

# SEAFARERS LOG



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

Vol. VIII.

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No. 38

## General Strike Wins Complete Victory; NMU Asks Pay Rise To Seafarers Levels

### Asks For Wage Increases That The Seafarers Gained By Fighting On Picketline

NEW YORK—On the heels of the SIU-SUP victory over bureaucracy, came the echo from the National Maritime Union, CIO, which said: "Me, too." This echo is nothing new to the Seafarers. And the fact that the NMU waited until the SIU had won a terrific battle before requesting higher pay, is what members of the SIU have come to expect. For quite some time now the NMU has been forced to take second place in all action on the waterfront designed to better the lot of the working seamen. This case is no exception.

As soon as the general strike against the decision by the Wage Stabilization Board, which flagrantly stole part of the wage increase from SIU-SUP seamen, was announced, the NMU was quick to state that they would honor AFL picketlines and do all in their power to bring our strike to a successful and speedy conclusion.

But actually, there was little else they could do. They were smart enough to realize that once the SIU had forced the Government to reverse the WSB ruling, the NMU would also gain. Second they knew that they did not have the power, or the confidence of waterfront workers to try to break any picketlines established by the AFL. With all the ballyhoo with which the CMU was launched, nevertheless it is the AFL Maritime

(Continued on Page 4)

#### THIS ISSUE

Because the Teamsters' strike did not end soon enough, the LOG this week has only 12 pages. As a consequence, many features and articles were left out to make room for the all important stories on the general strike action.

Three full pages of pictures about the action appear on pages 6, 7, and 12.

### SIU Action Forces Steelman To Reverse Bureaucratic Denial Of Seafarers Scales

NEW YORK—With the announcement by John R. Steelman, Director of Stabilization, that the Wage Stabilization Board's decision, denying negotiated wage gains to the SIU-SUP, had been reversed, the greatest maritime strike in American history came to an end.

For a period of ten days not a ship moved or was worked in any port, on any coast, of the United States. The action took on an international aspect when foreign seamen refused to work their ships in our ports, and when foreign stevedores went on record not to unload any cargo loaded in United States ports during the strike.

When the strike finally was brought to an end by the complete capitulation of the Administration, an estimated half million waterfront workers had already left their jobs, and more were joining the action each day.

#### VICTORY SURE

It was obvious from the time the walkout first started that only a reversal of the WSB ruling would bring to an end the strike that had served to completely paralyze all shipping and water transport to and from the United States. For this reason it was expected that the Administration would take a hand in the matter by asking Dr. Steelman to step in immediately. Instead of this, the Government allowed the strike to go on, and even al-

(Continued on Page 3)

## Merchant Seamen Still Await Changes In Present Unemployment Insurance Law

Although seamen are now granted unemployment benefits in various states, this should not be taken as complete victory. A great deal of change must be incorporated into the existing framework of the law if seamen are to be accorded the same type of treatment as other workers. The fight for an equitable Unemployment Compensation Law must go on, but it is heartening to American seamen to realize that their efforts so far have met with a small measure of success. This continues the article on the present laws relating to unemployment benefits for merchant seamen. In case any question arises, definite information can be obtained through the Special Services Department of the Union.

#### For How Long Can A Claimant Draw Benefits?

Most States provides for vari-

able duration of benefits, that is, the individual worker's total benefit year depend on wages earned in the base period with a maximum set by law. The following maximums are fixed by this type of law:

The maximum claimant can draw is:

**Alabama**—the lesser of 20 times the weekly benefit amount or 1/3 of wages earned in the base period.

**California**—based on schedule of base period wages; maximum ranges from \$160 to \$468 in a benefit year, or from 16 to 23 weeks.

**New Jersey**—the lesser of 26 times weekly benefit amount or 1/3 of wages earned in base period; minimum duration of 10 weeks.

**Pennsylvania**—based on schedule of weekly benefit amount and base period wages; ranges from 9 to 20 weeks.

**Texas**—the lesser of 9 times the two-week benefit amount or 1/5 of wages earned in base period.

**Virginia**—the lesser of 16 times weekly benefit amount or 1/4 of wages earned in base period.

**Washington**—based on schedule of base period wages; ranges from 12 times to 26 times weekly benefit amount.

New York is the only State now a member of the Interstate Maritime Arrangement with a uniform duration for all workers. If a worker qualifies for benefits in New York and remains unemployed he may receive 26 weeks of benefits irrespective of base period earnings.

#### How Long Is The Waiting Period?

Unemployed persons become entitled to benefits only after a

certain waiting period. In most States the waiting period is one week in each benefit year, and is the same for maritime workers as for those in shore industries. In New Jersey and Pennsylvania a special waiting period of two weeks immediately following each period of employment under shipping articles is required for maritime workers. The waiting periods for seamen in the States which have entered the Interstate Maritime Arrangement therefore are:

**Alabama**—one week.

**California**—one week.

**New Jersey**—two weeks.

**New York**—four "effective days," that is, four days of unemployment over and above 3 days of unemployment in any week.

**Pennsylvania**—two weeks.

**Texas**—one week preceding or

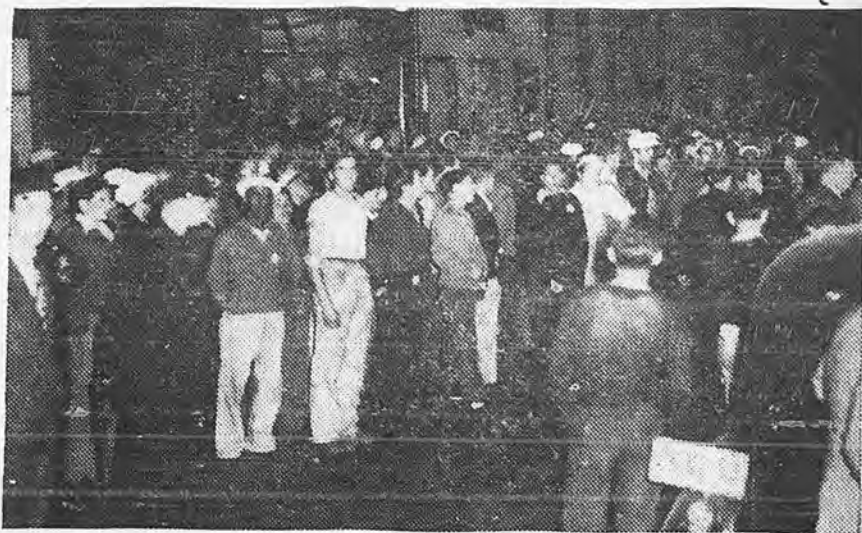
(Continued on Page 5)

### LEADING THE PARADE



Foreshadowing what was to come, men of the Sailors Union of the Pacific marched at the head of the line in the San Francisco Labor Day Parade. A few days after this, thousands of men from the SIU-SUP marched in other lines, picketlines, to win back the wage increases withheld by the WSB.

### V-DAY FOR SIU-SUP



Thousands of SIU-SUP men jammed the building and overflowed into streets around the New York Hall when the announcement was made that the strike was over and a victory had been won by the Seafarers International Union. It was a cause for celebration, and every man had the right to do so.

# SEAFARERS LOG

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267

## Free Loading

There is nothing which is more disliked among seafaring men than a freeloader. A freeloader is the kind of guy who acts as a parasite upon the men who believe in strong unions, and who do a good job in building them up and keeping them strong.

No freeloader ever does that. Instead he makes it his business to take all the advantages that the union has been able to gain through years of bloody struggle, and in return he damns the union and refuses to pay dues.

The life of such a character is not a good insurance risk, and while he lives he certainly can't be very happy.

Right now some of the NMU leadership is in the same position. So accustomed are they to the idea that the Seafarers International Union will take the lead in all matters that vitally concern the waterfront workers, that now they are out on strike to win the same wage scales which we already won for the entire industry.

This play to the gallery is designed to throw dust in the eyes of the NMU membership. Its sole use it to make the rank-and-file believe that what the NMU is sure to gain was won by action. But the members of the NMU, and all other waterfront workers, know the score.

They all know that this is a free ride for the NMU. Left to themselves, the NMU would not have achieved a scale of wages on a level with what the SIU is now getting for at least another year. And by that time the SIU would have advanced even further.

It is no accident that the SIU leads the way for seamen. Considering the amount of time that the leaders of the NMU spend on matters which do not concern the lives of merchant seamen, it is a wonder that they have been able to make any advances at all.

It is impossible to serve two masters. No one can do a good job for the communist party, and at the same time do a solid trade union job. One task is sure to suffer—and in the NMU it has not been the communist party.

With great rapidity the members of the NMU have been waking up to the fact that their union has become nothing more than a communist party cell. They don't like it. This free ride which the NMU leaders are now taking will prove once more that the leadership of the NMU is bankrupt, and that their best efforts are expended only when the interests of the communist party are involved.

For their present position as riders of the SIU bandwagon the NMU leaders must accept the entire blame. They are, and were elected to office to do the best job in their power. They did not do so, and instead they used their high offices to advance the policies and teachings of the communist party.

That constitutes an act of treachery, and one for which they will have to answer in the near future. The members of the NMU are gradually awakening to the fact that the union has been captured by a political party that has not the interests of the workers at heart. When the day of reckoning comes, these men will be replaced by honest trade unionists.

Perhaps the latest picture of the NMU leadership following where the SIU has already broken the ground might bring that day of reckoning even closer.



## 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

- C. G. SMITH
- PAUL DEADY
- L. A. CORNWALL
- W. B. MUIR
- R. G. MOSSELLER
- C. W. SMITH
- C. R. POTTER
- H. P. HARRIS
- H. P. HARRIS
- J. FAIRCLOTH
- J. DE ABREU
- L. L. MOODY
- T. WADSWORTH
- F. GEMBICKI
- W. G. H. BAUSE
- G. KITCHEN
- J. N. RAYMOND
- H. BELCHER
- J. FIGUEROA
- L. B. KNICKERBOCKER
- F. MARTENS

### NEW ORLEANS HOSPITAL

- JOSEPH WALSH
- H. SAVINI
- FERDINAND VIGO
- STEVE (LEFTY) McCOY
- GLEN DOWELL
- J. W. DENNIS
- R. M. NOLAN

- W. BROCE JR.
- LEIF O. SVEUN
- R. L. FRENCH
- W. H. OSBORNE
- WILBUR MANNING
- CHARLES TILLER
- A. T. MORGAN
- EDWARD CUSTER
- JOHN R. GOMEZ
- VINCENT FADOU
- ELWIN MAXWELL
- ERNEST ROBERTS
- ABDON SYLVERA
- THOMAS MORGAN
- ROBERT YOUNG
- JARVIS SEELY, Jr.
- WILLIAM OATIS
- GEORGE CONNER

### BOSTON HOSPITAL

- H. STONE
- P. KOGOY
- P. CASALINUOVO
- A. CHASE
- E. JOHNSTON
- T. DINEEN
- E. DORMADY
- E. DACEY
- K. HOOPER
- S. GILLIS

## 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:

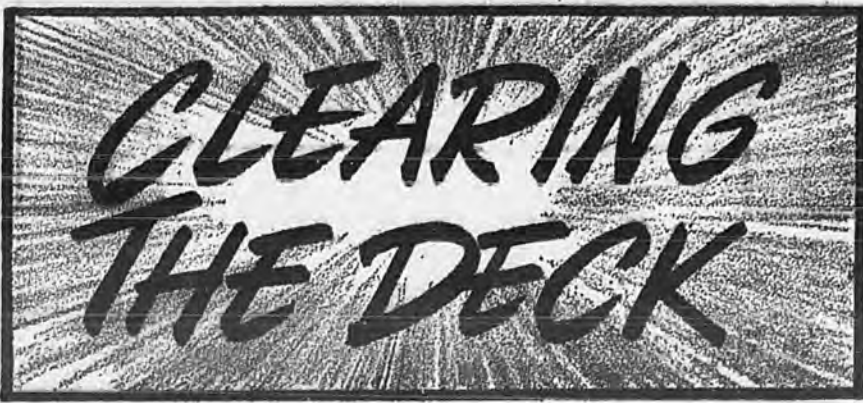
- Tuesday—1:30 to 3:30 p. m.  
(on 5th and 6th floors)
- Thursday—1:30 to 3:30 p. m.  
(on 3rd and 4th floors.)
- Saturday—1:30 to 3:30 p. m.  
(on 1st and 2nd floors.)

