in advance, but they will give away a free book, which is the only way they could possibly induce Staff Officers to join.

## ENTIRE WEST COAST

The AMMSOA was listed as having about ten West Coast companies under contract. This Association has collective bargaining agreements with every West Coast company, some of which are listed here: American-Hawaiian Steamship Company, Alaska Packers, American President Lines, American Mail, Burns Steamship, Chamberlain Steamship, Coastwise PFE line, Pacific Far East Line, De La Rama

Steamship Corporation, General Steamship Corporation, James Griffith, Hammond Shipping, Interocean Steamship Corporation, Luckenbach Steamship Company, Olympic Steamship Company, O. J. Olson & Company, Poper & Talbot Inc., McCormick Steamship Company, Pacific Atlantic Steamship Company, Sudden & Christenson, Matson Navigation, Shepard Steamship Company, Wirehaeuser Steamship Company, Union Sulphur Company, Alaska Transportation, Northland Transportation, American Pacific Steamship Company, and Pacific Tankers.

## AFL SUPPORT

The open letter advises that you could expect no support because the unlicensed crew is NMU. I would like to call to your attention that the Masters, Mates and Pilots is an AFL organization, and you are pledged the full support of all AFL maritime unions through the powerful AFL Maritime Trades Department which consists of every AFL maritime union.

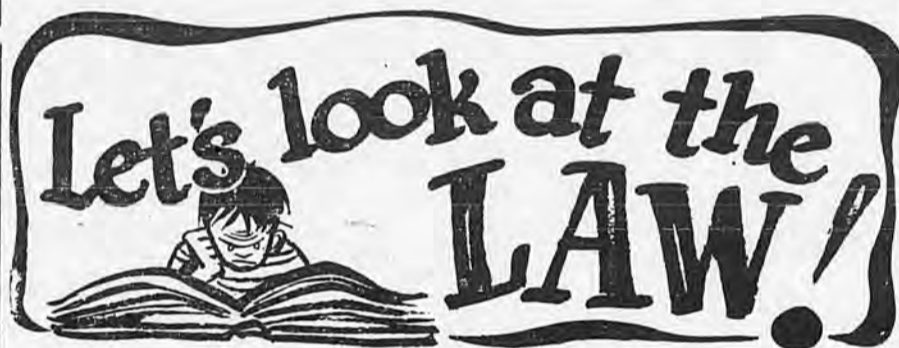
The NMU is of the understanding that some steamship companies have granted the

AMMSOA desk space in their offices for the purpose of organizing the purser's. What imagination! But of course, someone must be blamed for the failure of the NMU to do so.

The SS Washington is used as an incident where the NMU claims to have benefited the purser's. The true facts are that the AMMSOA negotiated the first overtime for purser's at the licensed officers rates several months prior to the time the War Shipping Administration saw fit to grant overtime to purser's not covered by collective bargaining contracts. Again the NMU was ready to step forward and claim that they alone had obtained overtime for purser's.

The AMMSOA is the only AFL Purser's association, and is the only bona fide organization ever certified by the National Labor Relations Board as the bargaining agent for the purpose.

It is apparent in summarizing the open letter that the NMU not only has done nothing to benefit the purser's, but knows nothing in regards to the purser's department of the Merchant Marine.



By JOE VOLPIAN

The Admiralty Court of the United States has adopted the rule that "Seamen are wards of the Admiralty Court". Congress has passed certain laws safeguarding the rights of seamen and the judges usually have interpreted the laws liberally and fairly.

Unfortunately, the companies that run the ships have adopted, to say the least, a quite contrary view.

Recently a young seaman was hurt so badly while in the service of his ship, that he was given up for dead. He had to have day and night nurses to attend him 24 hours a day. Fortunately, he will eventually pull through; but he will never be the same again. He will be crippled for the rest of his life.

## SURPRISE WITNESS

Feeling that he was incapable of protecting his interests, he retained a lawyer to prosecute his claim. Eventually, the case came up for trial and, lo and behold, the company produced a witness who testified against his fellow worker.

This testimony, as we have heard, is very damaging and might cause the man to lose his case. We don't know yet because the judge reversed his decision.

After the trial, the witness approached the injured seaman and apologized for testifying against him. He said he did not want to come to New York to appear at the trial from out west, but was forced to do so.

He was told that if he refused

to come to the trial, he himself would be charged with criminal negligence and would be thrown in jail for years. That it was just a question of saving his own skin, so he had to testify against the seaman.

## UNLAWFUL

It is our opinion that the methods used to induce the witness to testify was, to put it mildly, just a bit too strong. He was forced to tell a story that would prove that it was the man's own fault for being hurt.

If the witness testified that it was his negligence that caused the accident, he thought that he would be arrested; so being human he had to testify against the man.

Legally, the witness could not be prosecuted for criminal negligence in an accident case unless he intended to hurt the other man. The witness could not be forced to come from the west to New York to testify because he was not within the jurisdiction of the court when the trial was being held.

Lastly, Congress has passed a law dealing directly with shipping casualties. The section directs that any person attempting to coerce a witness or to induce them to testify falsely in connection with a shipping casualty shall be fined \$5,000 or imprisoned for one year or both.

Don't let anybody force you to testify against your will or to testify falsely, because if you don't tell the truth on the stand you are then really guilty, and can be prosecuted for perjury.

## FOR SIU IN A BIG WAY



Above is pictured part of the crew of Isthmian's SS An-niston Victory, a ship that voted for the Seafarers by an overwhelming majority. Most of the Isthmian fleet did the same. For more pictures of Isthmian crews, and for a condensed report on the campaign, turn to the middle section.

## Seafarers' Wife Is Still On The Job Supplying Magazines For Seamen

From the ballyhoo that blares forth every time a mink-coated lady donates a couple of doughnuts to some seamen's service it would appear that nobody else ever makes a contribution toward making a seamen's life a bit more pleasant. But the quiet, unassuming efforts of Mrs. Ruth Burns knocks that assumption into a cocked hat.

Since 1943, Mrs. Burns who, by the way, is the able wife of an able Bosun, Seafarer Joe Burns, has been busy collecting books and current magazines by the hundreds for Seafarers to read in their off work moments.

Mrs. Burns' project is no small fry effort. When she began her book and magazine roundup, she enlisted the support of her co-workers at H. L. Green and Company, in New York City.

Mrs. Burns' fellow-workers—250 of them—eagerly and regularly responded to her requests for reading material for Seafarers.

## BUSY GALS

Daily they would come to work carrying books and magazines. Every month or so when Mrs. Burns had garnered about 200 volumes, she'd package them up for distribution to Seafarers in the Union Halls, aboard their ships, and to seamen's hangouts. Then the process would start all over again.

The work of Mrs. Burns and her co-workers in behalf of Seafarers was no patriotic stunt designed for the period of the war alone. The magazine and book collecting has continued unabated right through the war's end.

Last Monday, Seafarer Burns, grunting under the burden of some 200 periodicals and books which his wife had commissioned him to deliver to his Union brothers, staggered into the Hall on Beaver Street.

He turned the mass of reading matter over to Jimmy Stewart, in charge of the recreation room, and Seafarers are already delving into the fruits of the Burns' collection.

Moreover, some of this material will soon be providing an evening's reading for Seafarers aboard

ships in the far-flung corners of the earth.

For the steady, well-done job, Seafarers join Joe Burns in being proud of Mrs. Burns and her supporting co-workers.

## Special Board To Rid Govt. Of Communists

WASHINGTON—Under an Executive Order, signed by President Truman, a new board has been set up to study the Government's methods of testing the loyalty of its employees, and designed to purge the Government's payrolls of communists and fascists.

This action follows pressure by the American Federation of Labor that such a commission be established to remove any persons proven to be subversive agents.

The commission is to be made up of one representative each from the Justice, State, Treasury, and War Departments and of the Civil Service Commission. The Justice Department representative will serve as chairman. The group is expected to report to the President by January 1, 1947, after which it will go out of existence.

A similar body was proposed last year in the House of Representatives by the House Civil Service subcommittee. In public hearings this group was particularly critical of "communist tendencies" of some members of the State Department, and urged a special commission to unify security, and to allocate funds to permit fingerprinting of all Government jobholders.

This new commission is an outgrowth of the group's urging, and its recommendations have been passed along to the new commission to be considered.

No power has been given to the new board to fire employees. They are supposed only to determine standards for judging the loyalty of the employes and applicants for Federal employment, and to study means of removing or disqualifying from employment any disloyal or subversive person.

# HERE'S WHAT I THINK...



**QUESTION:**—How has the cost of living affected you? This question was suggested a few weeks ago. We think that it is interesting enough to the membership to devote several columns to the subject.



**ROGER FONTAINE, Deck Eng.:**

My name isn't Rockefeller, so I haven't been able to buy anything new for a long time. No seaman can afford to pay the exorbitant prices that are being asked for food and clothing today. I can't afford to go out on a date because every place in town wants an arm or a leg in settlement of the check. Until I strike gold someplace I'm just going to wear the clothes I have on right now. Besides that I will have to do without decent food and entertainment. It's a dirty shame that prices are so much out of line.

**HEMSLEY M. GUINIER, Stew.:**

From day to day the situation gets worse. Prices are going up from hour to hour, food and other commodities are scarce, and no matter what happens, the wages stay at a low level. I have very little to do with the buying, but my wife tells me plenty. She says that a dollar isn't worth very much now, and that shopping is like a treasure hunt. Attempts to blame this situation on the recent strikes is silly. The strikes that labor has participated in have been for the purpose of equalizing wages with high prices.



**JAMES RONALDSON, OS:**

The high cost of living has affected me so much that I haven't been able to buy anything for a long time. I need plenty of things, but I have to spend practically all my money for food and shelter. If I want to go to a movie I have to plan for it and budget for it. That's no way to have to live. A man who works should at least be able to buy a suit of clothes every now and then, go to the movies occasionally, and not have to worry about eating. I can't understand why prices should be so far ahead of wages.



**ROY WHITE, Oiler:**

The restaurant where I usually eat now charges 90c for the same meal that cost only 50c a few months ago. That's quite a jump in price. Beer has remained at 10c per glass, but the glass is getting mightily small nowadays. It's getting so that a man just can't live ashore anymore, and there are not enough jobs around on ships. I'm single, so I guess I don't feel the pinch as much as the married men, but even so I have plenty of trouble making ends meet. I couldn't get married now if I wanted to.



## NMU Losing Out With Unorganized Because Of Its Stalling Tactics

By EARL SHEPPARD

No decision has yet been handed down by the NLRB as a result of the informal hearing held last Friday, December 6, on the Isthmian case. However, the decision should be announced very shortly and we'll know then how long it will be before the Seafarers is certified as the collective bargaining agent for the Isthmian seamen. That's what all the Isthmian crewmembers are most interested in, "How long will it be before we're working under an SIU contract and SIU conditions?"

Our only answer to these many questions is, "Boys, just as soon as the NLRB certifies the SIU to represent you, then we'll begin at once to negotiate the kind of an SIU contract you've fought for so hard."

One main result of the phony stand taken by the commie NMU misleaders in holding up the final Isthmian election results is to make their outfit the most unpopular on the entire waterfront. Isthmian seamen are burned up over the company stodge role played by the NMU, and rightfully blame them for the entire delay. They know that if it hadn't been for the NMU's delaying tactics they would now have an SIU contract covering Isthmian ships.

It's a tough job to talk to these Isthmian seamen, and try to calm them down. They're mad—damn mad—at still being left without SIU representation on their beefs and demands. These boys have reached the stage where they are talking direct action, where they want to strike the Isthmian ships in order to gain an SIU contract, and where they want immediate action or they're going to know the reason why.

### HOLD TIGHT

All SIU organizers and representatives are urging the Isthmian seamen to sit tight for a little while longer. This matter has gone this far now, and in spite of the finicky part played by the NMU in playing the company's stodge, it won't be much longer before the entire situation is cleared up.

The NMU is running the most colossal bluff of their entire crooked career. They have been hoping that it would kid their members, the general public, and the entire waterfront, into believing that they had a chance to win Isthmian so that they could be excused for throwing away all of the NMU's cabbage that they have.

Yes, we said a mouthful when we stated that the NMU was fast becoming the most unpopular outfit on the waterfront. As a result of the tactics played by the "Rule or Ruin" boys in the NMU, that outfit has thoroughly lost what little reputation that they might have had left after their ten year span of life.

### SMOOTH SAILING

By holding tight on the Isthmian ships, the unorganized seamen are making sure that they are in a position to back up any plan by the Seafarers when we begin to negotiate a contract with that company. If the Isthmian Company proves the least bit

tough in bargaining negotiations with the SIU, these crews are ready and willing to job action the ships or do anything else necessary to the winning of the contract.

We're not being rosy-glassed optimists when we say that it should be smooth sailing ahead for Isthmian unlicensed personnel once they have an SIU contract. The actual negotiation should not be a difficult job. We don't expect to get anything on a platter from Isthmian, but when our union has the solid backing that we have today from the Isthmian crews, nothing is too hard for us.

### OTHER ORGANIZING

Well leaving Isthmian for a while until we get some more news on it, a little time and space should be devoted to a report of other organizing activities. No date has as yet been set for the

start of the Cities Service election but news on this should be forthcoming from the NLRB very shortly. As far as the organizing drive within the Cities Service Fleet, this is running very smoothly with the SIU gaining strength.

Several other outfits are in the process of being organized, but no report on the progress will be made at this time. However, we are very confident that the SIU is going to take over a number of these unorganized tanker outfits as well as some dry cargo companies.

As fast as these companies reach the stage where we have a majority of the unlicensed personnel signed up on pledge cards, the SIU will immediately petition for an election. The SIU is moving forward, and will continue to move forward until all of the unorganized seamen are organized. That's the Seafarers' goal.

## MEET THE SEAFARERS



### Carl Lawson

It's a far cry from the Australian Navy to sailing SIU-contracted ships, and if you don't believe that statement ask Carl Lawson, Bosun. Carl started his life at sea as a sailor in the Australian Navy, but as he puts it, "I never was a lover of the Navy. Too much red tape. I like merchant ships better."