### BALTIMORE HOSPITAL

- HENRY WILLET
- PETER LOPEZ
- E. J. DELLAMANO
- MONTEIRO NELSON
- JAMES KELLY
- WM. SILVERTHORNE
- WM. REEVES
- WM. KEMMERER
- ROY McCANNON
- MOSES MORRIS
- ARMAND PERRON
- ARTHUR KING
- NICK MAROVICH
- HARRY CRONIN
- RAYMOND MORRIS
- WOODROW REID

### GALVESTON HOSPITAL

- GEO. RIGGENS
- J. P. FOUGHT
- J. LONGTEMPS
- W. E. PATTERSON
- K. A. FUGH
- D. FAULK



By PAUL HALL

Now that we've successfully concluded our beef with the WSB, many men have asked what combination of forces made for our victory. I'm not going to say it was the Strike Strategy Committee, or the picketlines, or any other organized group that made for the winning of this fight. It was something deeper than all this, something deep inside each man. Call it self-determination or will power, whatever you will, but it was there.

Perhaps an instance of what I saw on the third floor of the Hall will give you an idea of this basic thing that won the fight.

An oldtimer, about 60 or 65 years old was sitting there, his feet badly inflamed from pounding the bricks. Around him were standing several younger men of all departments all of whom were all concerned over his welfare. One said, "The old man gave his best, but he just couldn't stand up under the gaff."

I looked at the oldtimer and he still had the fight in his eyes, but the flesh wasn't willing. That showed to me clearer than anything how much these men were putting into this fight. The concern shown him by his shipmates was cooperation at its best. I take my white cap off to all of these boys, they showed they had the stuff and no fooling about it.

### Thanks To Longshoremen

Not only do we have complete cooperation from our own members, but we owe great thanks to the Longshoremen who proved themselves to be true militants by backing us all the way down the line. We cannot underestimate the assistance given us by these men who know real waterfront solidarity. They are always ready to give us assistance when we have a beef to settle. At the present they are still out, respecting the picketlines of the NMU, who are trying to pull their wages up to SIU levels.

### Watch Capitol Hill

This strike, although won to the letter by the Seafarers, does not mean that we are through with our struggles. On the contrary our fight is just beginning. Do not think for a minute that the boys in Washington have forgotten us. The government will try with all in its power to destroy our influence and strength. Watch the newspapers. They will reflect the attitude of the shipowners and that in turn is the attitude of our Congressmen. What they will say about us and strikes in general in the newspapers will give you an idea of what they have in mind.

Remember last June when Harry Truman frantically called for the draft of the Railroaders and the crippling of labor unions and how quick the House of Representatives pushed it through? Don't put any faith in the "friends of labor" on Capitol Hill.

This fall, when Congress reconvenes, you can expect the immediate introduction of a flood of union-breaking bills. We fought government bureaucrats this time and won hands down, and they are going to try to fix our wagon. Well, we'll be ready for them and if necessary once more they will learn that we mean business when we say, "free collective bargaining without government regimentation!"

### Complete Unity Necessary

In the recent strike the SIU proved that in spite of the hatchet job that maritime unions have been doing on each other, a union, when it has a good beef, can count on the unity and backing of all waterfront unions. Strikes, such as this, are no longer confined to one area or one port, but are nationwide. They are big business and the only way to fight fire is with fire. To do this, complete unity of action on a nationwide basis is the only answer and we showed them we had it.

To prepare ourselves for any "incidents" that may occur in the future it is important that the SIU-SUP prepare a program to insure the complete unity of the waterfront. The SIU has laid the cornerstone for the unity necessary when recently the AFL Maritime Trades Department was set up in Chicago. This is only the beginning of the closely knit machine that will be necessary for future operations.

We intend to make our program such that all maritime unions can unite behind us in our important job against the special interests and when that mechanism is set up we will be ready for any thing, whether it be union-busting, finkherding or government regimentation.

# SIU - SUP General Strike Wins Reversal Of Anti-Labor Decision

(Continued from Page 1)

lowed the WSB to save its face by reiterating its original position after the meeting held on Tuesday, September 11.

That this was only a face-saving gesture was proved the very next day when Steelman announced that the wage increases had been approved by him in his capacity as Director of Stabilization. As authority for his approval he quoted a little known law, dating back to 1862, which provided for such increases if more than half of the shipping industry was not under Government jurisdiction. The wages prevailing in the industry would then be taken as the standard wage.

He further ruled that the wage increases won by the SIU-SUP came within this scope and therefore approved them at once.

### GREAT EFFECT

There was no doubt of the effectiveness of the SIU-SUP tie-up of shipping. Ports along all three coasts took on the look of ghost harbors. The only activity that could be seen was pickets patiently marching up and down in front of piers. For days on end not a plume of smoke came from the smoke stack of any ship in any harbor.

The industrial history of the United States is sprinkled with general strike actions, but it can be truthfully said that no general strike was ever as effective as this one. And it can also be said that no general strike was

## Philly Tugmen Hail SIU For Labor Victory

Congratulations for the "splendid victory" won by the Seafarers International Union for "all organized labor" was extended to the SIU by the United Harbor Workers, Local Union 13039, District 50, of the United Mine Workers.

The message, sent by telegram to Secretary-Treasurer John Hawk by William E. Collier, field representative of the latter organization, which has always worked closely with the Philadelphia Branch of the Seafarers, praised the local strike as led by Agent James Truesdale.

The text of the telegram follows

John Hawk, Secy. Treas.  
Seafarers Intl. Union AFL

"United Harbor Workers, Local Union 13039, District 50 United Mine Workers of America, representing tugboat personnel in the port of Philadelphia, extend congratulations to you and your organization for the splendid victory won by the Seafarers International Union. Your Union's gallant fight was for a principle vital to all organized labor. Our union supported James Truesdale, SIU Port Agent in Philadelphia, during the strike and extend to him our respect for the capable job done here. He is a credit to your organization and to organized labor."

Wm. E. Collier, Field Rep.

ever as completely successful as this one.

For an action of such major proportions, there was surprisingly little violence, or attempts to break the picketlines. Some isolated instances were reported, such as the needless billyclub swinging by the Tampa police when they tried to force a lane through the marching pickets.

### SOME TROUBLE

Difficulties were also encountered in some of the Texas ports where injunctions were issued to force the SIU to remove the picketlines. This did not succeed in breaking up the lines and as result a few Brothers were arrested and fined. Far from breaking the morale of the strikers, these stories served to tighten their determination to fight

the battle through to an overwhelming victory.

One of the big things, in addition to the fact that the WSB was reversed, that came out of this struggle, was the emergence of the AFL Maritime Trades Department as a force to be reckoned with along the waterfront. Having come into being only a short time ago, the council took the lead in coordinating the activities of all AFL waterfront unions in all seaports.

The victory, and the lessons learned while the fight was on, leads to the belief that waterfront workers have come a long way since that day when they could be jailed, or fined, for the slightest infraction of the rules. From this battle the SIU and the other affiliates of the Maritime Trades Department will go on to bigger and better things.

## Steelman On Seamen's Pay

Following is the text of the statement by the Office of Economic Stabilization in the seamen's wage case:

Stabilization Director John R. Steelman issued an amendment to wage stabilization regulations permitting the Government agencies to pay wages and salaries comparable to the wages and salaries paid for the same or comparable services by other operators in the same industry.

It has been the Government's policy to pay "prevailing rates" on Government jobs since Congress so directed the Navy in 1862. This principle has been implemented by various other congressional and executive actions, such as the Bacon-Davis and Walsh-Healy Acts.

### SAME WAGE

The Steelman amendment would authorize those governmental agencies engaged in activity in which private business also is engaged, to pay in their own operations the same wage rates as those paid by a substantial portion of that industry.

Under present wage regulations if private industry desires to use a wage increase for price or rate increases, such increases must be submitted to the Wage Stabilization Board. This is not changed. The new amendment merely means that if the industry agrees to pay an increase under conditions which do not require Wage Stabilization Board approval, then the Government agency involved may pay the same rates without recourse to the Wage Stabilization Board or other stabilization agency.

The action was taken by Mr. Steelman with the recommendation of the chairman of the Maritime Commission.

Text of the amendment follows:



### TITLE 32 — NATIONAL DEFENSE.

Chapter XVIII—Office of Economic Stabilization.

Office of War Mobilization and Reconversion.

Part 4001 — Stabilization of wages prices supplementary wage and salary regulations (Q).

Supplementary wage and salary regulations are amended by adding a new section 205 to read as follows:

Section 205 — Wage or salary increases in Government operations. (A) In accordance with long-established governmental policy, the Government agency responsible for operations conducted by or for the United States may pay (or authorize the payment of) wages and salaries in such operations, comparable to the wages and salaries paid, for the same or comparable services, by other operations in the same industry. However, this applies only if both the following conditions are satisfied.

1. Such Government operations constitute less than half the total operations of the industry, when measured by either the total number of persons employed or the total dollar volume of business done; and

2. A substantial part of the remaining operations in the industry (as above measured) are paying the comparable wages or salaries.

### NO PRICE INCREASES

(B) For the purpose of this section, "operations conducted by or for the United States" do not include operations in plants, mines of the United States under section 3 of the war labor disputes act or similar laws.

(C) A wage or salary increase made under the provisions of this section may be used as a basis for reimbursement by the United States, but shall be deemed an unapproved increase for the other purposes of these regulations; provided, however, that all other provisions of these regulations (except section 103) are superseded insofar as they are inconsistent with the making of a wage or salary increase (or reimbursement therefor) otherwise permitted by this section.

This amendment shall become effective September 12, 1946.

# Give Us Same Wages That SIU Won For Themselves, NMU Asks

(Continued from Page 1)

Trades Department which has the most power along the waterfront.

Even before the AFL formed its waterfront group, the NMU was forced to accept SIU leadership in all matters pertaining to the waterfront. Take the 1941 Bonus Strike, for instance.

While merchant seamen were being knocked off in the waters of the Atlantic Ocean like sitting pigeons, the SIU was the first seamen's union to strike a blow for higher pay for increased risks.

The NMU officials threw up their hands and claimed that it wasn't patriotic to demand higher wages while Stalin was in danger, but when the SIU forced through more pay, the NMU rank-and-file wanted the same bonus. Finally the misleaders of the NMU had to come out and beg for the same deal that the Seafarers had won.

Take the fight against the WSA Medical Program, for another example. This was a phony deal

under which the WSA could blacklist any union militant they wanted to. Of course, the SIU fought against it; but the NMU, still playing footsy with the Administration, said that it was a good plan, and anyway, the SIU was "strike happy" and looked for excuses to fight the Government.

## ABOUT FACE

But the shoe was soon on the other foot. Under SIU pressure, the WSA was forced to back down, and the NMU leaders heard about this from the membership. This was plain to see by the way the Pilot took off against the program—after the SIU had been successful in having it rescinded.

And if these two instances are not enough, have another one.

In the struggle by the WSA to control merchant seamen, this agency came up with a plan that could easily be used to keep a good union man from shipping for a long time, if at all. They called this one the "Competency Card" plan.

On the face of it, it sounded harmless enough. But hidden in the plan were plenty of jokers that could and would be used to eliminate militants. So once again the SIU went all out against the WSA.

## NO ONE FOOLED

And once again the NMU made believe that there was nothing happening. Only when the WSA had backed down, and stated that the Competency Card would be a voluntary measure, did the NMU say anything against its wartime ally.

None of these actions by the NMU fooled the men who sail the ships of the United States merchant fleet. They know that all fights in the interests of seamen are, and have been fought by the Seafarers International Union.

It is to be gravely doubted whether this latest "me, too" move will be taken seriously. Most seamen are taking it in stride, and saying that it is just like the NMU to follow where the SIU leads.

## AFL Policy In NMU Strike

The following is the policy of the AFL Maritime Trades Department:

In view of the confusion existing on the waterfront, due mainly to the manner of "administration" of the CMU Strike by those persons in charge, it is necessary to clarify the AFL policy. First, we must start with an analysis of our recently concluded strike.

The SIU-SUP solicited the aid of the AFL Maritime Trades Department, to gain their support in the tying up of all ships in all ports. We felt that this was necessary due to the fact that the SIU-SUP were engaged in a head-on fight with an Agency of this Government, and this, of course, meant the Government itself.

We and the SIU-SUP also realized the necessity of gathering as much strength as possible in such a struggle. In order to guarantee the complete stoppage of work of all AFL Maritime Unions and at the same time preserve all of our affiliated Unions' contracts with their employers, it was necessary to establish such picket lines to bring enough force to bear against the Government to force a reversal of such a decision as was made by the WSB in the SIU-SUP case.

This was done, and through the immediate support of our affiliated Unions—the Longshoremen, Towboatmen, Masters, Mates and Pilots—and the respecting of our picket lines by CIO and Independent Unions, the Government stand was reversed, and the door opened completely for the NMU and MCS to obtain the same wage scales as the SIU-SUP.

This presents a fairly complete analysis of the present SIU-SUP Strike.

The dispute of the NMU and the MCS now being waged in the name of the CMU is of an entirely different nature. Their beef is directly against the operators, and does not involve their fight-

ing head-on with the Government the same as we did.

In view of this difference, and also considering the point that we would like to see the CIO and Independent Unions successful in their fight against the operators, the following shall be the policy of the SIU-SUP as well as the AFL Maritime Unions:

- (a) All AFL Unions will respect NMU, MCS and CIO picket lines around their contracted vessels. This to be continued until such time as these people defeat their operators and gain the same wages and conditions that we have already won.
- (b) In the event of Government seizure and/or operation of any NMU or MCS vessels, as a result of their dispute, the AFL Maritime Unions reaffirm their pledge of June 15 and will consider such seizure and operation a lock-out and deal it is such by stopping work on all piers and all ship until such Government seizure and operations stop.
- The AFL Unions request the MCS and the NMU to withdraw picket lines from all ships, with the exception of their contracted vessels by no later than 6 a. m. tomorrow morning. This particular point we feel is very important if we are to eliminate the possibilities of wide-open jurisdictional warfare along all docks in all ports. We feel that the tying up of vessels by the NMU and the MCS on other than their own vessels on a contractual problem between them and their operators will only add to the existing confusion now in the minds of so many of their members.
- The AFL will not man or handle any ships that may be reallocated as a result of this dispute between the NMU, MCS and the operators.

## MEET THE SEAFARERS



John Ward



During the last week or ten days, real Seafarers have been plentiful. On every picketline, in every chow line, there were a few men who were pointed out as real seamen; men who had fought the good fight for seamen's rights for a long time.

Such a man is John Ward, FOW. Johnny has been going to sea since 1924, when, as he puts it, "I couldn't get a job any other way so I shipped on excursion boats."

Soon he advanced to other types of vessels, and he became the youngest coal burning fireman on the East Coast. In 1927 he took his first deep-sea assignment, and at the same time he got his first interest in unionism.

"Of course," he says, "I could not do very much about it then, but I kept the thought in the back of my head that one man had a hard row to hoe, but a lot of men could do the job a hell of a lot faster."

In 1933 he put this idea to use, and he has belonged to a union for merchant seamen ever since.

And he has made his presence felt in any union to which he has belonged.

The strikes which took place in 1935-36 found him an active participant. He fought for good honest unionism and he fought the bosses with the same heat. No picketline was too difficult, and no weather too tough.

## WAR YEARS

When the war came he was still the same militant guy. He was among the first to ship out, and had the experience of making one of the longest single trips made by any merchant ship during World War II.

The Mississippi Steamship Company had no idea that the West Gotomska would be gone fifteen months when she left a United States port for Russia. But that is exactly what happened. First the boat was held up for four months in England when she missed the convoy. Then she was held up for a while in an English port, and finally the vessel reached the Russian port where she was supposed to go.

None of this trip was pleasant. During almost the entire time the ship was under attack from dive-bombers and submarines. The Gotomska was reported sunk four or five times, and when the boat finally reached a home port, many wives and sweethearts were agreeably surprised since they all believed that the Gotomska had been sunk.

## ORGANIZER

John Ward has had his share of sailing unorganized ships, too. In the days of 1933-34, when it was murderous to board a ship if you were interested in doing an organizing job, Ward did plenty of that sort of work; especially in the tanker field.

As a good union member, John can show picket clearances for all strike actions that the SIU has taken part in. When the chips are down, he wants to do his part for the Union he believes in.

For the past three years Ward has been a shore Bosun for the Mississippi Steamship Company, but right now he is ready to sail again. "You can't beat the sea," he says, "for companionship and for being able to do a good job as a seaman and as a good union man. From now on I want to keep real close to the sea."

Only a real Union can attract such fine guys, and only real seamen are the sort who stick to the SIU. It's a good combination, and one that pays off—take this strike for instance.



## NORFOLK

### INDIVIDUAL DONATIONS

Crew of SS Mary Biberdyke—\$11.50. J. Higgins, \$2.00; S. T. Vick, \$2.00; L. V. Bortmas, \$2.00; L. L. Eccles, \$2.00; G. Daniels, \$2.00; R. F. Hudson, \$2.00; A. DeSouza, \$2.00; R. G. Styron, \$2.00; R. L. Styron, \$2.00; C. Hamilton, \$2.00; A. W. White, \$2.00; M. H. Mabe, \$2.00.

## NEW YORK

### SS GEORGE WASHINGTON

R. W. Campbell, \$1.00. J. Kalmic, \$1.00; J. Thompson, \$1.00; H. Goering, \$2.00; John Anton, \$5.00; D. C. Rodda, \$1.00; F. E. Wasmer, \$2.00; Robert J. Burns, \$2.00; J. Marshall, \$1.00; J. P. Romero, \$1.00; M. Soobramoney, \$1.00; Grant Wilson, Jr., \$1.00; G. O. Hinrichs, \$1.00; R. J. Augsbach, \$1.00; T. E. Boyhan, \$1.00; A. Gall, \$1.00; H. Jobe, \$1.00; F. Schumacher, \$1.00; G. Jackson, \$1.00; S. Walker, \$1.00; J. Moore, \$1.00; M. George, \$1.00; S. Zauadoson, \$1.00.

### SS T. MEADOWS

Crew—SS T. Meadows, \$37.00. A. Ferrin, \$5.00; H. Borton, \$5.00; Harry Levy, \$5.00; J. E. Heard, \$5.00; J. O. Hargrove, \$15.00; A. F. Waltz, \$5.00; J. W. Pence, \$5.00; J. W. Hamilton, \$5.00; L. Duncan, \$5.00; P. J. Fiefer, \$5.00; C. Hall, \$5.00; J. J. Wenaling, \$5.00; C. Carpenter, \$5.00; J. M. Etheredge, \$5.00; C. B. McDonald, \$5.00; E. Rape, \$5.00.

### SS SIGNAL HILLS

F. P. Gabral, \$1.00.

### SS SAN ANGELO VICTORY

F. Sweetka, \$1.00; T. Chilinski, \$1.00; C. Caus, \$1.00.

### SS LAMARR

H. E. Parsons, \$2.00; I. S. Cardeal, \$2.00; T. Shea, \$2.00. SS Lamar—Crew, \$15.00.

### SS P. DONNELL

SS P. Donnell—Crew, \$45.00. J. L. Joyner, \$1.00; D. H. Smith, \$5.00; G. M. Hargrove, \$5.00; William L. Carraway, \$5.00; W. D. Bradshaw,

\$5.00; R. Harmon, \$5.00; N. N. Bathia, \$5.00; H. M. Smith, \$5.00; J. H. Bullard, \$5.00; N. Spencer, \$5.00; C. C. Spencer, \$5.00; J. A. Greed, \$5.00; E. Cole, \$5.00; J. O. Rogers, \$5.00; C. W. Paris, \$5.00; R. W. Hill, \$5.00; T. E. McClenney, \$5.00; E. L. Evans, \$5.00; William H. Pallett, \$5.00; N. A. Barbour, \$5.00; Hoyl Zimmerman, \$5.00.

### SS MONTEBELLO HILLS

H. E. Neal, \$1.00.

### INDIVIDUAL DONATIONS

H. E. Neal, \$1.00.

R. Lester, \$1.00; Eustachy Bulik, \$2.00.

G. O. Green, \$2.00; Edgar Swabeck, \$1.00; Frank Ferraro, \$1.00; Keith Stebbins, \$1.00; S. Weiss, 50c.

## PERSONALS

### LAWRENCE GREGORY LARONDE

Your mother requests that you get in touch with her as soon as possible. She is very anxious to hear from you.

\*\*\*

### ATHUR G. CHAMPAGNE

Your sister, Evelyn Payne Sylvester is trying to locate you. She asks that you get in touch with her as soon as possible at the following address 8087 LaMesa Blvd., La Mesa, Calif.

## NOTICE!

The following men are to report to the Mobile Hall or the SIU Headquarters in New York to rectify an error in the issuance of receipts on August 30. Hercey M. Goodine T. C. 19010, Robert N. Infinger T. C. 18875, J. T. Davis T. C. 18872, James H. Aichele T. C. 18874, Britton M. Baxley T. C. 18860 and Robert E. Blair T. C. 19009. These men hold receipts B-6920 through B-6925.



BALTIMORE STRIKE MEETING



Baltimore holds its first meeting after the strike call had been received. Above Agent Wm. "Curly" Rentz (with back to the camera) and other Branch officials, present the situation and call for discussion from the floor.

Militant Unionism Of SIU-SUP Pays Off

By EARL SHEPPARD

Yes, we won our beef against the Wage Stabilization Board just like the SIU-SUP always win their beefs. It was a clean cut victory for the right of free collective bargaining—free from the intervention and dictatorship of any government bureau. And it will probably mean the death of the WSB sometime in the very near future.

As a result of our victory and the signed agreements with the operators, we won the best wages and overtime pay ever secured in the maritime industry. Since then our Negotiating Committee has practically concluded negotiations with the shipowners for the balance of the contract. When finished, the SIU will also have won the best manning scales, working and living conditions in the industry.

By breaking the WSB stranglehold on collective bargaining between the Union and the operators, we also made it possible for the NMU, MCS, and MFOWW to secure the same high wages as the SIU. The fact that their strike is between them and the shipowners, not against the WSB as was the Seafarers, also changes the picture somewhat.

NMU STRIKE PICTURE

Striking NMUers have no beef against the WSB. This government agency was soundly whipped by the SIU-SUP, and the Steelman decision left the road wide open for the NMU, MCS, and MFOWW raises. Merely to becloud the issues, and kid the MCS and MFOWW members into thinking that the NMU was winning their increases, the NMU strike has been prolonged.

In fact the NMU strike was not necessary in the first place. It was a last minute grandstand gesture intended to fool the NMU rank-and-filers that the NMU misleaders were actually winning something for them by their seemingly militancy. Merely by sitting down with their operators and bargaining collectively as did the SIU-SUP, the NMU could have secured the same gains as won by the SIU.

As for the collaterals, once the WSB was removed from the picture, these items had already been jointly agreed upon as subject to James Fly's arbitration.

By removing the security watches on NMU ships, which they had maintained throughout

the SIU-SUP strike, the NMU also precipitated a further rift between them and the operators. We have no brief with the shipowners, but fail to see the justification of this inconsistent stand by the NMU misleaders.

ISTHMIAN ELECTION

Contrary to our earlier reports, the Isthmian election is not officially over until October 29. We mentioned in a previous article that September 18 was the deadline, but that was in error. However, if the two remaining unvoted ships—the Pere Marquette and the Atlanta City—are voted before then, the ballots will be counted immediately.

One of the brightest spots in the entire SIU-SUP beef against the WSB was the militant stand taken by most Isthmian crewmen. Hundreds of these seamen, both SIU members and non-members were on the picket-

lines in the various ports. They walked side by side with their SIU brothers just like Union members, and they'll certainly share in any SIU-SUP gains when Isthmian is forced to sign an SIU contract.

Furuseth Would Have Been Proud Of His Boys In This Last Beef

By STEAMBOAT O'DOYLE

Well, Old Andy Furuseth sure must have been proud of the boys last week, they were some thing really to shout about. Talk about spirit! So help me, one of the boys in my gang went up to the bloodbank and sold a pint of blood for living expenses. When the seamen sell their blood to stay on the picketline, shipowner, look out! Another one brought his gal around to help while away the hours. We hung a sign on her and put her to work picketing.

Despite their good humor, however, the boys were in no mood for funny business. One would-be scab found that out when he nearly got "Pepsi-Cola" stamped on his skull with a popbottle. I thought the war was rough, but after playing picket Captain to 17 militant Seafarers, give me an atom bomb any day!

Last week saw several lies that have long been in currency washed out the scuppers. The high foreheads down in Washington were busy explaining to the shipowners why the multi-million dollar fink-training program of the Maritime Service had failed.