Carl comes by his seafaring life naturally. His father was a sailor, and although his mother wanted to apprentice him to an engineering company, Carl had listened to his father's stories too long to be persuaded.

Until 1932 it was the Navy for Carl, but that year he decided against re-enlisting, and instead made his way to the United States. Shipping was at a low ebb that year, and so the only ships that Lawson could get jobs on were those belonging to foreign countries. After a few years of this, he went back to New Zealand where shipping was a little easier.

### NEW ZEALAND SHIPS

First thing he did there was to join the New Zealand Seamen's Union. Besides joining the organization he became very active, and was often elected Union Delegate to various meetings and conventions.

For the next few years he lived a quiet life on the NZ to California run. But this phase was soon over, and 1939 saw the start of the war in Europe. NZ, with the other parts of the British Empire, went right into battle, and instead of transporting freight, ships started carrying troops.

From 1939 until the invasion of Africa, Lawson served on the Awatea, a troop transport that made a glorious name for itself. Thousands of men were carried on this vessel without one loss of life.

The invasion of North Africa was an epic in itself. The Awatea was in the first line of ships going into the beach. The sky was full of planes, and many of them were enemy ships.



For four hours the Awatea was continually attacked by torpedo planes. Three of the enemy airplanes were brought down in flames by the accurate fire of the gun crew, but the odds were too much, and finally one tin fish found its mark.

All the troops were gotten off safely, but nine crewmembers lost their lives while supervising the debarking procedure.

### TO THE U. S.

After this, Carl was sent to England for a rest, and then was supposed to return to New Zealand. He refused to do this, and prevailed on the American Consul to get him a ship for the United States. He did so, and Carl started on his way aboard the John Marshall.

"Maybe I was a jinx," he says in recollection, "but the first night out of Liverpool we hit a rock and had to stay there three days before we were pulled off and towed to Scotland."

He couldn't have been too bad a jinx since the ship was loaded with high explosives but still there was no explosion.

Finally he made to these shores, and through the recommendation of five full book members, he was admitted to membership

(Continued on Page 6)

# AROUND THE PORTS

## Philadelphia Shipping Is Good, Except For The Backdoor Artists

By J. TRUESDALE

PHILADELPHIA — Shipping has been good in Philadelphia, and we are expecting it to be even better within the next few days.

There was a very good turnout for the Dec. 4 membership meeting with about 300 members present. It was a good meeting, too, with many oldtimers, quite a few of whom are still around here, in attendance. Among them

are Johnny Bannon, Otto Holpner, Red Healey and Frankie Polando.

Quite a few of the men who were on the beach here have shipped out on vessels bound for distant shores. We're wishing all these men the very best of luck on their voyages.

With the deadline approaching in the balloting for Union representatives for 1947, all indications point to a new high vote.

Voting is going on every day, and so far we have already surpassed the total of last year's vote. We hope that the other ports are doing as well on this score. If they are, the final tally

## Seafarers Wins Atlantic Towing In Savannah

By ARTHUR THOMPSON

SAVANNAH—The SIU of N. A. came out on top again. The Atlantic Towing Company, the only towboat company in Savannah, is now under the Seafarers banner. The results were 56½ per cent for the SIU and 43½ per cent for the NMU.

The opposition was very strong against us. We had to contend with the NMU's known policy of giving paid-up books to potential members and their propaganda that the NMU is the only maritime union which does not discriminate against any member.

will show that a tremendous number of Seafarers have taken advantage of their democratic privilege.

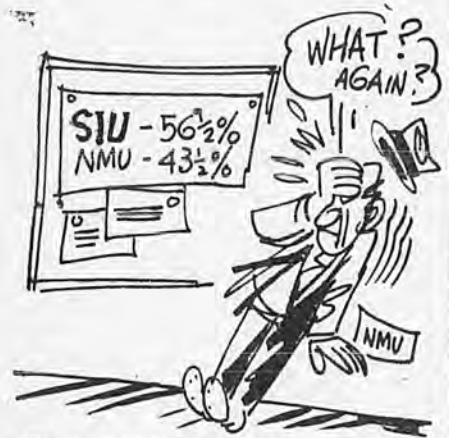
### BACKDOOR DEAL

We have the Benjamin Schlesinger, in here, and she is frozen to the dock. Tugboat men and longshoremen refuse to touch her. The reason is that the Ponchelet Marine Corporation, her owners, recently started in business on the East Coast, and approximately one month before they obtained a ship they signed a closed shop contract with the NMU. This maneuver constitutes an unfair labor practice and certainly smacks of a backdoor deal between the company and the NMU.

We feel that if this company wishes to operate it must do so above board, and allow the crews to choose the union of their own choice. We don't believe in these backdoor deals which the NMU is specialist in, and we are doing something about it.

Other than this beef everything is going along pretty well. We hope to see the Seatrain outfit start moving next week, and if it does it will keep us busy for awhile.

We'd like to take this opportunity, even though we are beating the gun somewhat, to wish everyone a Merry Christmas and a Happy New Year, since many of the Brothers who are on the beach now may be on their way to other points when the holidays roll around.



The company also gave us a tough time by showing NMU organizers preference, and advising the men not to join an AFL union. The majority of the men, however, could see by past performance that the SIU doesn't brag much but spends its time in getting results.

### 100 PER CENT AFL

The MM&P also won its election in that same outfit a short time ago, so the company is now 100 per cent AFL. Their full co-operation during the recent strike led us to believe we would win and the ballots proved us correct.

Business in Savannah is very slow. We shipped four men to the SS Thomas Reed which is now in the boneyard, and four more are taking the SS Laura Keene to the same place today.

This leaves us with no ships in port at the present writing. We have 30 full book members on the beach and 14 trip card members. We hope to get them all out before Christmas, but we're not sure of anything coming in. Maybe next week will tell a different story. Let's hope so anyway.

## NO NEWS??

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

- CHARLESTON
- PORT ARTHUR
- HOUSTON
- NORFOLK
- JACKSONVILLE
- MOBILE
- BOSTON
- BALTIMORE
- GALVESTON

## Coast Guard Even More Stringent Now That The Shooting Is Over

By JOE ALGINA

NEW YORK — If possible, the Coast Guard overseas is more vicious than ever. During the war we figured that the hooligans had reached the height, or maybe the depth, of dictatorship over the lives of merchant seamen, but now that the war is over, they have been showing us new tricks.

I guess that is because they have so little to do, they want to keep busy and justify the fact that they are spending plenty of the taxpayers money for no good reason. Whatever they have in the backs of their minds, one thing sure and that is that the seamen are getting a dirty break.

From the stories we have been getting, from guys who have been sailing for a long time and are not given to spreading idle rumors, the CG has adopted the practice of pulling men's papers for the slightest violation. They have become so trigger-happy that they go drumming up business and pick up innocent guys just so as to have something to do.

What adds to the general misery is that sometimes they take papers away from a guy after he has been fined by a civil court. That means that a seaman has been tried twice for an infraction of the rules, whereas other people have only to defend themselves once. It all adds up to more discrimination against merchant seamen.

### SHIPPING NEWS

Shipping in this port seems to be on the up-grade. Now that doesn't mean that you fellows in other ports can come to New York and pick up a ship one-two-three.

But for the first time in many months, we have jobs listed on the board for all departments, and a man has a little more pick than he had previously.

After the first of the year, the situation ought to be even better. Many companies are dickering for ships which they will place in operation sometime in the beginning of 1947. Of course they are buying the ships for next to nothing, but at least they will be in operation and will provide jobs for our men.

The Robin Line is making plans to run a C-4 on the South African

## Seatrain May Cease Operation If Cubans Withdraw Subsidy

By C. J. (BUCK) STEPHENS

NEW ORLEANS—The old SS Seatrain New Orleans is once again in the news, but this time it is really bad news for the SIU and the men who like to ride this vessel. And it is going to stay that way unless the Cuban Government changes its mind.

Recently when the Seatrain New Orleans was tied up in Cuba due to labor trouble, the Cuban Govt. gave the longshoremen a subsidy to offset the demands made by them on the Seatrain Lines. This subsidy is going to be withdrawn, and the Company says that it cannot meet the demands of the longshoremen.

As a result, they have scheduled two more trips, each of

which is only to pick up the equipment they have in Cuba. After that they will close shop.

This will sure be a tough break because Seatrain Lines would have all five of their vessels in operation by the end of the year, and anyone who has ever sailed on a Seatrain knows what swell jobs they are.

Let's hope that the Cuban Government and the Company can get together before it is too late. No one wants to see those ships out of operation.

### N. O. ILA ELECTION

While the SIU is in the midst of its annual election, the ILA Local 1418 recently had their election. This one was recorded as the quietest they have ever had. It was held on December 1, and was conducted in such a way as to give all hands a chance to express their opinions by voting.

Approximately a thousand men voted, and the slate endorsed and headed by Alfred Chittenden, incumbent President, was put into office by a large majority.

For President Mr. Chittenden was unopposed, but for Vice-President there were eight candidates in the running. Joseph Doane was elected by a count of 497 votes, and the remainder of the votes were divided in the following manner: Royal Ballinger 17, Peter S. Gabriel 26, Rudolph Legranne 51, Charles Macaluse 127, Tilman Stephens 33, Alonzo Switzer 161, and John Vollmers 54.

In the election for Secretary-Treasurer, Ivy P. Boudreaux was the successful candidate with 586 votes. Arthur Donnelly received 47, Norman Gauthreaux 126, and Elmore Maysonave 185.

The top three vote-getters in the running were elected to the Finance Committee. These are Stanley Bordeleon 646, Albert Brown 638, and Albert Gough 463. The other candidates votes were as follows: Clarence Fabregas 242, Henry Helm 208, Wallace Kelly 243, Andrew Lopez 70, and Louis Seage 115.

### MORE OFFICERS

In the election for the Board of Directors, Richard Hoffman 682, Paul Lanzetta 557, and Lloyd Seruntine 640, were elected. The unsuccessful candidates were Joseph Grisaffi 228, Vincent Libert 177, and Joseph Mire 309.

Alvin P. Pier was elected Marshall with 453 votes, while Salvatore Garde with 59 votes, Zachary Daughdrill with 94 votes, Anthony Namias with 151 votes, and Hanry Patterson with 184 votes, were the unsuccessful candidates.

This was a real election with both sides making use of sound trucks, and real politicking going on all day. After the election was over, they all partook of refreshments in fine old longshoreman fashion.

Good luck for the coming term to Brother Chittenden and his entire staff of officers. We know that the Seafarers International Union will be able to work in close harmony with the longshoremen in the future as we have in the past.



# It's A Cat's Life—Standard's Puss Gets Pay Boost And Pension Plan

By BLACKIE CARDULLO

MARCUS HOOK—We see where John Lewis has called off the coal strike. From the heat that was put on him from every angle, it looked as if it was a test case to smash labor. But this is only a forerunner of what labor can expect in the next year.

It seems funny that every time a union goes on strike, the cry is raised that it is a strike against government. Actually, who is the government? We were always under the impression that, according to the Constitution, the people were the government. To hear four or five men in Washington you'd think they were the whole show.

The United Mine Workers were not on strike against the government. They were striking against the dictates of a few men employed by the government.

## PENSIONS FOR CATS

Further proof that the cost of living has gone up comes from an oil plant owned by the Standard Oil Company in Bayonne, N. J. The plant had to raise the



allowance of a cat who was officially on their payroll from \$4.40 a month to \$5.50.

They also raised the cat's pension for the days when she gets too old to catch mice. We wonder if the Standard's employees get the same break.

We paid off and signed on the Tonto with our friend Captain "Rowboat" Wilson, who has a new role. He's a rasser. He comes aboard the ship and wants to rassel with the crew everytime he has a load on. The Marcus Hook Agent, thinking he could afford to lose a few pounds in a friendly tussle offered to take Wilson on for a short heat, but old "Rowboat" refused when he spotted the agent's hand full of vaseline.

We see where the students of a Philadelphia college staged a row-bottom the other night and tore up everything in sight and

stole some equipment from a nearby firehouse. They grabbed up hats, axes and parts of trucks that could not be replaced. They poured gasoline on the trolley tracks and set it afire. They were good-naturedly asked to return the equipment and all would be forgiven.

## CAN'T BE RAH-RAH

We hesitate to think of what would happen if SIU boys did the same thing. Oh boy, would the jails be jammed. Just a couple of seamen go on a bender some place, and it hits the front pages.

At this point we wish to thank Joe Williams, the owner of one of our local pubs, who has helped us in our organizational drive by putting all our literature on his billboard, and making sure the Sun Oil seamen got it.

We won't forget it, Joe. And we're glad to see a romance between Sis and Johnnie running smoothly and hope it continues that way. They're two fine kids.

We also wish to extend the same thanks to Mary Blanka as she has been more than cooperative in helping us in every possible way. Many personal thanks to you Mary.

## Meet The Seafarers

(Continued from Page 4)

in the SIU. During the remainder of the war he continued sailing, mostly on the run through the Mediterranean to the Persian Gulf. There was still plenty of trouble on that run, but outside of bombings, Lawson says the trips were "uneventful." Of supreme importance to Lawson is his citizenship. He still has 12 months to go before he receives his final papers, but he has carried out the duties of a citizen since the first days he hit these shores.

Carl Lawson has a good Union record. He is a militant fighter for a seamen's rights, and his shipmates have confidence in him. This is proven by the fact that he is usually elected Ship's delegate on whatever ship he sails on.

The SIU can be justly proud of Lawson and members like him. They are the backbone of the Union, and they are the men who have been in the forefront of the fight to advance the cause of seamen. The Seafarers International Union, with men like those in its ranks, can never be beaten or stopped.

## CARRYING THE MAIL



Everything is up to date in Marcus Hook. When they want to deliver Logs, pamphlets, or other literature, they just round up the motorcycle squad and away they go. They've gone a long way from the days of the horse and buggy in Marcus Hook. Next thing you know they will be using jet propelled airplanes to deliver the Union's propaganda.

## Finky Shipchandlers Find Out They Can't Tamper With Tampa

By C. SIMMONS

TAMPA—We're getting plenty of ships in this port now and we're shipping a few replacements on most of them.

American Pacific lines has the SS James Smith in port. If ever a three dollar bill sailed as Skipper, the guy on this ship, it is. He has had trouble on SIU ships before, and from all indications will continue to have trouble on any ship he sails. He should go back where he came from and jump into a deep hole.

We notified the Stewards on ships touching this port not to buy stores here as the shipchandlers broke our picketlines with police protection.

The chandlers stood on the sidelines and had a big laugh when their trucks went through. Now they are laughing out of the other side of their mouths, for these finks are beginning to feel the pinch. The action of our Stewards is being felt in the pocket book.

## TABLES TURNED

A delegation of the shipchandlers called on us this morning. They pleaded and promised offering to do most anything to square themselves. We returned the laugh. We told them we wished they could sell all their stores but that our membership wouldn't stand for any fink outfits putting stores aboard their vessels.

Then the finks paraded down to the Chamber of Commerce and the Waterman Agent here in

an effort to use some pressure. So far they haven't sold any stores, and if the SIU has anything to say about it they aren't going to sell any.

Later, Joe Wheeler of Waterman called and said that he couldn't see where the chandlers had any legitimate beef. We told him there was no beef, that we loved everybody, that if the ships didn't require any stores it wasn't our fault. In fact, the Stewards should be commended for holding down expenses.

## NOTE TO STEWARDS

Again, we want to impress upon Stewards whose ships will make this port to buy enough stores elsewhere to eliminate the chance of having to buy from these Tampa shipchandlers. These finks aren't even worthy of coming aboard an SIU ship. If it is necessary to buy bread and milk, get in touch with some dairy or bakery.

We're having about a dozen characters a day coming in here now and getting in our hair. They are all from three to five years in arrears, and they have no strike clearance.

All they have is the urge to become good Union men. Too bad they didn't think of this before. We want to warn these boys who sailed during the war not to get these vessels now. They might slip by for one trip, but as soon as she is settled, off they come. We're taking the "do not ship list" aboard and we're checking every book and no finks will be allowed.

## Pinochle Tops Shipping News In Chicago

By HERBERT JANSEN

CHICAGO—As can be expected at this time of year, shipping is very slow and getting slower all the time. There are quite a few men registered, but no jobs are available.

About the only ship in action around here is the SS Gilbert and she is doing her sailing in the newspapers. What I mean by that is the Gilbert was recently the subject of a full page feature story in a Chicago paper.

There were pictures of her in operation, also part of her crew. The only thing they neglected to mention was the fact that the Gilbert was a solid SIU ship. They wouldn't have been so anxious to print the pictures of the ship if she was all beat up, and the fact that she was clean from top to bottom is to be credited to the fine SIU crew.

## STILL JOINING UP

On the organizing front around Chicago there is some activity with the seamen sailing on the Lake Carriers' ships coming in and joining up with the SIU.

This movement has been steady for the last three months and there is every reason to expect these seamen to keep coming in during the winter months to get acquainted with the SIU and join up.

With winter a reality now, tables and chairs are being arranged in the Hall for the coming winter pinochle tournament. Decks of pinochle cards have been coming in at a steady stream marked "only to be used in the tournament".

Later on, when the snow is whirling around outside the Hall, the boys will be sitting around the tables playing pinochle and swapping experiences of the past season, and telling their plans for the new season when it opens in the spring.

## WORD TO CHAMP

Last year the championship went to the SS Rockwood with Mike Hughes copping the glory as the highest bidder. Just a word to Mike as defending champ: there is a newcomer who claims he will take the top honor this winter, so you'd better sharpen your pencil and your wits for the coming clash.

And so with the pinochle tournament the biggest news of the week, that's all from Chicago.

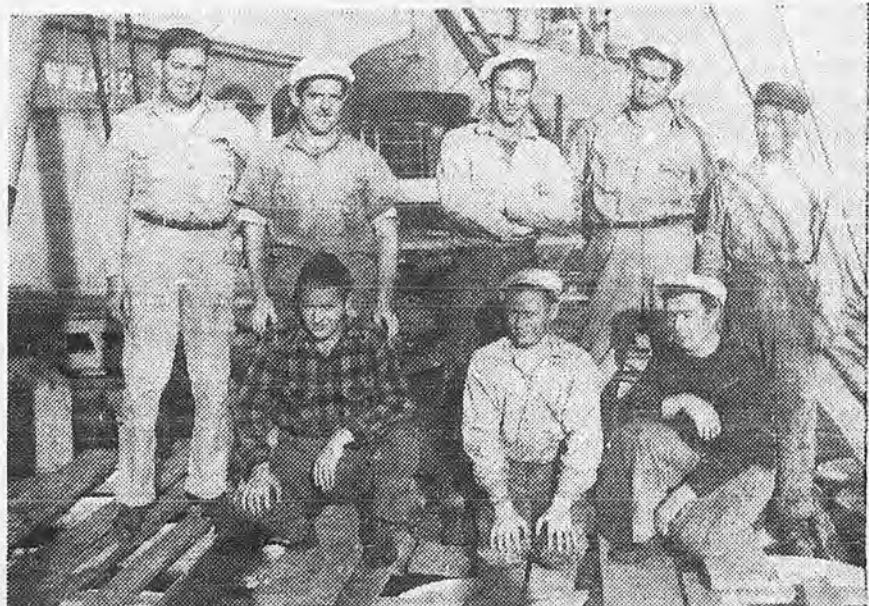
## SOME OF THE BLACK GANG



Here are some of the crewmembers of the SS Brazil Victory. Left, standing from left to right, Juan Lera, A. Quinnes, H. Crawford, Floyd Smith, A. Clement, James Larson, and A. Bailey. Kneeling, Pat Callahan and E. Messana.

Right, from left to right in the back row, Charles Carr, N. Martinez, Rudy Rice, Lou Caudle, and Lucino Toribio, Bosun. Front row, John Stanford, Dutch Jongsma, and Alex Goki. Carr is the Third Mate and is a former SIU book member.

## PART OF THE DECK CREW



# Report On Isthmian Campaign And Other Organizing Drives

## PROLOGUE—THE BEGINNING

At the beginning of 1945, with the end of World War II in sight, the Atlantic and Gulf District of the Seafarers International Union of North America realized the necessity for the expansion of this Union and instituted an extensive organizational program.

The proposition of organizing the unorganized was placed high on the Agenda in the year 1945 at the Annual Agents' Conference and as a result of the action taken at that conference, the following program quoted below was adopted. This program was reaffirmed by the 1946 Agents' Conference and concurred in unanimously both years by the membership of our Union.

Present at the meeting were:  
John Hawk, Secretary-Treasurer, Louis Goffin, Assistant Secy. Treas., Arthur Thompson, Savannah Agent, James Tucker, Charleston Agent, Wm. McKay, Baltimore Agent, George Bales, Mobile Agent, Paul Hall, New York Agent, Dolar Stone, Galveston Agent, Ray White, Norfolk Agent, John Mogan, Boston Agent, D. L. Parker, Tampa Agent, Robt. A. Matthews, Jacksonville Agent, A. Michelet, New Orleans Agent, H. J. Collins, Phila. Agent.

Present as observers were:  
Matthew Dushane, then Washington Representative, and Floyd Miller, then Editor of the *Seafarers Log*.

### ORGANIZATIONAL PROGRAM

"Considerable discussion was had on the subject of setting up a Central Organizational Office and a single Director of all Atlantic and Gulf organizational work. It was pointed out that in order to be effective in organizing, these two steps must be taken plus selecting our objectives and concentrating all forces on them instead of playing the field.

### "MOTION BY MATTHEWS, SECONDED BY PARKER:

(1) "That a Central Organizational Office be set up in the Port of New York to direct Organizational work and that an Organizational Director be appointed at this Conference to direct all Organizational activities in the Atlantic & Gulf District.

(2) "That the Organizational Director shall be required to submit a monthly report in triplicate summarizing all activities and results together with a complete financial report to Headquarters.

(3) "That Area Organizers and assistant Organizers be appointed as needed by the Organizational Director who must submit a weekly report of their activities and a financial report to the Organizational Director.

### QUESTION CALLED FOR. (CARRIED)

"It was **MOVED BY McKAY, SECONDED BY COLLINS:**

"That we throw the floor open for a general discussion on the Organizational Director, Duties, salaries, per diem, etc.

"After a very lengthy discussion on this matter, it was finally **MOVED BY COLLINS, SECONDED BY BALES:**

"That the Organizational

Director be paid the same wages and travel as the New York Agent and that the Area Organizers be paid the same travel and wages as the other Branch Agents, except New York, and that the Assistant Organizers be paid the same wages and travel as the regular Branch Patrolmen.

"**MOTION BY MICHELET,** that all Organizers' wages and Organization expenditures be taken from the Organizational Fund. **SECONDED BY THOMPSON. QUESTION CALLED FOR. (CARRIED)**

"Chairman Hawk entertained **MOTION** to recess at 1:00 P.M.

"**AFTERNOON SESSION, TUESDAY, MARCH 13, 1945.**

"Conference reconvened at 2:00 P. M.

"**ROLL CALL**—All officials and Agents present.

"Chairman Hawk stated that the first order of business is to outline the duties of the Organizational Director, Area Organizers and Assistant Organizers. After considerable discussion, it was **MOVED BY TUCKER, SECONDED BY RAY WHITE**

"That the duties of the Organizational Director be as follows:

"1. The Organizational Director is to work in direct contact with the Secretary-Treasurer, Assistant Secretary-Treasurer and the New York Agent to discuss all matters with them. He is to issue mimeographed bulletins for all Branches and shall answer all Organizational inquiries from all Branch Agents. He is to assign specific Organizational tasks to the Area Organizers under his direction and to Agents in such ports where routine duties permit. He is empowered to remove any organizer who fails to conduct himself properly or perform the tasks assigned him by the director. He shall maintain active files for im-

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## DUES REMITTING PROGRAM

Because of the fact that many SIU men were taking a financial beating to organize for the SIU, together with having to work under adverse conditions, low wages, practically no overtime, and being forced to work with bucko Captains, Mates, and Engineers, not to mention the company stiffs, the following motion was passed at the New York Regular Meeting February 13, 1946:

"Written Motion by Callahan, SIU Organizer, that inasmuch as hundreds of SIU men are sailing for less than Union wages and conditions in the Isthmian fleet, that we go on record to remit to them the amount of dues they would normally pay in the form of putting a stamp into their books month for month for the number of months they were in the unorganized ships. Such a stamp to read, "Organizer, Isthmian Steamship Company". Also, that this particular thing should

be given full publicity and display in the *Seafarers Log*."

As a result of putting this written motion into effect, it assisted the Organizing Work greatly because of giving recognition in permanent form to SIU men as volunteer organizers. The Organizing Staff found that the average member of this Union was very proud to have this record of Volunteer Organizer stamped permanently into his SIU book. This system also makes known for any future organizing work all SIU members with organizing experience.

The report lists the names and numbers of the members of this Union who have received 1109 Dues Months' credit as Volunteer Organizers. In it there are occasional tripcard men who have been credited for dues. These men were selected Isthmian Line men who were acting as Volunteer Ships Organizers. Therefore, the reason for this remittance.

## ABOUT THE REPORT

On these four pages is the condensation of the report rendered to the membership by Paul Hall, Director of Organization, detailing the work done by the Organizing Staff during the past year.

Special emphasis is placed on the Isthmian Organizing Drive, which was the most important single undertaking, but other points of organizational activity are also covered.

The expenditure of money for the drive has been accounted for, and the use of propaganda by means of leaflets and LOG publicity has also been carefully evaluated.

A committee will be elected by the membership to examine the entire report, and to bring back recommendations and findings to the membership for their action. That will take place at the next regular meeting.

At the present time, the SIU has not yet been designated as the bargaining agent for the Isthmian seamen due to the stalling tactics of the NMU.

Although the SIU has a large majority of the votes already counted, and has been conceded the majority of the votes challenged by the NMU, nevertheless the NMU is fighting the case through all the levels of the NLRB in the hopes of somehow salvaging part of its tarnished reputation.

Stories and reports of the progress of the case will be carried in the pages of the LOG, and reports will be rendered the membership at the regular meetings.

## FINANCIAL REPORT

Monies expended by and accounted for by the Director of Organization as per rules laid down by the 1945 Agents' Conference and concurred in by the membership, to wit:

"The Organizational Director is to work in direct contact with the Secretary-Treasurer, Assistant Secretary-Treasurer and the New York Agent to discuss all matters with them. He is to issue mimeographed bulletins for all Branches and shall answer all Organizational inquiries from all Branch Agents. He is to assign specific Organizational tasks to the Area Organizers under his direction and to Agents in such ports where routine duties permit. He is empowered to remove any Organizer who fails to conduct himself properly or perform the tasks assigned him by the Director. He shall maintain active files for immediate

reference at any time. Such clerical work as is deemed necessary shall be assigned him on either a temporary or permanent basis by the Secretary-Treasurer. All funds expended by him or by the Area Organizers shall be requisitioned by him and paid by check directly from the Office of the Secretary-Treasurer."

A detailed report of money advanced for organizational work to the Director of Organization and the disbursement of these funds were compiled on a daily basis and accounted for in weekly reports to the Secretary-Treasurer. Although other monies than those contained in the report have been spent from the Organizing funds of the Union by the various Branches and Headquarters Offices of the Union, the reports in no way represent these other expenditures. These Organizing Funds spent by others than the Director of Organization are accountable to those persons expending same.

The report deals almost exclusively with the work done in the Isthmian fleet. However, it must be noted that the organizing expenses incurred by the Director of Organization which are accounted for completely in the report also covers work in various fields, such as the tankers and other unorganized dry cargo ships.

Previous reports have been made from time to time to the membership on the activities of the Organizing Staff in the various other fields, although the total expenditures in these other fields are included in the Isthmian Financial Report.

On the reverse side of each financial report, will be found a complete break-down of expenses in the field of organizing for each current week.