The youngsters whom they tried to pump full of anti-unionism shocked their old school teachers by actually walking a picketline. Our younger Seafarers have proved again that for militancy, spunk, and knowing the score, they are fully the equals of the old timers of '34 and '36.

JOE'S BOYS DAZED

The airy-fairies of 17th Street were also disgrunted at finding that we are as big as the water-front. When the high-heeled boys from uptown discovered this they climbed on the bandwagon. At our big meeting in Manhattan Center I even saw Joe Stack sitting in a corner like little Jack Horner, looking very bewildered

Seamen Still Await Changes In Existing Benefits Laws

(Continued from Page 1)

following the filing of an initial claim after layoff.

Virginia—one week.

Washington—one week.

Are There Other Requirements?

State laws provide also that a claimant must met certain requirements before he is eligible for benefits.

1. He must file a claim and register for work at a public employment office. In New York special arrangements are being made in connection with union hiring halls.
2. He must be able to work and be available for work.
3. He must not be disqualified under any of the provisions of the law.

Since the purpose of unemployment insurance is to provide compensation for involuntary unemployment, there are certain actions on the part of claimants that may cause them to be disqualified, either for the entire period of unemployment or for a limited period of weeks. These actions are: (1) voluntarily leaving his last employment without

good cause; in some States the law reads: ". . . without good cause attributable to the employer"; (2) discharge for misconduct that occurred in connection with his last employment; (3) refusal of the claimant to apply for or accept suitable work without good cause for such refusal; (4) participation in a labor dispute at the premises where he was last employed.

In connection with refusal of suitable work, seamen will not be disqualified in New York for not taking a job below their highest rating, provided there is reasonable prospect of obtaining such a job. Claimants are also permitted to offer good personal reasons for refusing a particular job. Moreover, they cannot be denied benefits in any State for refusing employment if they refuse to accept new work under any of the following conditions:

"(A) if the position offered is vacant due directly to a strike, lockout, or other labor dispute; (B) if the wages, hours, or other conditions of the work offered are substantially less favorable to the individual than those prevailing for similar work in the locality; (C) if as a condition of being employed the individual would be required to join a company union or to resign from or refraining from joining any bona fide labor organization."

In Alabama, California, New Jersey, Texas, Virginia and Washington, a person who is unemployed as a result of participating in a labor dispute is disqualified for the duration of the dispute. In Pennsylvania, he is disqualified for not more than four calendar weeks following the week in which the dispute began, and in New York for not more than seven weeks following the date of his loss of employment because of the labor dispute. Thus he would become entitled to benefits if otherwise eligible after 6 weeks in Pennsylvania and after 8 weeks in New York.

Can Wage Credits In Several States Be Combined?

It has been noted above that an unemployed seaman can claim benefits in any State where he happens to be unemployed. Payment is made to him from the State in which his wage credits are located. This is the plan worked out for all unemployed workers who have enough qualifying wages for benefits in some one State but who are located in some other State when they become unemployed.

If a worker has been employed by employers who are liable in several States, but has not earned sufficient in any one State to qualify under that State's law, he may still apply for benefits in the State where he is unemployed. Some States permit wage credits to be combined so as to give him enough qualifying wages to be eligible for benefits. In some States wage credits may be combined to increase maximum benefits payable. States which are not in this plan are Kentucky, Mississippi, New Jersey, Oregon, Tennessee and the District of Columbia.

(To Be Concluded Next Week)

SIU HALLS

NEW YORK	51 Beaver St. HANover 2-2784
BOSTON	276 State St. Bowdoin 4057 (Agent) Bowdoin 4055 (Dispatcher)
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	9 South 7th St. Phone LOmbard 3-7651
NORFOLK	127-129 Bank Street 4-1083
CHARLESTON	68 Society St. Phone 3-3680
NEW ORLEANS	339 Chartres St. Canal 3336
SAVANNAH	220 East Bay St. 3-1728
MOBILE	7 St. Michael St. 2-1754
SAN JUAN, P. R.	45 Ponte de Leon San Juan 2-5996
GALVESTON	305½ 22nd St. 2-8448
TAMPA	1809-1811 N. Franklin St. M-1323
JACKSONVILLE	920 Main St. Phone 5-5919
PORT ARTHUR	909 Fort Worth Ave. Phone: 2-8532
HOUSTON	1515 75th Street Phone Wentworth 3-3809
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St. Garfield 8225
SEATTLE	86 Seneca St. Main 0290
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair St. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.
MARCUS HOOK	1½ W. 8th St. Chester 5-3110
CORPUS CHRISTIE	1824 Mesquite St.

# This Is How We Picketed, Fed Our Men



Here is the way to win a beef. We tied up every port, and not a ship sailed or was worked until the Wage Stabilization Board was reversed. Most of the picketing was peaceful, but some ports reported that the police tried to break up picketlines, or that other unions made attempts to sail or work ships without proper clearances. All of this was taken care of, and it resulted in the first completely successful general strike in the maritime history of the United States.



After the strike started, the Coast Guard continued to issue Seamen's Certificates. To put a stop to this practice, which could easily have turned into a strikebreaking move, a picketline was established in front of the issuing office. Not many men went through this line, and those that did looked like the scabs they are. Many SIU-SUP men were supposed to go down to the CG office to obtain their papers, but none did while the strike was on.



Every man on the beach registered for picket duty. It took a lot of men to cover the many miles of waterfront, especially in New York, but there were plenty of men available for the job. No slackers in the SIU-SUP, and that is why we won our beef.

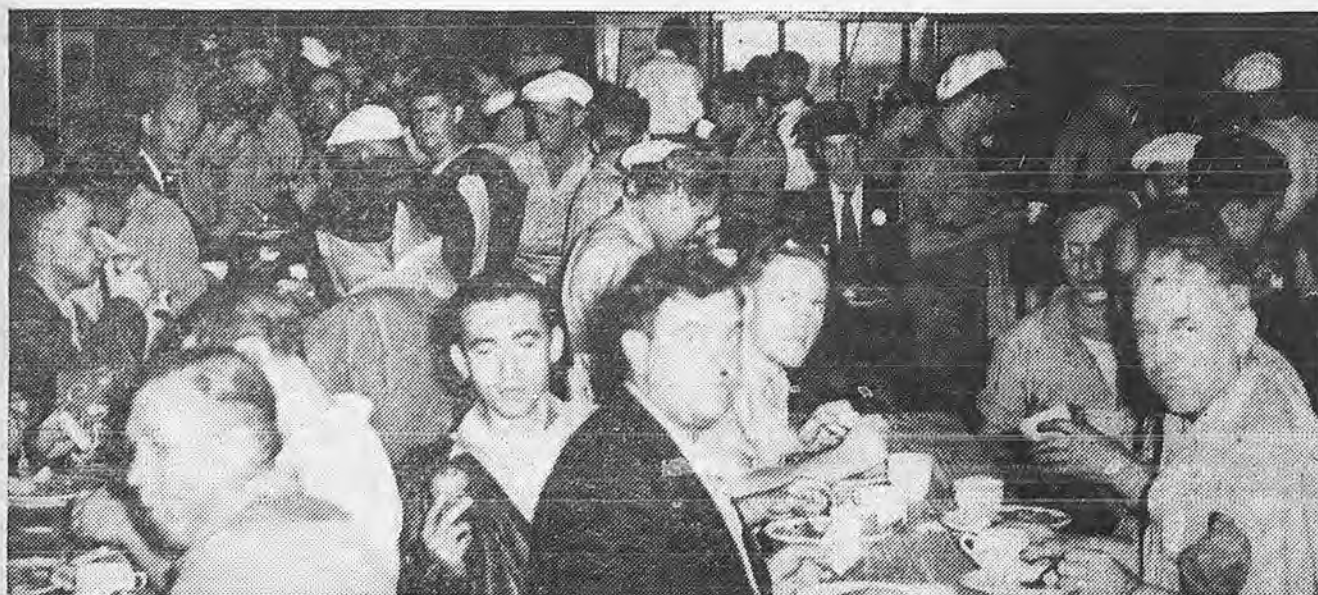


In New York the strike strategy was planned by the Joint promised right off the bat by the AFL Maritime Trades Department which were held by the two groups. All important points were within a short time after a decision was reached, all the output informed as to what was going on. This was all to the good as visible to the rank-and-file, from the type of union which is run

This is ham, cooked and ready to serve. It took plenty of food to keep the picketers well fed, but somehow the job was done. Over two thousand hot meals were prepared daily, but with expert cooks, bakers, and messmen, it was not too difficult a job. Nothing was impossible for these men, and the standards of cleanliness were kept very high. The galley was neat and well kept; the dishes and silverware were washed and sterilized; the messhall was spotless; all this was done by the men who took a great pride in the fact that they were contributing to the victory which the Union was sure to win — and they were right.



The French Lines' SS Athos II had a hard time when she hit New York Harbor right after the strike started. For three days she stayed right there while the Union did everything possible to have the ship cleared. Finally on the fourth day arrangements were completed to debark the passengers. Among them were refugees from Hitler's prison camps, and returning ex-soldiers who had been discharged in Europe and who were returning to the United States. They had plenty of stories to tell about the way they had to live on board the ship, and most had paid first class passage. Any time a shipowner says that operating vessels is not profitable, don't believe him.



Next to picketing, food and housing is an important factor in winning strikes. The SIU-SUP took good care of this item, and if you ask the boys on the picketline they will tell you that the food was good and constantly improving all the time the strike was on. There was at least one hot meal each day, and strong coffee available any time a man felt in need of a cup. Thousands of cups of coffee, and at least a 100,000 doughnuts were consumed in the 10 days of the action.

# Held Our Meetings, And Won Our Beef



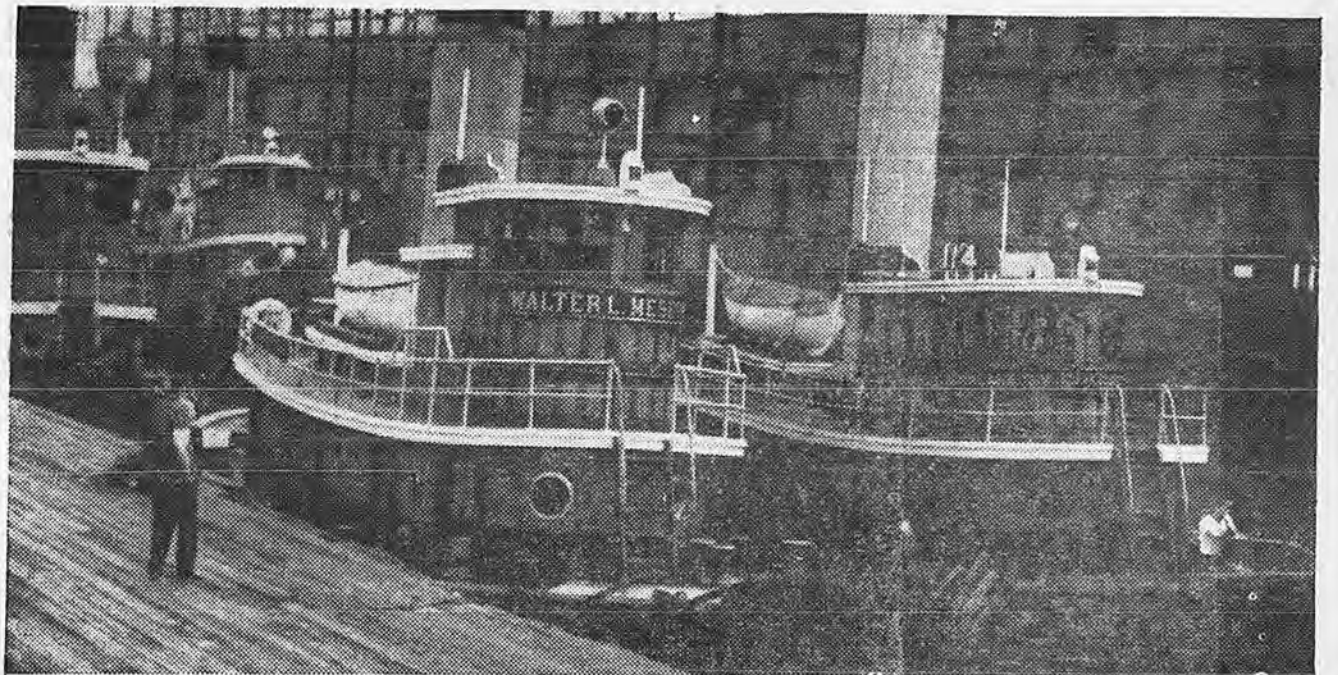
During a major action of this sort, there are sure to be some beefs and misunderstandings that come up. A committee was set up to settle these beefs as soon as they came up. It sure made the work of the other committees easier.