It is to be noted that in the beginning of 1946, we had to in-

(Continued on Page 8)

## ISTHMIAN MEN IN THE SIU

A great obstacle encountered in the Isthmian Organizing Work was the fact that it cost \$68.00 to join the SIU and \$17.00 to join the NMU. Because of this terrific organizational handicap, the following resolution was presented to the membership for action at the New York regular meeting of January 30, 1946, and adopted unanimously:

"WHEREAS: The unlicensed scamen of the Deck, Engine and Stewards Departments now working aboard Isthmian Line ships are bona fide seamen striving to bring Union wages, working and living conditions aboard Isthmian ships, and

"WHEREAS: These Isthmian seamen are doing a good job in establishing the SIU as their Bargaining Agent which insures these conditions, and

"WHEREAS: By their efforts, they are bringing the Isthmian Line under the banner of the SIU and are entitled to be considered in the same category as the original organizers and founders of the SIU of the AF of L,

"THEREFORE, BE IT RESOLVED: That in the case of the Isthmian Line seamen, that they be permitted to join the SIU upon payment of the original charter member fee of \$17.00, and

"BE IT FURTHER RESOLVED: That these new members from the Isthmian Line become members with all of the rights and privileges of Union membership."

The adoption of the above resolution by the membership and the carrying out of the policy contained therein, has proven a great gain to the organizational work in this fleet. It removed our opposition's main argument, to wit: "that it costs more dough to join the SIU than it does to join the NMU" and helped greatly in swinging more men to go SIU, which was an important factor in our organizing campaign.

Under this policy 683 Isthmian seamen joined the Seafarers. Some of these men have left the sea, but the rest are still with Isthmian awaiting the day when the company will be tied down to a Seafarers contract. In addition, many of our older members have remained with the fleet.

The men who came into the SIU through this policy are still shipping Isthmian, and are not shipping through our Halls on SIU-contracted ships. Our books had been closed just before this policy was inaugurated so as to permit us to take into the Union the unorganized men of the fleets where we undertake an organizing program without overloading our Union.

During the past year some few men were allowed membership who were not Isthmian men, but this was done only in the case of men who were active in our organizing campaigns and served the SIU cause.

## ORGANIZERS' ACTIVITIES

This report is a condensed summary of the various contacts made by shore-side and ship-side organizers. The complete reports are on file in the Headquarters Office of the Director of Organization.

This report also carries the final voting score of each individual vessel, with the exception of ships whose votes have been challenged.

The report does not carry all ships operated by the Isthmian Steamship Company; only those ships that were actually involved in determining the collective bargaining representative. The Organizing work on ships other than those voted has been carried on and the reports as to the work and contacting is on file in the Organizer's file in Headquarters.

The vast job of contacting this large fleet of ships, working in the various ports to get men aboard the ships and lining up the loyal employees and non-union men aboard this fleet was by no means easy considering the anti-union program of this company and the opposition of the NMU.

Although the shore-side Organizers had the job of contacting the men, the ships and the coordination of the port activities in this drive to organize Isthmian, a lot of credit must be given to the members and trip card men who rode these ships and who were greatly instrumental in swinging a large percentage of the Isthmian men into the SIU.

Also credit must be given to the various regularly elected Officials in the various ports who devoted a good part of their time in the Isthmian Drive.

It is pointed out that complete weekly written reports have been submitted to the Secretary-Treasurer dealing with the organizational activities. Copies of these reports may be found either in the Secretary-Treasurer's Office or in the Headquarters Office of the Organizing Staff.

Here are two examples of the type of report rendered by the Organizers, the estimated voting data, the final voting score, dates and places visited, report of progress, an estimation of the vote and the final vote:

### SS WILLIAM WHIPPLE

Port Voted: New York.  
Date Voted: April 30, 1946.  
SIU Observer: Sheppard and Arabasz.  
Actual Vote: SIU: 27; NMU: 0;

## FINANCIAL REPORT

(Continued from Page 7)

crease by a considerable percentage our Organizers and expenditures due to our getting into the crucial stages of the Isthmian Campaign and to counteract the strong activities of the NMU in this field, who were desperately trying every trick of the game, financially and otherwise, to swing the Isthmian election.

All told, it cost the SIU, Atlantic and Gulf District, approximately \$96,000 to organize the Isthmian fleet, a fleet that everybody said couldn't be organized. The expenses for the SUP in the campaign are not known since the Pacific District took care of its own part in the drive.

No Union: 0; Void: 0; Challenged: 0; Number Eligible: 28.

SIU Observers' Estimate: SIU: 26; NMU: 0; No Union: 0; Void: 0; In doubt: 0; Number Eligible: 27.

### SUMMARY

1/14/46 N.Y. lists 4 pledges.  
2/11/46 Lykke N.Y. claims O'Connor and Jacobs state crew is pro-SIU with 3 men being company stiffs. 2/13/46 N.Y. Callahan contacted O'Connor and he stated ship will vote 70% SIU. He turned in 6 pledges. He claims the steward the worst yet.  
2/19/46 Callahan N.Y. reports crew in good shape about 90% pro-SIU. Took several pictures of ships crew. Filipino Steward wants to change NMU book for SIU book. Told him to contact Cal Tanner when ship arrived in New Orleans.

### SS JOHN S. MOSBY

Port Voted: New York.  
Dated Voted: April 6, 1946.  
SIU Observers: Udiljak.  
Actual Vote: SIU 28; NMU: 0.  
SIU Observers' Estimate: SIU: 27; NMU: 1; No Union: 0; Void: 0; In Doubt: 0; Number Eligible: 28.

### SUMMARY

Tannehill reports Ch. Steward and Ch. Cook do not appear to be pro-SIU in ship. Appears 12 men definitely going SIU. Letter from Tannehill 2/11/46 claims crew needs education to swing solid SIU. 2/20/46 Benson Norfolk states he will keep in touch with Tannehill and get pictures of crew before she sails. 2/26/46 Tannehill ships organizer in letter encloses petition from ship states as being in favor of SIU. 2/23/46 Benson Norfolk boarded ship, took pictures of crew and got story for Log. 2/26/46 Benson Norfolk states Ch. Cook, 2nd Cook, ex-NMU members signed SIU pledges. Letters 3/7/46 Tannehill, crew member states union meeting held aboard ship delegates were elected. 3/13/46 A. Williams crew member states 2 Cooks are NMU, Steward, non-union plans to join SIU. 4/1/46 minutes meeting held aboard ship indicate this is good SIU ships crew.

## PICTURE RECORD



Members of Isthmian crews decorate one bulkhead of the Organizers Room. Here Isthmian seamen were interviewed when they came to the New York Hall to join the SIU.

This is a record of the many Isthmian ships that were contacted by SIU Organizers during the course of the drive, and it is a fitting memento of one of the most full-scale organizing campaigns ever attempted on the waterfront.

## OTHER ORGANIZATIONAL ACTIVITIES

Although the concentration was on the Isthmian Drive, other organizational tasks were undertaken. At no time did the Organizing Staff get so wound up with the Isthmian campaign that they were unable to do other important work that came up.

Probably the most important single job which was done in the past year was the formation of the AFL Maritime Trades Department and the AFL Maritime Port Councils.

The Staff participated in the early work to create the Trades Department, and this later developed into Port Councils. It was the support of these Councils which made possible the winning of the SIU 1946 General Strike in so short a time.

The first constitutional convention of the Maritime Trades Department will be held early in 1947, and permanent plans will be laid to guarantee the solidarity of this new organization.

Members of the Atlantic and Gulf District's Organizing Staff also participated in the drive on the Midland Steamship Company, which came under the jurisdiction of the Great Lakes District, and in the drive on the American Pacific SS Company, part of the Pacific District. Both companies later signed agreements with the Union, and both constitute major victories.

The work of the Organizing Staff in the ILA Beef, in New York in the last part of 1945, the Philadelphia Tugboat Beef, and

the MM&P Strike, cannot be overestimated.

Through the efforts of the SIU the commies were thwarted in their attempts to take over the ILA and the MM&P, and it was through the assistance of the Organizing Staff that the MM&P was able to carry on their fight to victory.

In the Philadelphia Tugboat Beef, in the latter part of 1945, SIU activity stopped the NMU from scabbing on District 50, UMW, who were striking the tugs at that time. Intensive work brought the matter to a head within three days, and as a result, the NMU was kept out of the field.

The above listed beefs in no way constitute the full amount of work done by the Organizing Staff on problems other than the Isthmian Campaign.

The Organizers, wherever they were located, always cooperated with the Port Agents and other officials, and at times assisted in Branch work such as paying off vessels, representing men in Coast Guard cases, etc.

In some of the Ports, such as the Port of New York, the use of Organizers during peak periods made it possible to economize.

Our three key Field Organizers, Earl Sheppard, Assistant Director of Organization in direct charge of the organizing work of the Union, Cal Tanner and Lindsey Williams, Area Organizers, did a bang-up job on whatever job they were assigned to.

Their work, and their cooperation with the Port Agents in the areas they were assigned to, resulted in some of the outstanding recent victories of the Union.

The Organizing Staff is now operating in six freighter and tanker companies other than Isthmian, with the thought in mind of securing SIU contracts with those operators.

## HEAVY VOTE FOR THE SIU



The Wintthrop L. Marvin rolled up a vote of 19 to 1 in favor of the SIU. Not bad since the ship started out with the NMU on even terms. The crewmembers listened to the SIU Organizers and that made the difference. As contact after contact was made with the crew, and as the reports started to flow back, it became apparent the vessel would go SIU by a comfortable margin. And it did.



# Representative Isthmian Crews



ON this page are some pictures of Isthmian crews that voted for SIU representation. These are just a small portion of the total number of crews that showed their preference for the Seafarers. In the weeks to come, we hope to print all the pictures of Isthmian crews that we have, plus the pictures of the organizers, both ship and shoreside, who made Isthmian SIU, too.

Upper left we have the crew of the Sea Hawk, SIU by a score of 22 to 7. Not much for the NMU to be happy about on this one.

Upper right we have the crew of the John Mosby. This crew cast 28 votes for the SIU while giving the NMU 0. The NMU was shut out on eight ships, but the SIU picked up votes on every ship that balloted.

On the right is the crew of the William Whipple. This was another solid Seafarers crew, and 27 more votes went into the SIU column. Nothing for the NMU from the William Whipple.

Lower right are some members of the Nicaragua Victory crew, a gang that went SIU 17 to 7. SIU Organizers did a swell job on this vessel.

Below, the crew of the Mobile City. We did better than three to one on this ship. 19 votes for the SIU and only 6 for the NMU.

The way the crews of Isthmian ships voted for the SIU in a big way sure proves that following the communist party line doesn't pay off. The SIU organized strictly on trade union principles, while the NMU organizers toed the Moscow line. Isthmian seamen want to be represented by a Union, not a part of the communist political party.



## The Ships' Organizers



RICHARD COMSTOCK



MIKE HOOK



ED BENDER



WHITEY TANNEHILL

The report presented in these pages by the Director of Organization gives as good a picture as any series of printed words can give. We all know that the Isthmian Campaign was not a single handed job, but an activity in which all Seafarers had a hand.

Some men, of course, did more than others. Some men sailed on Isthmian ships, suffered through the bad conditions, received less pay than they could have collected on SIU-contracted vessels, just to make sure that Isthmian seamen would get the right score on unionism and the difference between the SIU and the NMU.

It is obvious that they all did a fine job. The results of the bargaining election show that Isthmian seamen cast the large majority of their ballots for the SIU. And a great deal of the credit goes to the volunteers who sailed Isthmian.

Pictured above are four men who did outstanding jobs during the drive. There are many more, and those pictures will be printed from week to week.

Above are Richard Comstock, who bought the Anniston City in with a big vote for the SIU; Mike Hook, veteran of more than one Isthmian ship; Eddie Bender, hero of Bataan and a volunteer organizer as soon as he joined the Seafarers; and Whitey Tannehill, who sailed on three Isthmian ships and brought the John Mosby in solid for the SIU.

## THE SEAFARERS LOG

One great organizational aid in the Isthmian Organizing Campaign, according to the reports submitted by our Organizers, both shore-side, as well as ship-side, was the Union paper, the **Seafarers Log**. The Isthmian Seamen readily preferred the **Log** to the NMU Pilot and read it, according to their own admission, for the latest waterfront news.

The Organizers received full cooperation from the Editorial Staff of the **Log**, and from the very first day that the Drive started, at least one Isthmian story, and very often more, was carried in each issue.

In addition to the regular **Log** Staff, at intervals Organizers William McCuiston and Jacques Greenhaw were assigned to preparing large volumes of prop-

aganda of all types for distribution to the Isthmian Seamen.

The **West Coast Sailor** aided greatly in this drive by devoting quite a bit of space to Isthmian news. The **West Coast Sailor** also aided greatly in converting old line Isthmian Seamen, by appealing to them in the name of the SUP to go for the SIU. This was especially effective in answering NMU charges at the inception of the Drive that the SUP was not supporting this organizational work.

We believe that the material carried through the **Seafarers Log**, **West Coast Sailor** and other literature and pamphlets was instrumental in showing the Isthmian Seamen the basic differences between the SIU and the NMU, politically, economically, and otherwise.

## PROLOGUE—THE BEGINNING OF THE DRIVES

(Continued from Page 7)

mediate reference at any time. Such clerical work as is deemed necessary shall be assigned him on either a temporary or permanent basis by the Secretary-Treasurer. All funds expended by him or by the Area Organizers shall be requisitioned by him and paid by check directly from the Office of the Secretary-Treasurer.

### "2. DUTIES OF AREA ORGANIZERS:

"The Area Organizers appointed by the Organizational Director shall be directly responsible to the Organizational Director and shall not under any conditions embark on any private campaign or schemes of their own choosing. They shall be field men and shall be expected to be at the point of organizational work directly among the unorganized. They shall enter into no agreements or arbitration unless specifically directed to do so. Such clerical work as is entailed by their activities shall be done at the most convenient Branch Hall of the SIU. In the event a Hall is not convenient to their scene of activity, they shall nevertheless make a summarized weekly report in letter form to the Director and at the first opportunity make a complete report. They shall be responsible for the work of the assistant organizers and shall report any failures of the assistants to perform their duties to the Director immediately. They shall incur no indebtedness and spend no money over and above actual authorized expenses unless same is authorized in writing by the Director.