The Committee of the SIU-SUP. Cooperation and assistance was and the above picture was taken at one of the many meetings discussed at these meetings. Information was relayed so fast that received the news, and the men on the picketline were kept well another difference that marked a democratic union, responsible top without answering to the membership.



Here is what a fink camp looks like, but the men in the picture are not scabs. They were brought out to this tourist camp in New Jersey under false pretenses, and when they learned the score from representatives of the SIU-SUP, they left the camp flat. To prove their good intentions, all of the boys showed up in the New York Hall the next day to volunteer for picket duty. Calmar Steamship Company, who started this camp, and the other shipowners, can learn a lesson from this.

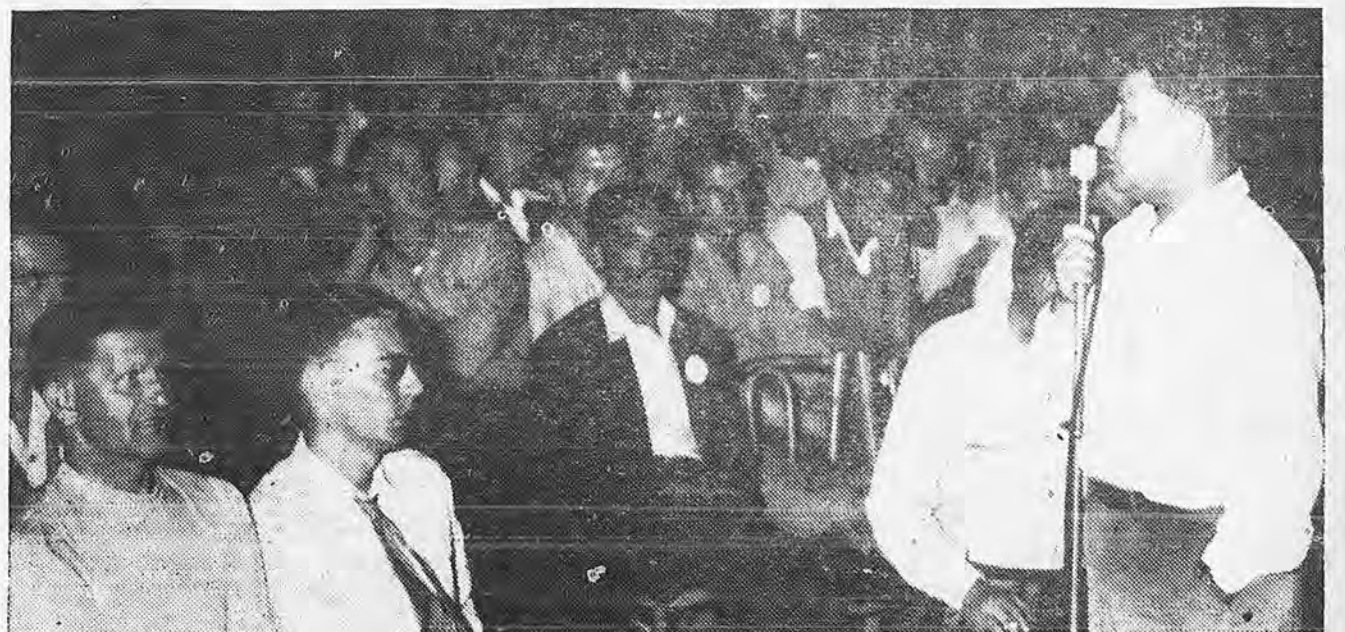


On the fourth day of the strike, the tugboats tied up, and they didn't move again until the strike was over. The tugboatmen are members of the Marine Division of the ILA, and they were on our side 100 percent. This picture was taken in New York, but in every port it was the same story. Nothing moving, no towboats working, everything locked up tight. After a few days of this, the Government was really looking for a quick way out.

~ ~ ~

It took only one picket to effectively stop any one from working during the duration of the strike. That's how tight the tie-up was. No wonder the United States Government reversed the decision of the WSB. They knew they couldn't sail any ships any other way.

~ ~ ~



Thursday night, September 12, the radio blared out that the Stabilization Director, John R. Steelman, had reversed the WSB and granted the SIU-SUP the raises which they had won in negotiations. But no official word came to the Unions involved. That night a meeting was held at Manhattan Center where it was decided to keep the strike going until the announcement was official and until we were assured that the unions who had helped us in this fight would not be discriminated against by the employers. By Friday night it was all over.

## Local Residents, Businessmen, Back Marcus Hook Seafarers

By BLACKIE CARDULLO

MARCUS HOOK — There are some weeks when news is scarce around the ports, but right at present there must be plenty to write in from all the ports so lets get our story started from the port of Marcus Hook.

First off, we can boast of 100 per cent picketline attendance



and other special squads. No man was ever late or missed a watch, nor was any man ever intoxicated.

We can also say that we have the finest cooperation from the residents and business people of this town. They are doing everything they possibly can to help us achieve our aims in this dispute. In the '36 and '37 strike, due to the fact that the strike committee did not have the foresight to try to win friendship of their local residents, there was much bad feeling toward the seamen.

In the present dispute the people figured that this was just another bunch of rowdy drunks. Since learning the way the SIU and SUP conduct a strike, and that we have the interest of the people at heart, they are overwhelmingly in praise of the fine conduct of our boys.

We seamen are welcome at any establishment from the highest to the lowest with a friendly spirit. If we do not achieve our ends in this dispute we have achieved a friendship with the people in this town so that in the future all seamen will be welcomed and respected in the port of Marcus Hook.

### PLEDGE SUPPORT

Pledges of support in the way of both financial and material aid have poured in to us from the local citizens and business men. In the event this is a long, drawn-out affair, these pledges will come in mighty handy.

We have all kinds of committees on strikes, but whoever heard of a good-will committee?



We tried it for experiment only and, Brother, it has paid off in pledges of support in the event of a long fight.

Our excitement began at this port when the Sun Oil Co. took the high-handed attitude of "to hell with the unions" and said that it would move the Boise Victory, an American-Hawaiian ship with a good union crew who had struck and left the ship laying at the dock.

They recruited a load of finks to move this ship into the stream, as they didn't want pickets in front of their gates and around their docks. Their story was that they were just trying to move this ship as it was a fire hazard. The Strike Committee had issued a statement that we would gladly move the ship into the stream with a 100 per cent Union crew if they would prove that the ship was a fire hazard.

Their attitude was indifferent, and they attempted to move the Boise Victory with their load of finks. The Strike Committee immediately acquired a launch, and went alongside the ship as the stern lines were being cast-off.

When they saw this launch with a determined-looking load of men, combined with the actions of the ship's officers who had hit the dock to a man with bag and baggage as they would not work with finks, the ship did not get away from the dock.

At present we have 13 ships tied up around here and a determined bunch of strikers who will stick it out on the picketline regardless of how long it takes us to win our beef.

We have been very lucky in acquiring the services of Howard Conard, a ship's purser who has volunteered to handle all our office work and has done a mighty fine job.

## SIU And SUP On West Coast Took General Strike In Stride

By W. H. SIMMONS

SAN FRANCISCO—Since my last report to the Log, things have really been humming on the Old Gold Coast. Under that grand Ole SIU Banner, we have done it again.

Boys, we have just finished the biggest Maritime Strike in history. I am really proud of the militant SIU manner in which our members handled this beef. My hat is off to all our trip card and permit boys, too.

These boys have done a wonderful job, and can share in all the glories of winning this beef.

I was elected a member of the SUP Strike Committee, as an Atlantic and Gulf Representative. All in all, fellows, I think that we had a good team on the SUP Committees.

Our Food and Housing committee did a wonderful job. We had one of the finest soup kitchens on the Coast. All the boys had plenty to eat. We borrowed a mobile coffee and do-nut wagon from the Salvation Army. This coffee wagon was on the front at all times to see that the pickets had plenty of coffee and do-nuts.

We rented a half dozen big trucks, which were used to carry the pickets to and from their appointed docks they were to picket. We had a mighty good and militant picket-line. Everything was peaceful. At anytime the lines were molested, a standing squad was ready to handle the situation, big or small.

All in all, we had very little trouble here in Frisco. All the AFL affiliates cooperated with us 100 per cent. Everybody respected our picketlines.

The National Maritime Union, the Marine Cooks and Stewards and the Marine Firemen respected our picketlines and came to the Clearance Committee for clearances to man ships which we had cleared, such as Troopers and Navy ships.

I guess that each port figures it had a bad time of it. Boys, we all lost a lot of sleep and did a lot of worrying, but it was for one of the finest causes in the world, which we are all proud that we were able to participate

in. We can all be pleased with the successful strike we have just won.

Business has been very good on the Old Gold Coast, all during the strike. I have had my hands full paying off ships, settling beefs and also attending all of the Strike Committee Meetings. My one and only Patrolman, Harold Teague, has proven himself a very capable and valuable man to the SIU. I am proud to have him as my Patrolman here on the Coast.

I'll have more to report on these phony CMU picketlines later on. Looks like these commies are crying their hearts out now. They wanted to get on the "SIU Band Wagon," but there wasn't any more room on her.

She was already filled with nothing but good old AFL riders. This was a ride that was successful to the end. "Poor Joe," what does his membership think now?

## NMU Grab For Lakes Shipping Is Called A Dismal Failure

By HENRY CHAPPELL

TOLEDO — As we predicted many weeks ago the NMU attempt to grab complete control of Great Lakes shipping has turned into a dismal failure.

The majority of the seamen on the Lakes know now that this move was not a strike to gain increases in pay, or to better working conditions, but was a futile attempt to tie-up all Great Lakes shipping.

In the event they had succeeded it would have been easy pickings for them to have demanded bargaining rights from the companies and claimed jurisdiction over all crews.

Instead of gaining increases in wages and better working conditions for the NMU members, this move has only been to create a feeling of resentment and hard feelings by the unorganized seamen toward the NMU and in some instances this includes their own rank and file members.

Sailors in general don't want to be dictated to or pushed around by any group, and the high handed tactics employed by the NMU in this organizational drive bears witness to this fact.

Because the unorganized crews did not submit to their demands and walk meekly off their ships on August 15 like a bunch of sheep, they labeled them as scabs. While calling these unorganized seamen scabs, they don't mention the fact that UAW-CIO members drove new cars from the assembly lines in Detroit through the picketlines.

Even Philip Murray, president of the CIO ordered men to work behind their picketlines. When a union does not get the support of its sister unions and affiliates, how do they expect to bring in new members from the unorganized fields?

As we stated to the press and printed in the Log? our contention is that these unorganized

## COME AND GET IT—IT'S HOT AND GOOD



Three meals a day, that's what is being served to the SIU-SUP men on strike against dictatorship. The sub-committee in charge of Food and Housing is doing a bang-up job, and the meals keep getting better and better. Thousands of meals are served daily in the New York Hall.

## Check It - But Good

Check the slop chest before your boat sails. Make sure that the slop chest contains an adequate supply of all the things you are liable to need. If it doesn't, call the Union Hall immediately.

## Says Midland Vote For Union Will Take Place As Scheduled

By STANLEY WARES

CLEVELAND—In the last issue of Pilot there was an account of the recent NLRB hearings on the Midland Steamship Company elections and, as expected, the article was completely one of misinformation and misleading statements aimed for the consumption of the Great Lakes seamen.

As SIU representative at that hearing, the Pilot stated that I "let the cat out of the bag," by practically admitting that we had a hiring agreement with the Midland Company.

I wonder what bag they were talking about? They forgot to mention that they were going into their bag to pull out all the tricks they know to stall this election.

They have charged us with collusion and back door agreements with the shipowners. Well, any seaman on the Great Lakes, whether he is a SIU man or not, can come into our halls and is welcome to see how this Union operates and look at our contracts, then judge for himself whether there is any collusion or backdoor dealings.

### ON SCHEDULE

I am not writing this because we have to defend our actions here, but to let the men on the Midland ships know that we will have the election on schedule de-

spite the many tricks the commies are using to stall it.

I always thought the main objective of any seamen's union was the fight against the Lake Carriers Association, but I'm beginning to find out I'm wrong. It seems that the NMU is fighting anyone that doesn't go for their brand of what they call unionism; and, brother, what a brand they've got!

There's an old saying you've heard many times: "you can fool all of the people some of the time, but you can't fool all the people all of the time," and it seems most of the seamen are through being fooled by the bunk the NMU has been feeding them these last few years. So you can expect the commies to pull out a new bag of tricks now that their old cry is pretty well worn out.

### REAL BACKING

At the NLRB hearing I mentioned above, representing the SIU beside myself were O'Donnell of the Tugmen, Vegan of the Dredgemen and Antosek of the Longshoremen, better known as the Cleveland Marine Council. That will give you men on the Midland ships an idea of the backing you received at that meeting.

Representing the commies were Davis and Vargo, organizers for the NMU and they also had along a high-priced lawyer. I wonder why they had to bring a lawyer along when they claimed in the Pilot that they had all kinds of proof concerning us? Who do they think they are fooling?

The handwriting is on the wall for them and I guess they know it. The seamen on the Great Lakes know it, too.

This article is not directed against their misguided members, as I've talked to quite a few of them and know them to be pretty good men who are being misled by their so-called leaders.

So fellows, don't forget when the Midland elections are held, vote SIU and show those "leaders" that you voted for a Union that is a real bona-fide seafarers union, a Union that takes orders from no one but its membership.

men are not scabs, but a group of men representing the vast majority of Great Lakes seamen who had courage enough to resist the efforts of an overly-militant minority who were attempting to force them into joining something they basically disapproved of, namely the NMU.



BUT NOT ANYMORE



Having Won Its Beef, Baltimore Turns To Normal SIU Business

By JOHNNIE "HOGGIE" HATGIMISIOS

BALTIMORE—Now that we've successfully concluded the greatest maritime strike in the nation's history we are leaving the newspaper spotlight and returning to the regular swing of work. The past strike showed what kind of a Union we have. No one can beat it. When we go out to do a job we do it in the right way and we get what we want.

In that respect we are not like the NMU. They didn't attempt to get everything for their membership, when the CMU boys got together, but when they saw we wouldn't take anything short of what we deserved and struck for it, they made a bee-line for our band wagon just as they did during the bonus strike.

I wonder what happened to the mammoth strike fund the NMU always tells their recruits they have available for any strike? In this port it wasn't long before they were out shaking the cans to get the local citizens to kick in to help them out.

They seize on any excuse at all to grab the nickels and dimes. The people who contributed unfortunately didn't realize that a good part of that money was siphoned off by the comrades for the benefit of the Communist party.

NO CAN SHAKING

The SIU, I can proudly say, has never had to resort to can shaking in a strike yet, and during the present beef we had enough resources to hold out for six months.

The men we put in office are capable, and not concerned with spreading a political line (with the union funds,) but devote their entire energies to the benefiting of the union membership in general, and not one small political clique.

The pettiness of the NMU's tactics was shown recently here in Baltimore when they resorted to selling coffee on the picketlines for five cents a cup to their own men. If a guy didn't have a nickel, no coffee. What kind of a union can you call that? But lets get away from the NMU.

GOOD JOB

Unions have done a wonderful job in this country for the working class. Without the solidarity of unions, God only knows where we would be today. The unions have the only method to keep abreast of the rising cost of living and that is to keep fighting for more money.

The seamen will never have to worry about being overpaid, their worry is to keep abreast of prices. Unions, however, are handicapped in the fights by the communists.

They are the cause of the wide-

spread attacks on all unions and until they are swept clean from the field we will have to go on seeing all unions in general condemned by people who think the commies control the organized labor unions of our country.

In the recent strike every man concerned did his part and I am proud to say I was engaged in



the fight with them. Every man worked hard as hell to see this battle to its successful conclusion. I cannot pick out any individual to praise as every man did a magnificent job. The strike committee, the men on the picketlines, the boys in the soup kitchen, all of them are to be commended for a fine job.

CHOW TIME

I called the boys in the galley "belly robbers," but that title is dead now: they did a fine job and everyone said the food was better than they could find aboard ship. They took a lot of kidding, about the chow, but every man was glad to sit down to a meal they prepared.

The youngsters who were engaged in their first beef got a lot of valuable experience that will come in handy in the future. This is important experience as every beef will not be as easy as this one, and when the hard ones come along we want men who will hit the bricks and not lose spirit easily, but will stay out there and win.

This Union was built the hard way, and the oldtimers know what I mean: nothing was handed to us on a platter and we had to go through hell to get what we have now, and it is up to us to keep it that way for the union men to come.

QUIZZICAL QUENTIN



Port New York, As Did All Ports, Had Hectic Time In Strike - But Victory Now Brings New Troubles

By JOE ALGINA

NEW YORK — The last few weeks were the ones that separated the men from the boys. During all the preparation for the strike, and during the strike, the Patrolmen had a double job. They had to do their assigned work, and they had to get ready for the big job which they would take on as soon as the action started.

Well, all of them came through in fine shape. Ships were paid off and signed on before the strike; beefs were settled at the same time. And when the time came for the big walkout, these men were ready to do their assigned work.

The picketlines were manned in great part by men who had gained experience during the work-stoppage in June and the Coos Bay Beef in July. Of course, they're real oldtimers, but most of the men in this port were fellows who had learned plenty in just a short time. And they all

came through like real veterans. There were few complaints from the area commanders about men who dogged it on the job, but these men were far in the minority. It was obvious that only complete cooperation could win this beef against the government bureaucrats, and since we won we must have had the support of every member of the Union.

GOOD PLANNING

Most of the planning was done by the Strike Committee. They had a tough job to do, and they carried out their responsibilities in true SIU fashion. The work of the sub-committee on Food and Housing was the most outstanding. The meals were always excellent, and there was also always a bed for a tired picketer.

Now that the strike has ended, our work still goes on. The business of crewing ships keeps us on the jump and as crews sign on, the Patrolmen are on the ball to

make sure that the proper articles are signed. Business is now going on as usual, and we like it better that way.

I guess we can expect the usual number of NMUers who will come flooding into the Hall to join the SIU now that we have won a great battle for seamen and for all organized labor.

Every time we win a big one that leads the way for the waterfront, these men start coming in, telling us that they are tired of their commie leadership, and that they want to join a Union that fights for its members, not for the slogans of the Communist Party.

We have told them before, and will tell them again: Clean up your own union. You non-commies outnumber the commies. Join hands, get together, and you can beat the commies every time. But don't expect to come running to us now that they have your NMU under their control.

Port Norfolk Strike Ties Up Harbor 100 Percent

By RAY WHITE

NORFOLK—Forging one more link in the solid chain of struck ports, the Norfolk Seafarers, with traditional efficiency, tied up all shipping in a matter of hours after the word went out that a strike was the order of business.

Immediately 30 ships with SIU and SUP crews tied up in the harbor. Those ships that hung the hook in the bay had their crews removed by launch service and the men immediately reported to the SIU Hall to register for picket duty.

The operation was appropriately named P-Day. P-Day being 7 a. m., September 6, when the strike officially began in this port. Some of the fellows in their anxiety to get out on the lines began Thursday afternoon by picketing the office of Dickmann, Wright and Pugh Inc., steamship operators in this port. The boys got a few licks in before we got word to them to conserve their energy for the opening gun the following morning.

Well, everything ran off smoothly when the sun came up over the bay Friday morning. We had the support of the AFL Maritime Trades Council and that support was shown by the International Longshoremen's Association when 4000 members of that Union refused to enter upon the piers or cross our picket lines. Coupled with the 750 SIU-SUP seamen on the beach in this port we had an effective tie-up.

FERRIES LONELY

The only movement in the bay was the Ferry Steamers and Bay boats. The passenger boats from here to Baltimore and Washington were allowed to operate and they sure looked lonely out there on the Bay.

The enthusiasm of the membership was illustrated by an incident where a seaman went into a main street bank and cashed a \$50.00 bill; from there he went into the nearest cigar store and bought cigars for all the SIU or SUP men he could get his hands on. The cigar smoke was so thick in the Hall here we could hardly see the shipping board.

We allowed the trucks of the Steamship companies to pass

through our lines the first days to remove perishable food from the ships, but that was all they could remove and we had men stationed on all of these ships to insure the removal of only perishables.

HAM 'N EGGS, PLUS

That very important department, of course I mean the feeding of the men, was handled very well. We had the exclusive use of a restaurant on Talbot street and we fed 600 men there every day. The boys really turned to in the place and in no time were putting out meals that surprised the proprietor.

The usual breakfast before a long day of picketing was fruit juice, ham and eggs, toast and coffee. There weren't any beefs

on the chow, and it would take a very particular eater to find anything lacking in the chow department.

Now that it is all over I want to extend my appreciation to all the men who participated in this, the greatest maritime tie-up Norfolk has ever seen. By all working together we showed the bureaucrats that we were able to shove their words down their throats in short order and with real unity.

By working as a team we showed the real union spirit of SIU seamen once more to those who doubted our word when we first informed the WSB of our intended action to strike if nothing was done to reverse their dictatorial decision. Well done!

The Patrolmen Say...

Overtime Comedy

NEW YORK, Sept. 4—Overtime disputed at sea aboard the SS Eugene O'Donnell was quickly converted to cash when the Eastern Steamship vessel paid off today after winding up a 15-months trip to the Far East and return. Aside from the effort involved in settling the matter of overtime, the payoff was clean.

The crew, all full book and probationary book members with the exception of two tripcarders, were a clean cut bunch of young men, who were very cooperative. In fact, the Patrolmen take this opportunity to thank all, and especially the ship's delegates, for their whole-hearted cooperation.

OVERTIME SOURCES

The overtime settlements involved:

The Chief Mate, who did everything possible to increase his own overtime by working himself, because two men were missing on deck, but his labor-whittling attempts were of no avail. At the end of the trip, the company paid the crew the

division of wages which would have gone to these men.

The Skipper, too, was a source overtime. While at sea, the glorified Skipper ordered 150 meals served to him in his office. At the payoff 90 cents for each meal served went to the crewmen involved, despite the plate-shaking screams of the Skipper and his refusal to sign the overtime sheet.

SOME FUN

Not to be denied in the deal was the Radio Operator, who did carpentry work at sea "to amuse himself." The Carpenter was more genuinely amused when he collected for the 46 hours of work which the wireless man had performed.

When the galley supply of coal had been consumed, it was necessary for the Chief Cook and the Second Cook to chop wood. They chopped the wood for three months, and also chopped overtime for it at the payoff, although the Carpenter and Bosun claimed it was deck work.

Men who were aboard this vessel and who have overtime money due them should write to the Eastern Steamship Company office in Boston for payment.

Jimmie Sheehan  
Ray Gonzales  
Jim Drawdy

# Digested Minutes Of SIU Ship Meetings

**JEREMIAH S. BLACK, Aug. 10**—Chairman J. H. Parsons; Secretary R. J. Williams. New Business: New men acquainted with SIU policies. Main beef against the Steward Department for their neglect in keeping messhall clean and coffee urn in working order. Chief Steward pledged his full cooperation.

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**JAMES GUNN, July 31** — Chairman and secretary not noted). New Business: Motion carried to have patrolman check on the following: (a) ships foc'sles to be painted and deloused (b) new mattresses (c) new porthole screens (d) fans, bunk lights, lockers, and emergency lights to be repaired (e) check and repair galley range, steward dept. toilet seat and place soap dishes in all heads and showers (f) check and renew, when necessary all pitchers and glasses (g) check reason for the ringing of general alarm at odd moments (h) repair and paint crew refrigerator (i) repair and paint crew messhall table and chairs (j) evaporated milk unit for consumption—have condemned by port authorities. Chief Steward walked out of meeting when questioned about departmental duties.



**CAPE HATTERAS, June 29** — Chairman Chick Fisher; Secretary Leo Allen. Good and Welfare: Steward to post notices in messhalls in regard to cleanliness in messhalls and passageways. Each department to use their own heads and showers. Patrolman to be notified of member who deserted ship. Cans to be placed in passageways for disposal of cigarette butts, etc.

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**THIMBLE EYE, July 28** — Chairman J. Flannery; Secretary W. P. Roma. Motions carried: that crew is not to pay off until patrolman comes aboard; to have all lights checked; to keep all outsiders from crew quarters. Good and welfare: Company to be notified that a coffee pot and toaster is needed aboard ships, also matches, disinfectants and spray guns. An electric iron and coils are needed also.