### "3. ASSISTANT ORGANIZERS

"The Assistant Organizers shall work on a week to week basis under the direct supervision of the Area Organizer to whom they must submit regular detailed reports.

### "MOTION CARRIED UNANIMOUSLY

"It was **MOVED BY MOGAN, SECONDED BY STONE:**

"That the floor be opened for discussion on **POINTS OF CONCENTRATION AND POLICY** to be followed to operate efficiently.

"After considerable discussion, it was **MOVED BY GOFFIN, SECONDED BY MCKAY**

"That the following policy be adopted:

### "1. POINTS OF CONCENTRATION

"In each area certain specific companies shall be assigned as prime objectives with the purpose in view of developing sufficient strength within that company to insure the selection of the SIU as bargaining agent in the event of elections. Under no circumstances should the companies involved or any of the officials of the company be contacted except by persons specifically assigned that purpose by the Director.

"Every care should be taken to avoid the covering of too wide a field in the beginning for the following reasons:

"(a) To keep organizational expenditures within the Union's financial ability and thus avoid having to drop any campaign in the middle of the stream.

"(b) To establish a definite

organized group among the employees of the selected company. This group then becomes itself a part of the organizational structure facilitating expansion of the program at a minimum organizational cost.

"(c) To properly train the organizers in field work.

"(d) To obtain results which will serve as an example to other unorganized sections of the industry.

### "MOTION CARRIED

### "MOTION BY TUCKER, SECONDED BY MOGAN:

"That we extend the meeting to 7:00 P.M. to finish the business on hand. (CARRIED)

"The chairman declared nominations are now in order for an Organizational Director.

"There being no nominations, it was **MOVED BY MICHELET, SECONDED BY MATTHEWS**

"That the Secretary-Treasurer, John Hawk, appoint Paul Hall as Director of Organization. QUESTION CALLED FOR. (CARRIED UNANIMOUSLY)

"Brother Hall took the floor and stated that he would accept the responsibility of Director of Organization under the following outlined conditions:

"In accepting the responsibility of directing the organizational campaign of the Union, it is necessary that certain conditions be established.

"We now have a business setup in the Port of New York which can be used to add impetus to our organizational activities. As business agent of the New York Branch, I will be in a position to utilize the fullest resources of the Branch apparatus. Therefore, I will continue as Branch Agent without any active leave of absence.

"Due to the fact, however, that frequently I will be called into other areas for varied periods of time to make surveys, etc. of organizing possibilities, I recommend that New York Patrolman, J. P. Shuler stand as Agent Pro-Tem. during these temporary absences. By doing this now, we can thus streamline the entire setup, so that neither the business of the Branch or the conduct of the organizational activities will suffer. The confusion of turning the Branch over to someone and then reassuming the office will be eliminated through having a qualified man ready to act as Agent Pro-Tem.

"At the commencement of this Organizational Campaign, no additional help will be needed inasmuch as the apparatus of the Branch will be used. In New York, we have at this time sufficient clerical help to handle the first stages of the drive. Also, we have in the Port of New York at this time an organizer who should develop into a very good man for the job.

"It is not my intention to hire any extra men until we have trained the men now on payroll as organizer and have developed capable forces.

"Once we have the organizational setup firmly established, and our organizer trained, then I shall meet with the Secretary-Treasurer and Assistant Secretary-Treasurer as well as the Branch Agents and after making a thorough survey of the possible fields, we can make a selection of

our organizational objectives.

"Inasmuch as the responsibility of organizing this campaign has been delegated to me, I would like to make it clear for the record that I should be the judge of a man's ability and competency and empowered to employ or discharge organizers as I see fit, in this way we shall have the entire structure and progress of the drive at our finger tips at all times.

"At such time, as I feel, that one of the men in any part of the organizational setup is able to handle the duties of Director, I shall recommend that he be placed on the job and I shall resume my duties as full time business Agent of the New York Branch."

"After considerable discussion it was **MOVED, SECONDED AND CARRIED UNANIMOUSLY**

"That we accept the conditions as outlined above and that Paul Hall take over the duties of Organizational Director of the Seafarers International Union of North America, Atlantic & Gulf District.

"**MOTION BY COLLINS, SECONDED BY BALES** to recess. Meeting recessed at 7:15 P.M."

After accepting the position of Director of Organization, Brother Hall waived the salary voted for that post.

A tremendous amount of work has been done since the inception of this program. Contained under this report is a complete breakdown of all organized efforts and the results of same made under the rules of the Union as laid out by the 1945 Agents' Conference.

For the amount of money expended by the Director of Organization's Office in fulfilling this program, the expenses have been well worth the effort. At the writing of this report, the SIU, as a result of this intensive drive, is now recognized as one of the leading Unions in the Maritime Industry. The concrete results of these efforts, both financially and otherwise, are contained herein with a complete breakdown of all organizational expenditures and organizational efforts made to date.

The Seafarers International Union of North America, Atlantic and Gulf District, at the beginning of this Drive, was faced not only with the proposition of trying to organize the unorganized on this coast, but also were faced with the problem of trying to meet other problems of the Union itself.

These problems were in the form of making stronger bonds between ourselves and other affiliated Unions, such as the ILA, MMP, Radio Operators, Teamsters, Pursers, and other Unions.

We were faced with the problem of bringing not only to the unorganized seamen, but to the public's eye as well as dual unions, that the SIU could and would be a potent factor in this industry.

The Organizing Staff of this Union would like to take this opportunity in submitting this report to the membership and officials to express their sincere appreciation for the assistance given us by the membership as well as the officials of this Union to this date.

We also would like to thank the officials and members of the Sailors Union of the Pacific for the wonderful cooperation they have shown us.

# Commies Infiltrating In Gulf CMU Unions

By STEELY WHITE

NEW ORLEANS—The Gulf in general, New Orleans in particular, has been the focal point of communist attention for several weeks. They have been conducting an extensive expansion and infiltration program in which they have thrown lots of money, some of their own in addition to the funds of the labor unions which they control.

Their initial program is to gain control of marine transportation. This is easier said than done, because the maritime industry is divided into several powerful unions of which some are anti-political and straight economic trade unions.

To successfully execute a program of this nature and magnitude a number of years are required. They are well aware of this, and they have been diligently working with a small degree of success.

In some of the waterfront unions they are in complete control insofar as policy making, pro-

gram, and officialdom are concerned; in others they are in partial control, enough to confuse the policy and neutralize that particular union's influence when it conflicts with the commie program.

The most important unions in this category are the International Longshore Workers Union; the Marine Cooks and Stewards; the National Maritime Union; the Canadian Seamen's Union; and some locals of the Marine Engineers Beneficial Association; the Masters, Mates and Pilots; and the International Longshoremen's Association on the Mississippi River.

## STRANGLEHOLD

In some of these unions such as the NMU, MC&S, ILWU, MEBA and CSU they have such a stranglehold on the officialdom, particularly in the branch offices, that the officials who happen to get into office who are not commie party members are made to join or are hardtimed and kangarooed out of office. They can then be replaced by party members or stooges who can be pressured into joining the party.

In the national offices it is almost as bad. Malone, in the Firemen's Union; is gradually but surely being surrounded.

Curran, in the NMU, is under fire while Stack, who has more muscles than brains, but who is a faithful party member, is being groomed for his job.

Other national officials are either admitted or recognized commie members. They also faithfully follow the commie line and sabotage union conditions and policy when it conflicts with commie program.

The current commie maneuver revolves around the Committee for Maritime Unity that they are advertising so hard. Bridges is publicly sparkplugging the deal as Chairman, and Curran has been forced to take co-Chairman to keep himself from being completely engulfed and stripped of power by Bridges and Company.

## PROGRAM OF CMU

The original program was to link what waterfront unions they could to the executive committee of the CMU, whereby national policy for all unions would be formulated by this committee.

Naturally, they have taken great care to be sure that there is enough commie influence on this committee to control all its action, otherwise they would have no use for the CMU and would plot its destruction.

Step number two has not been attempted yet. This step is to combine the different unions affiliated to the CMU and merge them into one industrial union.

How soon this will be attempted will depend on (1) How much opposition they will get from the rank and file membership of the different unions; (2) how long it will take them to beat this opposition down; (3) and how fast they can replace rank and file men with party members in official positions in the unions.

In the event they are able to advance this program to this degree, and if the CIO (to which most of these unions are now affiliated) takes steps to purge the commies from official capacities, their intention is to set the CMU up on an independent basis.

Then they have to answer to no one when they steal the membership's money and sell the workers out to management, as they have done many times in the past.

## PARTY LINE OFFICIALS

In the New Orleans branches of the NMU, MFOWW, MC&S, ILWU, and MEBA, the commies are in almost 100 per cent control. Every official must belong to the party or stooge for those that are; otherwise, he's not an official for very long.

They have to attend the regularly held commie business meetings. In the MC&S, the membership is forced to attend daily forums or meetings where commie propaganda is preached to them by admitted commies and State commie officials, or lose their shipping card and be cut off from strike relief.

If the memberships of these unions have any desire to salvage their funds and working conditions from a political clique, they had best sweep the commie rubble out of their house.

## CONSPIRATORS MEET



Here are some of the leaders of the New Orleans CIO Waterfront unions attending a secret communist party meeting. It is impossible for them to deny any further that they are followers of the CP line. The arrows point, left to right, to Robert McCarthy, head of MC&S Strike Committee; Earl Hinds, MC&S official; Eugene Markey, MC&S New Orleans Port Agent; and Walter Jones, member of the MC&S Strike Committee.

## Isthmian Case Moves Closer To Decision

(Continued from Page 1)

then those objections must be submitted to Washington within five days. At this point the NLRB Headquarters will step in to make the final decision under the terms and rules of the Wagner Act.

There is one other possible solution and that is for the NLRB to validate a sufficient number of votes, without objection from any of the interested parties, to give the SIU the majority. If this happens, the election will then be completed without any need to tally the rest of the challenged ships.

From the way the NMU representatives have been acting since the start of the Isthmian vote count, there is little reason to believe that they will cease their stalling at this time. Therefore the Isthmian men can look forward to a few more months of sailing under poor conditions and low wages until the last NMU flimsy objection has been swept away.

The entire responsibility for proving its case now rests with the NMU. The votes were challenged by the NMU, and that union also hurled the vicious charge of "collusion." Now it is a question of put up or shut up.

Unless the NMU can prove that the SIU and the Isthmian Steamship Company were in league to throw the fleet to the SIU, the case will be decided in favor of the Seafarers.

When that happens, Isthmian men will get the representation they voted for, and which they richly deserve.

## ATTENTION!

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



It looks like CMU strike strategy, especially in New Orleans, is planned in the communist party offices, not by the membership in the Union Hall. At the height of the strike, these CMU local officials reported for secret meetings to plan waterfront strategy. Left to right, back row, Means, MEBA; Hinds, MC&S; McCartney, MC&S; Jones, MC&S; and Manuel, NMU. In the forefront is Manuel Dubowsky, NMU official, and half hidden by Dubowsky's head is Leonard Fijer, MFOWW New Orleans Agent.



### PHILADELPHIA

Crew of SS Follansbee—\$7.00.

### INDIVIDUAL DONATIONS

S. J. Bradley, \$2.00; H. S. Dirham, \$1.00; Casimir Bogucki, \$1.00.

### GALVESTON

### INDIVIDUAL DONATIONS

C. Tillman, \$1.00; F. T. Kerr, \$1.00; R. E. Ayres, \$2.00; H. Starkey, \$1.00; Wright, \$2.00; B. L. Backland, \$2.00; R. M. Ferguson, \$1.00; T. A. Wain, \$1.00; S. J. Rubery, \$2.00; W. McBride, \$1.00; F. Berthold, \$1.00; E. O. G. Ohman, \$1.00; J. E. Senneville, \$1.00; J. L. Murrell, \$5.00; F. D. Burroughs, \$5.00; Floyd Walker, \$1.00; B. V.

Burns, \$1.00; J. W. Caston, \$1.00; L. B. Lott, \$1.00; C. V. Mickler, \$2.00; W. E. Aplin, \$1.00; R. C. Webber, \$2.00; W. H. Allen, \$3.00; C. R. Simmons, \$2.00.

### NEW YORK

### SS MADAKET

J. Sanlonzans, \$2.00; E. T. Pettersson, \$1.00; Raymond B. Long, \$1.00; Philip Bazaar, \$1.00; James P. Rowan, \$1.00; Pedro Cruz, \$1.00; S. P. Gondzar, \$1.00; Felipe Neri, \$1.00; A. F. Langley, \$1.00; A. T. Arnold, \$1.00.

### SS W. FALCON

R. C. Oden, \$1.00; J. Forden, \$1.00; J. Kwasnaza, \$1.00; E. M. Wolfe, \$1.00;

R. D. Velez, \$1.00; E. Comparetto, \$1.00; G. Vidal, \$1.00; D. L. Hilton, \$1.00; W. Young, \$1.00; O. N. Bird, \$1.00; V. M. Carvello, \$1.00; F. Aiello, \$1.00; D. C. Reynolds, \$1.00; E. Lee Frazee, \$1.00; R. J. Griwsold, \$1.00; J. C. Powell, \$1.00; D. O. Heron, \$1.00; S. Bautists, \$1.00; E. H. Heacox, \$1.00; E. E. Stewart, \$1.00; S. A. Milecki, \$1.00; F. A. Donovan, \$1.00.

### SS COASTAL STEVEDORE

A. Quinones, \$1.00; T. Luama, \$2.00; F. Jacobo, \$1.00; Finneborg, \$3.00.

### SS GOLDEN FLEECE

J. Colon, \$1.00; H. J. Prancipec, \$1.00.

### SS FOLANSBEE

E. E. King, \$2.00; R. Riley, \$2.00.

### INDIVIDUAL DONATIONS

P. Domico, \$1.00; J. Flynn, 50c; J. Livano, \$1.00; B. D. Elliott, \$1.00; E. A. Greaux, \$1.00; J. B. Molini, \$1.00; Jose R. Gonzalez, \$1.00; J. P. Floyd, \$1.00; J. Piorkowski, \$1.00; P. Lohse, \$1.00; L. L. Gaubreau, \$1.00; R. J. Delaney, \$1.00; I. R. Wohlstein, \$1.00; Juan S. Rueda, \$1.00; H. A. Thomsen, \$1.00; Osker Uusmann, \$1.00; W. Kehrwieler, \$1.00; F. Schumacher, \$1.00; C. Fleischer, \$1.00; Jose Vilasis, \$1.00; M. J. Balah, \$1.00; S. Gartman, \$1.00; C. E. Kull, \$5.00.