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**ARTHUR M. HURLBERT, July 17** — Chairman B. Mansfield; Secretary Charles Rodzy. Motions carried: that Stewards Dept. to do their duties as per agreement; that one of the Delegates give up his job since he is not fully informed on all points of the agreement; that messrooms be kept clean at all times; that members guilty of violations be fined \$1.00, money to be donated to the Log. Good and Welfare: Chief Cook wants to help out menus, and it was suggested by Charles Simmons that Chief Cook and Steward work out menu together.

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**WILLIAM PEPPER, June 13** — Chairman T. O. Melton; Secretary A. Dipasupil. Motion carried to have Delegates inspect Union books and tripcards and submit written report on Crew's standing to the Chairman. Reports are to be posted



on the bulletin board. No sign off until beefs and disputed overtime are settled. Members who didn't ship through Union on last trip should register if they wish to ship again. Crew extended vote of thanks to Stewards department for good service. Good and Welfare: Motion was carried to make the following improvements before signing on next crew: paint foc'sles, provide a bench for each, repair radio in mess and chart rooms, install electric fan in unlicensed personnel's mess, provide gratings for all showers, change large radiator in Bosun's room for smaller one, install plugs in all wash basins, and provide a wind-break for look-out.

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**HASTINGS, (Date, chairman and secretary not noted).** Motions carried: to recommend several men for probationary books; to have Engine Department man report to Patrolman, and to inform Tripcard members on their standing.

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**OTIS E. HALL, July 23** — Chairman J. Barone, Secretary: L. L. Elie. New Business: Motions carried: that delegates ask Captain to have Steward leave icebox keys with Chief Cook while vessel is at sea; that any overtime work on topside quarters is to be divided between the messmen and utilities. Good and Welfare: All the crew was warned of spitting in drinking fountain and throwing match sticks and butts in alleyways. All men to pick up spoons, cups after coffee time and wash same. Those that neglect this are to be fined 50c and money collected to be donated to the Log.

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**MV MOOSE PEAK, Aug. 12** — Chairman J. McCullough; Secretary Charles Dowling. New Business: Special meeting called to order to have Patrolman take immediate action on various repairs. Deck Delegate reported that all drains be cleared and repaired in AB foc'sle while ship is in dry-dock, also all locks for deck department rooms be replaced with new ones. Steward department reported that drain in pantry be cleaned and repaired. Engine Department reported that all chairs in messhalls should be repaired and put in servicable condition. To have all locks on oilers rooms be installed and bunks be lowered to a peaceful and breathing height.

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**JEREMIAH S. BLACK, Aug. 17** — Chairman J. H. Parsons; Secretary R. J. Williams. New Business: Chairman offered a suggestion that he resign his position as chairman in favor of Brother Larson who is one of the oldest book members of

the Gulf. Brother Larson accepted offer and was accepted unanimously by the crew. Brother Larson suggested that a Patrolman be on board in case of a payoff in next port. Brother Larson gave a few points on what is expected of Union men aboard ship, their duties and limitations. Patrolman Gonzales suggested to the Steward that a coffee pot be obtained for the Engine Department.

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**EDWARD LOGAN, Aug. 4** — Chairman J. Watkins; Secretary B. Torbick. New Business: Garbage can on deck has not been emptied since ship left Rotterdam. Deck delegates will see mate about it. Motions carried: to see all trip carders as to their intentions as to joining union. Each department to recommend their trip card members to the union. No one will pay off until all beefs are settled. Any one paying off before will be brought up on charges. Repair list: plugs for wash basins, foc'sles need painting also all departments and heads, wringer in laundry to be repaired or replaced, dogs on ports to be freed and also replace missing ones, springs on bunks to be replaced where missing. Crew wished to thank Steward, cooks and other members of their department for a well fed ship thus making the trip an enjoyable one.



**DE SOTO, July 14** — Chairman Marston; Secretary Bohmenstiehl. New Business: Deck and Steward delegates reported everything okay. Engine delegate reported part overtime disputed at Antwerp. Men listed that paid fines for misdemeanors aboard ship. Money collected from fines to be donated to Log.

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**FERDINAND R. HASSLER, July 1** — Chairman Donald R. Short; Secretary R. O. Farrara. New Business: All delegates reported everything okay. Motion carried to have the following fines put into effect: 50c for leaving cups, etc., on tables and sitting on tables—25c for abuse of laundry room—\$1.00 for spitting on deck anywhere inside of housing—\$10.00 for appearing at mealtime without proper clothing—fine—no service. Cigarette butts and trash in passageways—fine 25c. One minute of silence for brothers lost at sea.



## SEAFARER SAM SAYS:

FOR YOURSELF  
AND YOUR UNION  
BROTHERS...



YOU SHARE  
YOUR SHIPS  
AND UNION  
HALLS WITH  
YOUR FELLOW UNIONISTS. DO  
YOUR SHARE TO KEEP THEM  
CLEAN - FOR YOURSELF AND  
YOUR UNION BROTHERS.

## CUT AND RUN

By HANK

Well, we gave the little Wage Stumblization Board a big fight and a good fight to win our beef and save our precious cabbage. Let all bureau-rats and ship-profiteers forever respect our contracts and our intentions and policies! . . . This sleeping business isn't back to normal yet for most of us—especially for Lil Abner! . . . One of our shipmates, Jack Merikle, who is now sailing as Number Two Mate, hit the bricks with his brothers, regretting, however, that he didn't see beardless Harold Farrington or Woody Roland the cook. Tommy Farr is in N. Y., anyway, Jack . . . Arthur Berg, the oldtimer, is here in New York, after doing his bit in the strike . . . Lucky Lee Luciano and Vic Combs are waiting to return to their lonesome berths aboard the Cape Hatteras for those steady Island runs. They sure have a swell skipper too, by the way.

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Tom "Beachie" Murray, bouncer at the Riviera in San Juan and the best friend of Caledonia, was probably pounding the bricks in Puerto Rico while his old pal Woodsie Lockwood was pounding the New York bricks. Woodsie also want to know how Marino of the Texas Bar is getting along . . . An oldtimer and a San Juna beachie, B. A. Morrison, who quit the NMU after getting a raw deal on a legitimate beef, just finished pounding the bricks for us. Brother Morrison confessed the sincerest happiness in seeing with his old eyes the way our Patrolmen settle beefs in the right way and the only way for the membership.

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"Red" Davis, is waiting to leave New York and hit Puerto Rico again . . . Someone named Angelpuss down there must be waiting to see "Red" Morgan which is also vice versa, too . . . Harvey Hill is here in New York and Red J. Whitten just came back from Denmark with a swell, militant crew . . . Oldtimer Alex Anderson just came in from a trip . . . "Peg Leg" Andy Anderson just blew in from a trip with a black and white dog named Spot, who might have hit the bricks for a few days, too, if we know Andy.

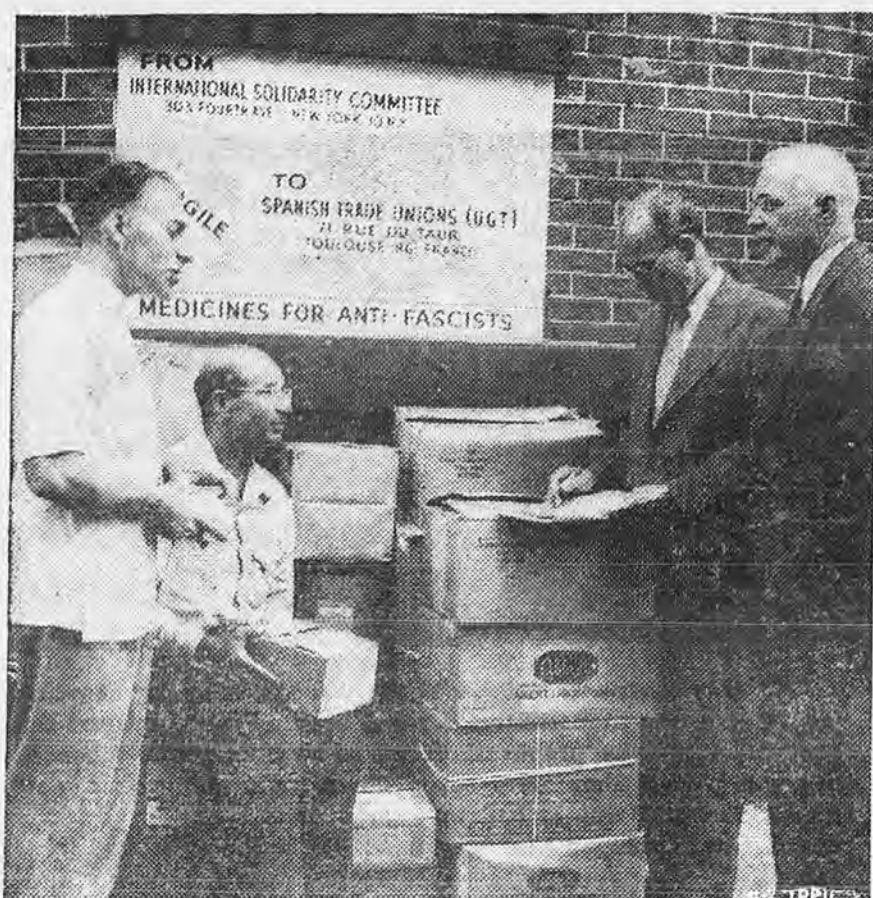
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Well, this last part of the column will be about who's in town right now: John Bove, the Baker, who has sailed several Isthmian ships . . . Baker Oscar Grimm, who might start baking cigar pies in the future . . . "Chico" Philip Salino, dressed in that familiar brown suit . . . Frank Radzvila, the big Cook with the usual big smile.

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Well, we don't have to blow any more smoke about our victory. Our two weeks of hitting the bricks will be remembered as V-SIU Days for a long, long time. Our victory was an atom bomb splash which opened up the scheming eyes of the anti-labor people and the sleeping eyes of all Labor. But let's not forget that many people will still be working against us, even with their smiles and signatures on papers, hoping to cut our necks in some way. We're all Americans but when it comes to improving wages and conditions and thereby losing an inch of profits or an inch of pride and power—enemies are so easily a dime a dozen on the backs of seamen, as indeed they have always been. Let's watch Washington, let's watch and keep fighting the Coast Guard. We have our lives and our money to lose if we ever slack our militant lines, Brothers.

**U. S. LABOR AIDS SPANISH UNIONISTS**



The first shipment of \$5000 worth of medical supplies for the Spanish Trade Union (UGT) Center in France has been sent off by the Medical Aid Section of the Int'l Solidarity Committee. Above (l. to r.) are: Dr. Bernard Schneider, chairman of the Medical Aid Committee of the ISC; Louis Nelson, manager of Local 155 of the Int'l Ladies Garment Workers Union-AFL; Antonio Reina, American representative of the Labor & Immigration Dep't of the Spanish Republican Government in exile; and Dr. Leo Price, director of the Union Health Center, New York City. The ISC is sponsored by both AFL and CIO leaders. The medicines will help establish a new hospital for the Spanish unionists in exile.

**POWELTON CREW SENDS DONATION FOR HELEN MEN**

Dear Editor:

Members of the crew, including officers, of the SS Powelton Seam have contributed \$49.50 to the seamen of the SS Helen, who had their papers lifted by the Coast Guard's Kangaroo Court.

If the seamen have had their papers returned to them, and have shipped out, the money is to be turned over to the Seafarers Log.

Please print this list in the Log, and let the crew know that the Powelton men are 100 per cent for them.

The men and the amount contributed follows:

Ch. Eng., \$4.00; 1st Asst. Eng., \$2.50; 2nd Asst. Eng., \$1.00; 3rd Asst. Eng., \$1.00; Ch. Mate, \$1.00. Crewmembers: Price, \$1.00; Britt, \$1.00; Orman, \$1.00; Harrison, \$1.00; Tilley, \$5.00; Driver, \$1.00; Keene, \$1.00; LaFoe, \$1.50; Andrees \$1.00; Nickel, \$1.50; Holstrom, \$1.00; Whitmer, \$1.00; Kester, \$1.00; Page, \$1.00.

McLane, \$1.00; Bowers, \$1.00; Barber, \$1.00; Gibbs, \$1.00; Caraway, \$2.00; Hendricks, \$1.00; Gibson, \$1.00; Bradley, \$1.00; Christopherson, \$1.00; Marcellus, \$1.00.

Also, \$10.00 was added from the ship's fund.