# SHIPS' MINUTES AND NEWS

## Bauxite Run Has Its 'Queen', Too

There's been a lot of tooting and whistling over the "mighty Queens of the seas" lately with the press devoting columns of space to so-called "super" vessels again making regular Atlantic crossings. But other "Queens," just as stately and proud, though not attended by publicity and press clamor, are plying the waters performing jobs important in the shipping scheme.

One such quiet "Queen" is the MV Manrope Knot of the Alcoa bauxite fleet, crewed up by as proud a bunch of Seafarers as ever filled a fo'c'sle.

The Manrope Knot's crew reverently refer to their ship as the "Queen of the Bauxite Trail," according to crew member Casey Jones in a letter received by the Log this week.

### ALL GOOD SIU MEN

Brother Jones, writing from Trinidad, says that the entire crew is already either "bauxite conscious" or in the process of becoming so. All age groups have representation in the crew, with the young, middle-aged, and old all solidly SIU.

Besides bestowing a title on their ship, the lads have affixed affectionate handles on most of their shipmates, says Casey, and just as a sample he cites a few. Inspirations for the monickers generally is supplied by the type of work the bearer does.

"Take a gander at these," suggests Casey:

"Catfish" Lawrence, the Night Cook and Baker; "Slow Motion" Hendrick, Bedroom Utility; "Lonesome" Yarborough, 3rd Cook; "Salad" Thompson, Pantryman; "Hot Stuff" Durden, Chief Cook; "Happy" Cornell, Bosun;

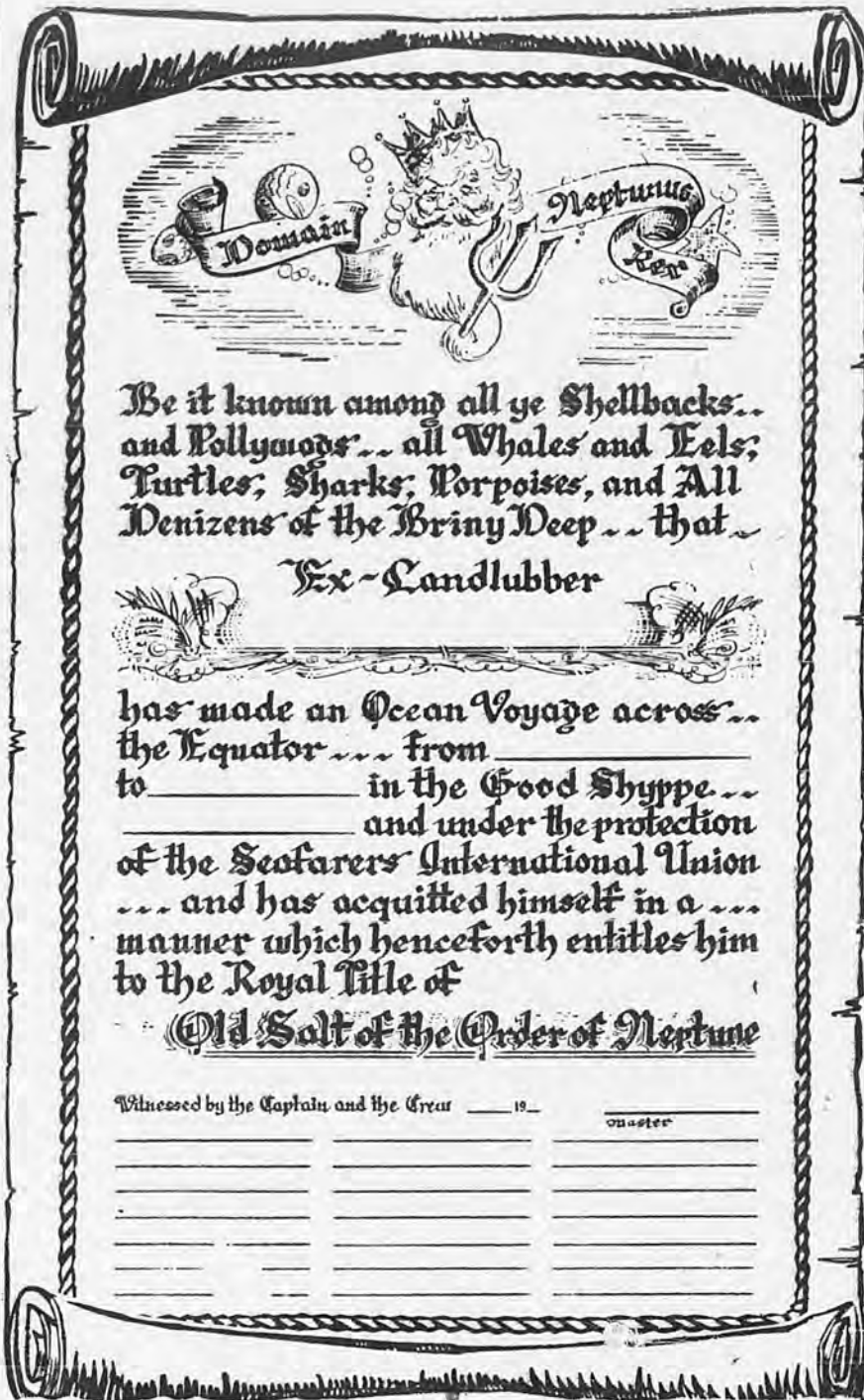


"Sleepy" Tolbert, Steward; "Hip Boots" Finch, OS; "Rodeo" Taylor, Saloon Messman; "Beef" Deal, Electrician.

And then there are "Whiskers" Van Vliet, AB; "Sirlain" Smith, Wiper; "Killarney" Connors, AB; "Skinny" Drozak and "Ty Cobb" Drozak, the twins on deck; and Rocky Malone, AB.

"It looks like this tub is going to put on the shuttle act for the next four to six months," writes

### SIU'S NEW SHELLBACK SCROLL



Seafarers who henceforth cross the Equator in SIU vessels and who participate in the merry ceremonies ruled over by old King Neptune will have something pretty slick to show for it. The Union is making available certificates for presentation to the men who are initiated into the proud ranks of "the Order of Neptune."

The "shell-back" certificates are being forwarded to all Atlantic and Gulf District ports. Port Patrolmen will distribute them to the Ship's Delegate aboard those vessels only which will cross the Equator.

Casey, obviously referring to the "Queen of the Bauxite Trail." The shuttle run will be made between Mongo, Paramaribo and Trinidad.

Some of the lads should return home, "pretty fat", according to Casey, and he "doesn't mean physically." It seems the crew are participants in an all-out war on insects and from Casey's battlefield observations, the human species are coming out second best at the moment.

"The bugs and mosquitoes," he says, "call the guys who made the last few trips on this rust bucket by their first names. But newcomers are still called 'Cho-Cho'."

Casey says that the crew of the Manrope Knot, or rather the "Queen of the Bauxite Trail," wish all members of the SIU-SUP "a Merry Christmas, a Happy New Year, and smooth sailing."



## MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

**JOHN GALLUP, Sept. 29**—Chairman W. Gorman; Secretary (not given). Motions: that all men refrain from using wash bowls in wash rooms for washing clothes and socks; that all forecables be painted on the way back; that delegates go to Captain, Chief Mate, and 1st Engineer to see when painting can be done; that all men be fined 25 cents for leaving cups and messgear on tables and side board, throwing butts on deck and putting feet on chairs.

**GEORGE WASHINGTON, Nov. 6**—Engine and Deck delegates reported everything in order. Subject of change of coffee and percolator for black gang to be given to Patrolman to straighten out. Motions carried: that if ship made voyage for more than a week that a slop chest be placed aboard; to check and see if it's possible to get rid of wormy cereal, also more of a variety of good cereal.

## Crew Assails Company's Inadequate Launch Service

The Alcoa Steamship Company "violated" provisions of its contract with the Union by its "failure to provide an adequate launch service" for the crew of the SS Alcoa Voyager, it was charged at a special meeting called at sea aboard the vessel Sept. 26.

What service was provided was termed "irregular." In some instances service was "non-existent," the crew members declared.

In a statement prepared at the meeting, the crew cited four ports where the service was either "irregular" or "non-existent."

At La Guira, Venezuela, where the Voyager arrived Aug. 16, the company provided only two launches. The ship was on the hook 42 hours, in which were included two evenings. The first launch came to the vessel at 9 a.m. Saturday, the second three hours later. "Other than this there was no service," the statement said. The Voyager moved in alongside at 5:45 a.m. Sunday noon.

In the three other ports cited, there was "no launch service whatsoever." Arriving in Port La Cruz Aug. 19, the Voyager lay in the stream 60 hours, including three evenings without a launch coming out to the vessel. She pulled in alongside Aug. 22.

In Oranjestad, Aruba, the ship was on the hook eighteen and a half hours after it was dropped Aug. 31. Watches were broken at 1 p.m., and the ship moved alongside the next morning.

In Port of Spain, Trinidad, the Voyager arrived Sept. 17, with watches being broken at 5 p.m. Men were on standby until 10:30 p.m. The shift alongside Shagaramus was completed at 1:30 a.m. on Wednesday. The men were refused exit through the Aluminium plant. Watches were set noon Wednesday, the shift to

anchorage was completed at 6 p.m. and the men were knocked off at 9 p.m. The Voyager put out to sea Thursday. No launch service was provided at all during this period at Trinidad.

### DRAW BEEF

It was further charged at the meeting that the "master of the vessel has failed to provide systematic draws in accordance with U. S. Navigation Laws." Draws were refused in Wilhelmstadt, Curacao, and in Trinidad. In Georgetown, British Columbia, a draw was granted after 30 minutes of protest by the delegates.

There was difficulty over draws in two Canadian ports, also. At Port Alfred, Que., a draw was "postponed" more than 24 hours after watches were broken. A request for American money was turned down by the master in Bay Como, Que, which, the crew charges, was also a violation of the Union-company agreement.

Insufficient stores in the slop-chest was attributed by the crew to mis-management by the officers. Shortages were apparent, "especially after Aug. 25, in the



supply of work clothes, shoes, cigarettes and candy.

The members present at the meeting voiced approval of the statement, the purpose of which was to press for company fulfillment of its contracted obligations.

ards department over the Stewards decisions. Furthermore, that the contents of the recent order "To all Masters and Stewards" issued by the WSA is a direct effort to override our present working agreement and dictate their own. Deck Delegate reported that he was keeping a detailed record of all disputed overtime to hand to the Patrolman. Because of the repairs and food stores which have been fouled up, a plan of action was drawn up to get results. Motion was carried to accept the plan of action.

**DEL ALBA, Sept. 8**—Chairman J. Tucker; Secretary Lovelace. New Business: Motions Carried: more night lunch in both messhalls; a steam line to be installed in one of the wash-

(Continued on Page 13)

# Digested Minutes Of SIU Ship Meetings

(Continued From Page 12)

rooms so that the men can boil their own clothes; that in the future we sign articles with one Captain only and not with whoever shall go as master, and the agent see that these words are struck out of the articles; to give Patrolman Red Gibbs in New Orleans a vote of thanks for having the repair list attached to the articles at the time of sign-on.



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**MV HAUSER EYE, Sept. 22** — Chairman John Murphy; Secretary A. Mayhew. Motions carried: to do something about weavils in flour; to obtain perculator in next port if possible; to reimburse money spent by delegates for launch service; to leave overtime sheets for new crew; that anyone leaving cups on mess tables be fined \$1.00 and money collected to be donated to Marine Hospital.

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## Sour Grapefruits And Oranges, Too

Whoever is responsible for the purchase of food aboard the SS—(the name was not given in the minutes) must think the vessel is crewed by a pack of pygmies.

The grapefruits served to the men are the "size of small oranges" and the oranges have the dimensions of walnuts. And the walnuts—well, if they had any you probably couldn't see them.

Besides the puny proportions of the undernourished citrus fruits, the crew says they are all too sour. Even the table apples are crabby.

What else could the crew do but pass a motion calling for better fruit to be brought aboard.

Brother William Jenkins dryly recorded the sour episode.

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**JOSHUA HENDY, Aug. 18**— Chairman A. H. Anderson; Secretary N. T. Wade. All books collected and checked. Motions carried: that coffee urn be cleaned inside and out; that the Steward Delegate locate missing new electric coffee pot; that Fricks be ship's delegate and attend to the use of a spare head for the cattle men; that the Steward Department use the Engine Department's head and assist in keeping it clean; that a member from each department find out why the wash room isn't being kept clean. Same committee to investigate noises in mess hall and companionway.

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**WILLIAM MACCLAY, Nov. 3**— Chairman Carl Pedersen; Secretary John Heacox; Meeting called for the purpose of determining the immediate needs of the crew. The following suggestions were made by various crewmembers and adopted as a suggestion resolution: New mattresses, pillows, bed springs, new library, etc., Suggestions for keeping ship clean: all dishes, cups, etc., not to be left on mess tables. No cigarette butts, matches, or trash of any kind to be thrown on midship deck; all refuse and garbage to be disposed of. All departments are to rotate in keeping recreation room clean.



**SIDNEY H. SHORT, Nov. 17** — Chairman Cecil D. Morash; Secretary Wilbur E. Constant. Motions carried: that ship sail from Halifax with Union men aboard otherwise sail with present shorthanded crew; to have toilets repaired or replaced; that the last standby on each watch clean messhall or be fined \$1.00; that anyone found putting feet on messhall chairs or cluttering up messhall be fined \$1.00, also anyone leaving clothes soaking in laundry more than twelve hours be fined with money collected to be donated to the Marine Hospital; that anyone found selling ship's gear will be tried by special called meeting.



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**GEORGE WASHINGTON, Nov. 20**— Chairman Shorty Geautreau; Secretary Whitey Olson. Rocky Benson's report accepted. Engine Delegate's report accepted. Motions carried: to see Patrolman in regard to obtaining similar scuttlebutt to the one aft in the Stewards Department; to see Patrolman in regard to the clock that was to be installed in the crew's messroom. The man who was signed on as day man at \$172.50 has had his base pay put in the AB maintenance scale of \$187.50. The exact amount due will be made known in the Log as soon as possible. All members stood in silence for one minute in respect to our brothers lost at sea.



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**JOHN MOSBY, Aug. 5**— Chairman Wallace; (Secretary not listed). Deck Delegate reported a dispute over a few hours and that the Bosun has asked the men not to take 20 minutes for coffee time. Discussion on matters of last standby of each watch cleaning messhall and rinsing the cups. Members were requested to return books to library in decent manner after finished with them.

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**DAVIDSON VICTORY, Sept. 8**— Chairman Whitey Lewis; Secretary Lefty Parks. Motions carried: to find out what can be done to benefit the

brother who missed the vessel though no fault of his own; to have Patrolmen remedy situation wherein soot is flying all over the ship 24 hours a day; to have Patrolmen instruct the Captain to put up sailing notice 24 hours before sailing time; to have pantryman dump the garbage after every meal, and that Steward bring his requisition book down to messhall to be checked by department delegates.



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**CAPE NOME, Sept. 18** — Chairman G. Chandler; Secretary Pagan. Motions carried: to place locks on all doors in crew's heads and quarters and to install a jury toilet for longshoremen; to repair cool water pipe lines from which water is too hot; to have all showers and heads used by unlicensed personnel painted; to open skylight as in peacetime and to install ventilator fans in all port holes.

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## 'Water, Water Everywhere . . .'

Drinking water on the SS Edith is getting pretty hard, says the minutes of a recent shipboard meeting. In fact, even if you don't drink it its pretty hard. It's okay for a salt water gargle but that's all.

Thirsting for action, the SS Edith lads passed a motion instructing the three delegates to visit the Chief Engineer with a view to quenching the whole affair. They want the evaporators turned on in the drinking water tanks to cut the salt away.

"The water . . . is too hard to be drunk," they said.

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**BERTRAM GOODHUE, Aug. 25**— Chairman W. J. Brantley; Secretary E. B. McAuley. Motions carried: to have the delegates see the Skipper about the cigarette situation; to have the crew create a satisfactory system of keeping the laundry clean and in working condition. The crew messman thanked the 4-8 watch for cleaning up the messhall each morning. The Steward assured the Oiler that the condition around the meat block would be remedied. Crew was warned about putting their feet on messhall chairs and that the scuttlebutt was not a washing basin. Brother Brantley cautioned the men about leaving cups in various places around the vessel and requested the membership to return all utensils to their proper places. One minute of silence was observed for departed Brothers.

## SS Blue Island Victory Rams Lighthouse In Danish Waters

The SS Blue Island Victory, a 7,607-ton Waterman Steamship Corporation vessel, ran into the Drogden Lighthouse in the Oeresund, south of Copenhagen, early last week, it has been reported. The vessel's bow was severely damaged in the collision with the concrete base of the lighthouse.

After being freed, the Blue Isl-

and Victory proceeded to Copenhagen Roads with her cargo of 750 horses and United Nations Relief and Rehabilitation Administration foodstuffs which are destined for Gydnia, Poland. The report indicates that the vessel will have to undergo extensive repairs before putting to sea.

## SEAFARER SAM SAYS:

**CAST YOUR BALLOT!**



**YOU HAVE UNTIL DEC. 31 TO VOTE FOR YOUR OFFICIALS FOR 1947.**

**YOU CAN VOTE AT ANY ONE OF THE ATLANTIC AND GULF HALLS. DON'T DELAY — VOTE NOW !!!**

## CUT and RUN

By HANK

First of all we sincerely thank the Secretary-Treasurer's staff and the Log staff for their swell wedding gifts. More than words can say, we'll always remember and appreciate, indeed . . . Now to our weekly cutting and drying all the various items we've collected . . . Brother Charles Cofield, the electrician, might still be in town. We saw him about two weeks ago . . . It looks like those guys with September and October shipping cards are disappearing fast. You won't hear any more moans and groans and whistles on the second floor, at least . . . Marvin Rickittes is waiting to ship out . . . Dec. 9 was Benny Gonzalez's birthday. Happy birthday, Benny . . . In a certain poolroom not far from the Union Hall, Joe Presto and Steve Carr keep beating the pants of Buddy Callahan and Jimmy McCullough. They must be pool sharks.

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Brother Joe Costello is in town right now, waiting to ship out . . . Bosun Carl Lawson says that he is in the doghouse right now with his wife—and that he's even residing in the "Doghouse" until he grabs a ship . . . Electrician Robert B. Burns seems to be a humorous character. He's always full of fun, you know. The latest trick he's pulling on his pals is the one with the two corks. That trick is a corker, no kidding . . . Brother Teddy Fyhn is shipping out again after being a waiter. Last week he showed the Union Hall to his little daughter, Betty Ann, who has a million dollar pretty face.

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Thomas "Rebel" Melton, who paid off from a long trip in New Orleans, just blew in from Baltimore. "Rebel," who hasn't grown another beautiful beard since that Delaires voyage, says that his shipmate, Bill Story, an oldtimer and ex-Baltimore pie card, called him up from New York. Have you met him yet, "Rebel," for another trip? . . . Brother Salvatore Frank just blew into town. How was the trip Frank and why no letters? . . . Here are a few of the brothers we notice still in town: Baker Oscar Grimm, who may bake some cigar pies some day; Earl De Angelo, who may be wishing to hit the West Coast again; Bosun Robert Hillman, famous for his words, "Do the best you can," and Steward Drew "Hoss" McKinney, who may hit a lucky ship yet.

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Here's a letter from Brother Steve Di Girolmo, aboard the SS Malden Victory: "Just dropping a line to say hello and that everything is going fine. We got a good crew and a good engine gang, including the officers. We got a few oldtimers, one in particular, G. Nunez. I sailed with him before. Here's a few of the names of the boys in the Black Gang: R. Price, Electrician; R. Ingraham, who's always sleeping and A. Blain, Oiler, who's also always sleeping. We got one Wiper by the name of S. Smocynski and all he thinks of is coffee time and overtime. I guess that's all for now. We sail tomorrow but I'll write from Germany. So long, Merry Christmas and Happy New Year" . . . And the same to you Steve . . . Brother Pete Gonzalez just shipped on his last day with his 90-day-old card. What a Christmas present to yourself, Pete . . . Frenchy Michel, cook, writer and canner of crabs or something down in the Gulf, just blew into town. Planning any canning party, Frenchy?



# THE MEMBERSHIP SPEAKS



## Capital Is Consolidating For Drive On Labor Unions

Dear Editor:

The 400,000 men who dig soft coal, finding that rapidly rising prices wiped out their wage increases and that they have no contract, have stopped digging coal.

This has bought about a national attack by the Government against the miners. If bayonets could dig coal you can be sure there would be bayonets in the mines. As it is the Government has to find other means to break the miners strike and also to crush the union, although bayonets may yet enter the picture.

You can't pick up a newspaper without finding a vicious attack upon the miners and labor as a whole. They all stand together—the whole caboodle of parasites and capitalist politicians—in there spitting hatred for the labor movement. The only difference among them is that some are smoother than others.

### WAR ON LABOR

But the most ominous development of all, which is an alarm signal to the entire labor movement, is the open preparation of the Government to pass a series of laws, and change others, to legally disarm and break the labor movement. All the capitalist politicians are joined together in this unholy alliance against labor. They think that the time has come to sharpen their knives and use them on our hides. Democrat or Republican, whatever their label—they are revealing themselves as our enemies. Must the labor movement quietly lay its head upon the block?

We can stop them! The organized labor movement, when it stands shoulder to shoulder, is the power in the land. Once we join together in our common de-

### 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.

fense and say that no greedy capitalist parasites and their political agents in Congress can attack us with impunity it will drive the labor haters back into their holes.

### LABOR-HATERS SHOUT

Our enemies are calling for an opening of Congress to "deal with labor". At present we are helpless in Congress. In Congress we are at their tender mercies. Our problem is to demonstrate the strength and unity of labor against its enemies.

What better way can we do this than to call a Congress of Labor? Not a Congress of big shots from the top offices of the AFL and CIO but a Congress made up of rank and file working men delegates from factories, shops, ships, docks, mills and mines. You will then get a true expression of American labor's strength and sentiments. Such a Congress will be a demonstration of the labor movement's power as has never before been seen. It will serve notices to the big capitalists of the country that they cannot drive down our standard of living in order to increase their wealth, it will serve notice to the Government that we will not tolerate war upon the labor movement. This Congress of Labor will organize our great power for our defense and prepare the road for our advancement. For A Congress of Labor Now!

Raymond Sparrow  
M. V. Farallon

## Seaton Men Get Plastered But Good Chow Eases Pain

Dear Editor:

If the late crew of the SS William Seaton have yet been able to excavate themselves from their one-piece plaster casts (made exclusively of bauxite), they will be able to see that their humble servant, the ex-bull Wiper Delegate has faithfully discharged his duty to them by entering these few words in the Log.

Of course, there may be those unfortunates who are still confined to their beds waiting for their clothes to come back from the cleaners, and unable to get around to the Hall to pick up their favorite paper. However, it's amazing just how the Log gets around, and, no doubt, they will see it anyway. Who knows, Junior might even bring one home from school next Sunday.

### DOWN TO BUSINESS

Anyway, let's get down to the business at hand and follow the instructions given at a recent shipboard meeting: "That a few words of praise for the Steward and his department be entered in the Log."

Well, fellows, it is a hell of a job to impose on a guy when he has gotten so fat that he has a hell of a job to see out of his eyes. But I'll try my best to convey to the membership just what kind of Steward department we had.

Chief Cook Ed Seeley is the



### MUDDY FOOTING

Waiting is Brother "Hands" Jones (back to camera) while Seafarers "Top n' Lift" Fowler, followed by "Chiseler" Wolch, makes his uneasy way through bad road in Guanta, Venezuela. Men are off the SS William Brewster.

## Warns SS Belle Of Sea Men

Dear Editor:

I am now in the New Orleans Marine Hospital suffering from amoebic dysentery contracted from drinking contaminated water in the Phillipines while there as a crew member aboard the SS Belle of the Sea. (See Log of Nov. 1, 1946, page 3 article on Isthmian).

There were approximately eight members of the licensed and unlicensed personnel of the ship with the same disease as I caught. These men are probably running around, like I was, thinking they have a bad stomach ache.

I suggest that the Special Services department run a small article notifying the crew who sailed on that particular trip of the SS Belle of the Sea, and who were taken ill during the trip to go immediately to the nearest Marine Hospital for a checkup of the stomach and liver.

James "Scotty" Atkins  
Ward F-2  
U.S. Marine Hospital  
New Orleans, La.

## MINISTER LAUDS ALL HANDS ABOARD ALCEE FORTIER

(Editor's Note: The following letter was received by the crewmembers of the Alcee Fortier from Rev. Samuel Livingstone when he left the ship after an UNRRA trip to Greece. At the time of his departure the crew and the cattlemen aboard contributed \$22.00 to the Seamen's Bethel Collection after Rev. Livingstone had told all men aboard of the fine work this organization is doing for seamen).

Gentlemen:

I have been requested to write a few words about my interest in the work of UNRRA. This is a great pleasure and I hope it may do some one a bit of good.

My church graciously gave me time off as a "cattleman," but more particularly as an ambassador of good will. The church I represent, the Washington Park Methodist Community Church of Providence, Rhode Island, gave in cash and goods the approximate sum of \$4500.00 and donated \$150.00 for the purchase of a heifer.

This has been delivered to Greece to relieve the suffering of the peoples of that country. All of us are attempting to accomplish this relief work for the sake of Him who said, "Inasmuch as ye did it with one of the least of these my brethren, ye have done it with me."

### NOBLE SHIP

This noble ship on which we sail has carried the food which was given by interested people. It was our answer to that devilish spirit that meant to crush humanity. Good will, and not hate shall rule the world. Therefore, from our Captain to the most humble Cattleman we have engaged in a Holy mission. More than fifty days and nights

Gene Markey,  
Engine Delegate

## Log-A-Rhythms

### A Seaman's Prayer

By Jesse A. Miller

Oh, I don't wanna go to heaven,  
'Cause they ain't got whiskey up there.

I don't wanna go to heaven,  
There's no dames with golden hair.

Leave me here on Mother Earth,  
With its wickedness and sin,  
I'll hang around til I'm a hundred and one,  
Then go to hell carrying a bottle of gin.

The wails of the wretched and the damned  
Will linger loud and long,  
But the things I'll always remember  
Will be Earth's wine, women and song.

I'll get the devil to put in vents,  
And to change from oil to coal,  
Then the devil and I will play some stud,  
And the stake will be my soul.

If I win the devil will give me  
A barroom that'll be all my own,  
With a whiskey jug that never runs dry,  
And Satan's dancing girls I'll loan.

If I lose (Oh never fear  
For I've already marked the deck),  
He'll put me cleaning bilges,  
In the NMU's oldest wreck.

So, you can see why I never  
Want to climb that golden stair;  
Cause they ain't got whiskey up in heaven,  
Or dames with golden hair.

have passed since the Alcee Fortier left Newport News, Va. Our destination was Greece, and now we are within sight of America. It would be easy to write a book on the new thrills of sea and land, but space is limited. However, I might be pardoned for expressing a very sincere word concerning the brave men who man our ships.

### STOUT HEARTS

This preacher sees them as men with strong muscles and stout hearts. Brave, fearless, and calm in every emergency. No, they are not of the saintly type, their ordinary conversations would not pass in my church school, yet at six services of divine worship which I held, I believe every man not on duty was present.

The scripture declares, "They that go down to the sea in ships shall see the glory of the Lord." In addition to that, this Minister saw a fine brotherly spirit manifested among the men who sail the seven seas.

So here is a hearty, God bless you all.

Samuel A. Livingstone,  
Minister

# 4-Watch System Is Recommended To Stem Tide Of Unemployment

Dear Editor:

Jobs in the seafaring industry are becoming scarcer every day with ships being laid up in the boneyard or sold to foreign interests. This is the result of the reconversion program of Mr. Shipowner who is cutting down expenses as the ships are gradually being put back into the hands of private ownership. We must remember the SIU membership of 60,000, with perhaps 10,000 or 12,000 jobs to go around for employment aboard the ships now under contract.

We find that the centering of the management of industries into fewer and fewer hands makes the trade unions unable to cope with the ever growing power of the employing class. The trade unions foster a state of affairs which allows one set of workers to be pitted against another in the same industry, thereby helping to defeat one another in wage wars. Moreover the trade unions aid the employing class to mislead the workers into the



belief that the workers have interests in common with their employers.

## 4-WATCH SYSTEM

To cut down the surplus of labor that now confronts the union is to demand the four-watch system on all ships. On the basis of an eight hour day, less than three hours are all that is necessary for the worker to earn his wage. The rest of the day he is employed in producing surplus value for the boss. Each hour of the short-

## BROTHER LUTTRELL, IN CHI HOSPITAL ASKS FOR LETTERS

Dear Editor:

Well, here I am again in the Marine Hospital in Chicago. I paid off in New Orleans in May, and came to Chicago for a couple of weeks to visit my family. I was here a week or so, when my right leg started bothering me.

I didn't pay much attention to it and let it go. It got worse and I went to a private doctor. He didn't do me any good so I went to another one. Also I kept putting hot packs on it myself.

I finally had to come here. Both of my knees are swollen and stiff and my elbows are also stiff. The doctors aren't yet sure exactly what the trouble is. I hope that I won't be here too long.

Missed out on the strike but my thoughts were always of you boys. You did a wonderful job, and it should make you all prouder to say "I belong to the SIU." Keep up the good work and smooth sailing to all of you.

If any of my old shipmates are around, tell them to drop me a few lines.

C. E. Luttrell

ened workday means for the employer one hour's less profits from every man employed—one hour less opportunity to exploit. This accounts for the fact that the worker's demand for shorter hours have always been contested more vigorously than demands for better conditions or even wage increases.

The reason is obvious. The difference between the six hour day and the eight hour day is the difference between three hours and five given to the employer in which to sweat profits from the hides of his help, each hour of reduction being made at the expense of the exploiter. The difference between the six hour day and, say the three hour day, is the difference between three hours of profit-sweating and none at all.

Therefore, if the employer wishes to continue to live off the labor of his "wage-slaves" he must (and he does) guard jealously the length of the toiler's work day. Upon it depends not only the amount of his unearned income but also the continuation of his privileges to live without producing. Any workday longer than that required to do the actual necessary work of the world simply serves to fatten the already "hog-fat" parasites of industry.

## CAPITAL HAS POWER

The capitalist system, rotten as it is, has resources which cannot be overlooked. The armed forces of the state are not nearly as

formidable as the venal press and other avenues of publicity and class mis-education. The capitalist press and class-controlled radio are perhaps the very strongest bulwarks for the established order. By means of these, labor hatred and mob frenzy can be lashed to a fever heat at any time and against any individual or group which dares to challenge the capitalist system. It will be recalled, however, that newspaper workers have at times refused to set-up or print slanderous and inflammatory anti-labor editorial matter. So here as well as in the manufacture and transportation of industrial material, the economic power of the workers can be used to an advantage.

The every day struggle is that of the class struggle, not of trade-unions or obedience to political parasites who create laws to benefit the few and exploit the many. We must as a class unite under one union by the use of the General Strike at the point of production.

The ultimate aim of the General Strike is not to substitute for the yoke of capitalism, the yoke of the red republicans, the fascist, the militarist—or any other yoke. The general strike can just as well be used by the workers to institute real industrial freedom and democracy and do away with all yokes save that of necessary social labor which is the common obligation of everybody born into the world.

Joseph S. Buckley

## MEMBER'S DAD APPRECIATES SIU'S MILITANCY

Dear Editor:

Enclosed please find poem I wrote when I was in New Orleans. You are welcome to print it in the Log if you care to.

I want to thank you for sending the Seafarers Log to my home address in Heavener, Okla. My dad writes me that it is coming regularly and he enjoys it very much. As a long-time railroad man, he appreciates militant unionism such as we showed in our recent strike.

I stood my picket duty in San Francisco and I am proud of my picket card.

I'd sure like to see old New York now, but I guess I'll go to Honolulu as soon as the strike there is over.

Thurston Lewis  
San Francisco

(Editor's note: Brother Lewis' poem, "Song of the Open Sea," written in New Orleans in 1943, appears in the Log-A-Rhythm column on page 14.

## BROTHER EXPECTS ARMY DISCHARGE NEXT MONTH

Dear Editor:

This is just a line to express my appreciation to the membership and the officials of our Union who have won for us the great new contracts. They are the best ever attained on the waterfront by any Union. I regret that I was not able to participate in the winning of them. The Army wouldn't allow that as an excuse for a furlough.

Thanks for the latest issue of the Log, which I received this morning.

I expect to be seeing many of

the Brothers around the first of the year as I hope to be discharged by then.

Glad to see that some effort is being made to get the men working on the Texas tankers to join our ranks. They have some good ships and some good men. I sailed on them in '44, and I know that a great number of the boys want our Union to represent them. They are damn tired of the NMU finks who claim to represent them now.

Good luck to our Union and all our Brothers everywhere.

Eldon "Bill" Ray

## EWELL DECK MEN SCORE MATE, LAUD SKIPPER

Dear Editor:

The deck department of the good ship Richard S. Ewell would like to have the following statements published in the Log for the benefit of any deck gang that might run into a Mate named Nelson Elsapp. He has been playing fink from way back.

He maintains that in his country he was treated rough and hence we were in for the same. He thinks we are lucky to be eating the same food as him.

We are sure glad that the Captain is a swell fellow. If any of the sailors run into Capt. Will Cleasby they shouldn't pass up the chance to sail with him. He has surely got the backing of this Deck department. As for the Mate, thumbs down as far as we are concerned.

We are bound for Okinawa and it looks like a long trip. Will let you know how things come out.

M. E. Blosser, Deck Del.  
Gus Kay, Bosun  
R. L. Yeager



## TRIPCARDER PLEADS DESIRE FOR REINSTATEMENT

I was an active, paid up tripcarder until Aug. 28, 1946. I was in New York almost two months trying to catch a ship until I was flat broke and had to sneak home.

As a veteran I started in school here at home, since it was the only job around. Then the Union went on strike and I didn't even have the dough to hit for a seaport to carry a sign on the picket line. So I stayed in school.

I'll be out in January and would like to return to the sea and the SIU, because it was always fair to me even when things were tough. What I would like to know now is how I stand, or would stand, as a permit man. Should I try to enter an SIU hall any place?

I missed out on the strike, but I think enough of the SIU to suffer whatever consequences there may be. I just got careless at the wrong time but I really was flat broke. There are a few of the boys in the hall who will remember me if I could come down there and plead my case when I get out of school in January. I would gladly pay my dues and whatever fine may be established to give me strike clearance and be restored as a permit man.

I'd dearly appreciate any information you could send me. Could the Buffalo Hall help me to find out where I stand?

Norman Maffei  
Franklinville, N. Y.

ANSWER:—Your letter has been turned over to the Strike Clearance Committee, which will advise you by mail as to the possibilities for reinstatement, and how you may proceed in the matter.

## Open Discussions In Log Healthy Sign, Says Member

Dear Editor:

I have heard much discussion on Brother Joseph Buckley's recent letter to the Log on today's union problems. The first impression one gets from his letter is pride that one can disagree openly in the Log with our official policies. Can you picture a letter of this kind appearing in the Pilot? In fact, the Pile-it used to say at the head of its letter column that no letter disagreeing with official NMU policy would be printed. Truly, the SIU is a democratic union.

When Brother Buckley warns against a witch-hunt for reds he is dead right. We have seen how the commies keep themselves in power in the NMU by calling all their opponents "fascists." It is easy to put a tag like this on anyone who disagrees with you, and through this type of baiting all honest opposition, is smothered.

## WITCH HUNT WRONG

A witch-hunt is a witch-hunt. It makes no difference what names you give the witches, "red" or "fascist." Both are wrong. Both can be cloaks for destroying freedom and independence. We see how the kept press calls "communist" and "red" all who dare defend the rights of labor—it is a convenient smear.

Many of us will also agree with Brother Buckley that the craft union is obsolete. Separate unions for longshoremen and seamen make no more sense than separate unions for cooks and firemen.

Today's trend is, as Buckley says, toward industrial unionism. Our mother union, the SUP, recently demonstrated this by ex-

panding to include all departments, instead of only the deck department as it had remained for half a century.

Our new AFL Maritime Trades Department also shows this. Unions are finding it vitally necessary to stand together against their common enemies the bosses, and their political stooges. United we survive, divided we are destroyed.

## DECIDE FOR ONE'S SELF

Brother Buckley says, "We, the rank and file, must unite in one big union under an industrial democracy." This is a matter of individual political belief with which many will disagree. Many workers still think they can do best under the system of so-called "free enterprise." Personally, I think Buckley is right, but this is some thing every man must decide for himself.

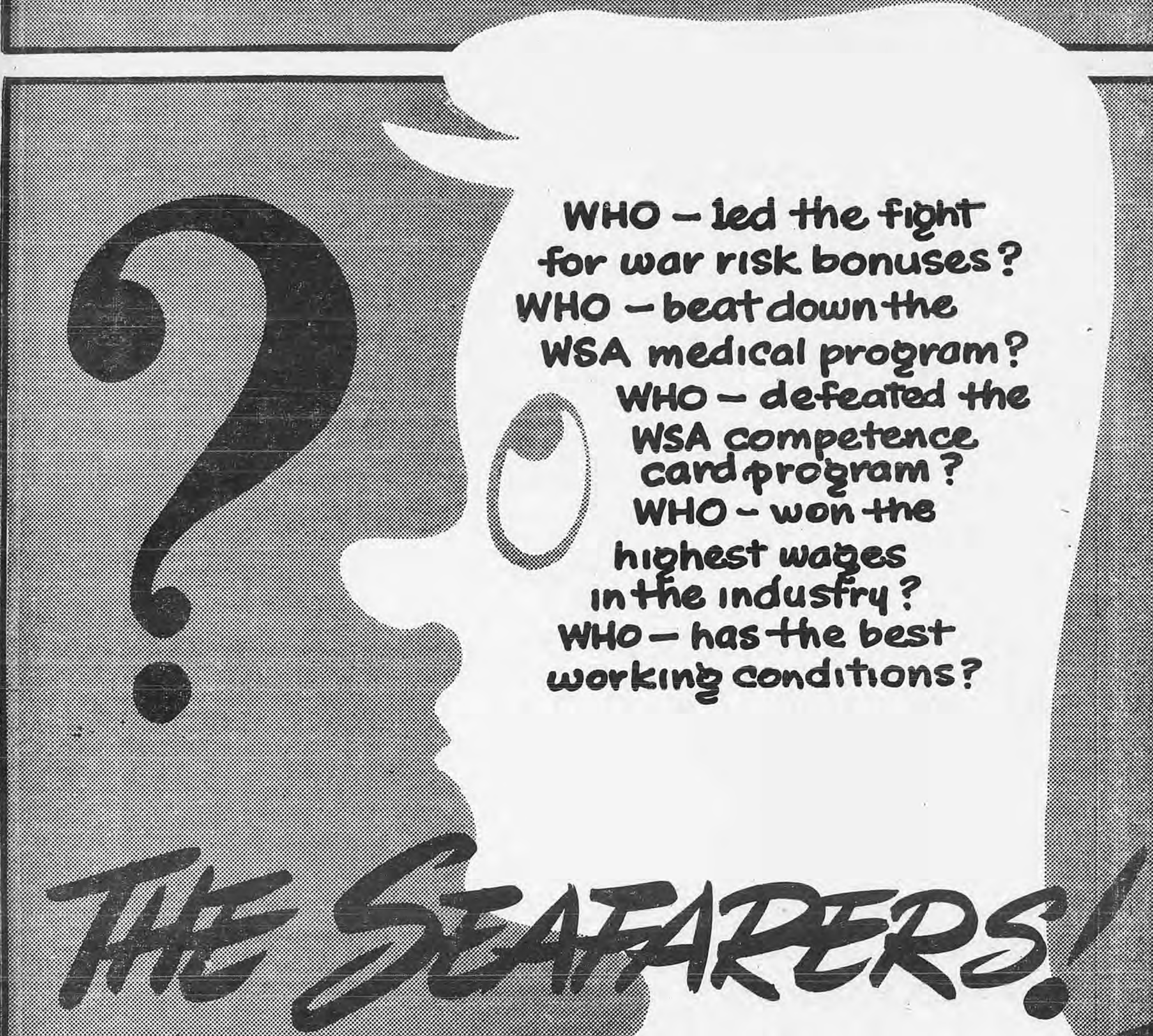
Most of the disagreement with Buckley seems to be with his attack on the AFL and CIO as being "closed corporations beneficial only to Green and Murray." Perhaps he exaggerates somewhat, but it is surely true that the anti-union forces rejoice to see American labor divided into two sections, fighting each other instead of the bosses. U. S. Steel and DuPont are united against labor—can't we workers learn something from them?

Anyway, whatever you think of Brother Buckley's views, it is certainly a healthy thing to have discussion pro and con on such things as these. As the Editor of the Log says, "that's what makes for democracy." Why don't those who disagree with Buckley send in their ideas?

"Steamboat" O'Doyle

# TANKERMEN . . .

*Get the best in the Industry!*



WHO - led the fight  
for war risk bonuses?  
WHO - beat down the  
WSA medical program?  
WHO - defeated the  
WSA competence  
card program?  
WHO - won the  
highest wages  
in the industry?  
WHO - has the best  
working conditions?

# THE SEAFARERS!