E. Tilley, Engine Delegate

**SKIPPER TRIES TO HELP PARENTS OF LATE SEAFARER**

Dear Editor:

This letter is written for the express purpose of letting the Brothers hear of a fine Skipper. Captain Frank Purdy of the SS Thomas B. Reed, Calmar Steamship Company. He is a good sailor and a gentleman. Insofar as we always sound off about a phony Captain, we feel we should speak up about a good one.

On voyage No. 11 of the Reed, from Boston to Baltimore to ports of western France, Captain Purdy was everything one could ask of a skipper. When William Joyce, Wiper, was killed in Le Marques, France, the old man though ill, did everything in his power to bring the boy's body home to his parents. He could have left most of the headaches to the Consul, but instead worked and worried himself into a state of near collapse. So bad in fact that he was forced to go to bed for a few days when we put to sea.

We take this opportunity to thank a fine captain, and a true gentleman.

The crew of the SS Thomas B. Reed

messman, he looked back to his first days and realized that the advice of his fellow seamen had reaped him rewards.

Finally the ship came back to the states and "Speedy" decided he needed a vacation for the ship had been gone for twenty months. So he headed home and took things easy for awhile.

After resting up he decided to ship out again, so he went down to the hall. All the crew was there and they shook his hand and boasted that he was the best messman they had ever sailed with. Speedy felt good and a happy feeling surged through him. He looked up at the board and saw that a messman's job was open. He applied for it and received it. As he left the hall he heard someone call, "Carry on 'Speedy.'" Frederick Wilkins



**AN AB WITHOUT A LIFEBOAT TICKET: NEAREST PATROLMAN IS MAN TO SEE**

To the Editor:

Since when can a man who has sailed Acting AB without an AB or lifeboat ticket turn around and sign on the vessel he has been sailing for the last five months as an Ordinary Seaman? And since when can a Bosun take it upon himself to say that it all right for the man to sign on without definite proof to this effect?

The answer is: he can't! But the truth is: he did!

The finger can only be pointed to the Bosun and the man himself for stating that it was proper for him to sign on, even though he allegedly quoted a responsible union official as saying so.

Bill Taylor, 39841  
Eric Upchurch, 24611  
S. Kinoshita, SUP 2219

Answer:—In a case of this kind see the Patrolman at the first SIU port you hit. He will straighten things out.

**SIU SOLIDARITY 'SETS EXAMPLE FOR ENTIRE WORLD'**

Dear Editor:

The greatest maritime strike the world has ever seen started when the Wage Stabilization Board refused to recognize the newly gained increases our leadership had wrested from the shipowners.

With the backing of all labor, a large treasury and an efficient strike set-up, we are prepared for a showdown with the WSB, or any other agency that attempts to interfere with our collective bargaining rights.

The membership is grateful for the support which all the maritime brothers have given us in this current issue. The morale of our rank and file has always been good, but today it cannot be surpassed. This is due to an educated membership and the intelligent handling of Union affairs.

The time has come for the bureaucrats to realize that Labor will no longer tolerate any interference or high-handedness that was shown towards us during the recent conflict.

Both the SIU and the SUP have shown again, as in the past, that they have the guts to fight for Union rights, as guaranteed by the laws of our land. And they have set an example of solidarity for the entire world.

Solidarity lies in the meeting of minds, in the exchange of ideas, and complete unity against a common foe, and that should be the goal of the maritime worker—solidarity.

Bob Porter

**WIFE READS LOG TO CHECK ON SEAFARER SPOUSE**

Dear Editor:

My wife and I would like to have the Log mailed to our home address weekly.

Between you and me, I think she's trying to keep a close check on me. I can think of no better way than to have her read the Seafarers Log.

Herbert H. Crowell

**LOG STIRS WIFE'S INTEREST IN LABOR MOVEMENT**

Dear Editor:

I hold probationary book 49821. While I was home recently I had the Log sent there. During that time my wife became very interested in the Seafarers paper, and in the labor movement—a subject in which she had been very ill-informed previously.

We recently changed our address, and she has reminded me several times to be sure to have the Log sent to our new address so they will be able to be kept up with "our" Union while I am away.

Labor unions are something every one in my section of the country need know more about. The Unions and a little bit of broadmindedness are the things that will pull the South out of the backward state it is in today.

C. J. Luper  
No. Carolina

**CREW ABOARD CAPE HATTERAS A HAPPY FAMILY**

Dear Editor:

We are a big, happy family on the SS Cape Hatteras.

But the last trip was terrible. The chow was lousy, and there was no service. We had no meat, except for the pork we picked up in Ciudad Trujillo.

In San Juan, Bud Ray came aboard to check the store rooms and the iceboxes.

The man who was Third Cook on our last trip is now the Chief Cook, and what a cook he is. He's also a darned good Steward. In fact, the service couldn't be better.

On deck, we have four Bosuns who are ABs. Lucky is a Bosun now. We don't see the Chief Mate on deck, as was the case on the last voyage. He told me he has a good deck crew this time. This is a result of a meeting we held on sailing day in New York.

Yes sir, we are a big, happy family on the SS Cape Hatteras—and all SIU members.

God bless our Union.  
Pedro J. Erazo  
Deck Delegate

**'Serve Or Sink'—How To Make Good As A Messman On The Rolling Seas**

Dear Editor:

It has been my privilege many times to serve in the Stewards Department aboard on SIU ships. I have always enjoyed the job and have studied each individual so that a lot of unnecessary trouble could be avoided. This short story was inspired by the things that happened to me when I broke in a messman on his first job. It is of course fictitious, but perhaps you may note something familiar in the tale.

**"'SPEEDY' CARRIES ON"**

It was just another morning at the SIU Hall and the floor was crowded with seamen milling around looking over the ships on the board. Most of them were veterans of the dark days when submarines stalked merchant ships in the deadly game of war. Near the edge of the crowd stood a quiet self-conscious youth. Like all the rest he was waiting for a ship, but unlike the rest this ship meant very much to him as it was going to be his first trip to sea.

We'll call him Bill Jones, Yes, Bill Jones, Messman, waiting for his first ship.

One by one the dispatcher called off the jobs and soon the board was empty but for one opening. This no one desired and the dispatcher told him the job was his and gave him his shipping card and slip.

**NEW JOB**

Bill boarded his ship somewhat bewildered and a little unsure of his reception. He was met in the passageway by the Chief Steward, an oldtimer in the sailing game, who welcomed him aboard and showed him his quarters and the messroom. He showed Bill around and pointed out his duties as a messman aboard ship. The Steward realized how

the newcomer felt and assured him that he would be steered right.

In his new job Bill felt that he might not be able to handle the job, but it wasn't long before one of the crewmen showed him how to set the table for dinner and gave him some advice:

"Don't get excited and argue with the crew during meal time because when a seaman is eating he wants to eat in peace. Always keep your glasses polished along with the silverware. Set your table in an orderly manner and serve the food like you would like to have a waiter serve it to you. Whenever there are things on the menu that rates a side dish serve it as such. At all times make the crew feel as though you are trying to give them the best of service. Always cut grapefruit and cantaloupe and other fruit like it should be cut. You'll never go wrong if you follow these rules.

"Place ash trays in convenient places and put up a sign where the crew can see it asking them in a nice way to put their cigarettes and ashes in them. Take a cloth and every morning sort of rub off accumulated spots on the bulkheads. Cooperate with the dishwasher as such as possible and make his job as easy as your own."

Bill listened intently to the advice given him and in wasn't long before the crew noticed his diligence and nicknamed him "Speedy."

**"REGULAR GUY"**

To France, Belgium, Holland and other ports he sailed and always whenever the crew met him uptown they set him up with the best drinks. The crew liked him and called him a regular guy. They fought his battles and went out of their way to help him.

Speedy began to like being a

# Strike Action Found Outports Ready



The Philadelphia Hall was too small to accommodate all who wanted to attend the meeting on September 6, so arrangements were made for a larger hall in the center of town. And even this one wasn't quite big enough. Everybody had something to say, and all wanted to hit the bricks to show the WSB that when the SIU-SUP win a wage contract, they want what they win!

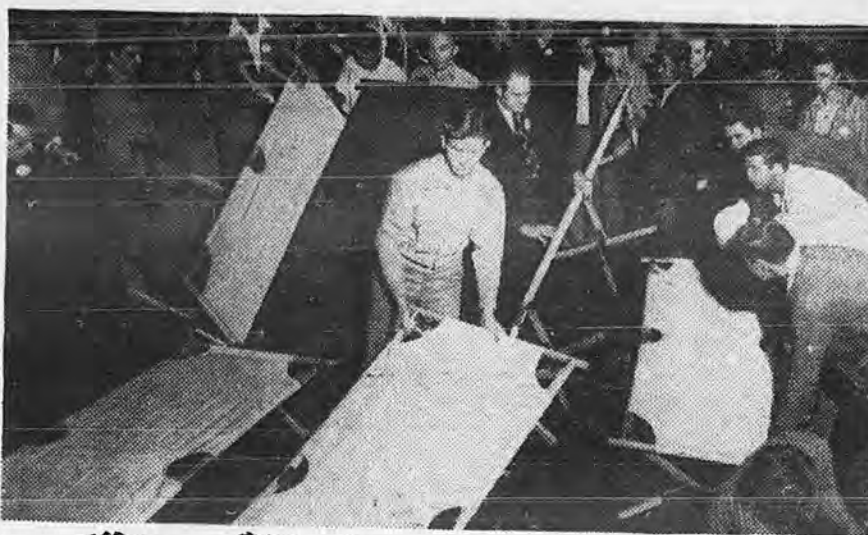
## HERE'S HOW

On this page we have pictures and details of the way things went in Philadelphia and Baltimore. In other ports it was the same story, but for two reasons we are unable to print the story and the pictures of what happened.

First of all, the Teamsters' strike has left all printers short of paper. The LOG this week is only 12 pages.

Second, all Port Agents were so tied up with work during the strike, and after the action was over, that they found it impossible to send stories and pictures as yet.

In the next few weeks we know that more stories and pictures will be sent to the LOG, and when they are, you can be sure that they will be printed.



Even cots are comfortable at the end of a long day of picketing. These cots in Baltimore are not an exception, and are only part of the strike preparations made by this port. When the pin was pulled, they were ready down here, and within a few hours, the port was locked up tighter than a miser's bank account. And it stayed that way until the beef was settled in our favor.

## Philly Ready So Strike Is Successful

PHILADELPHIA — From the Navy Yard straight up the waterfront, this harbor was shut down tighter than most people would have believed possible. You could stand on the Delaware River bridge and look in both directions, up and down the river, and not a plume of smoke showed from any smoke stack on any ship.

It was the same way on the Schuylkill River, and the only boats that moved here at all were the rowboats and shells near the boat houses.

The foot of Market Street looked like a deserted town, with only the Camden Ferry running. All in all, there was no doubt that this was a 100 per cent tie-up, in Philly and all over the United States.

While we were engaged in buttoning up the waterfront, we were still interested in making sure that all the boys had good hot food in their bellies, and a place to live each night. While the NMU was threatening strike action, all the commie unions in this town ran around getting rooms for them to use. The commie unions even put up cots in their halls for the boys, and at the last minute they weren't used.



Off to the picketlines in fine style. No sense walking to the docks when all you are going to do is some more walking. This truck came in mighty handy to transport pickets and to pick up food in the wilds of New Jersey.

But those unions didn't lift a finger for us. We had to do the whole thing by ourselves, and we did a fine job. Not one man went without a hot meal at least once each day, and through the cooperation of the AFL Central Labor Council of Philadelphia, we were able to secure the services of a mobile canteen.

Maybe that moving coffee house wasn't welcome to the guys on picket duty. Each watch we distributed 250 dozen doughnuts, plus all the coffee the boys wanted and plenty of fresh fruit. As far as sandwiches were concerned, there was plenty for

everyone; most days we gave out about 300 sandwiches.

### BIG GAME HUNTERS

Don't think that any of this was easy. We were feeding close to 900 men, and due to the OPA freezing the meat, we had to go into the wilds of New Jersey for our provisions. We went around from farm to farm, and where we found meat, we bought it. Brother Hodge killed a couple of pigs for us, and that was a fine break.

The smiling faces of the boys on the chow line was thanks enough to the members of the Food and Housing Committee who were responsible for providing all the food and lodging that was needed.

Most of us were busy 20 hours a day, but after the victory was a sure thing, we found enough energy to go out to do a spot of celebrating. Sonia's was a busy place that night, and the boys really deserve a good time because practically all of them had stayed away from the joy gas during the strike action.

The entire strike action was fine, but now that it is over, we can all get into the fight to protect the gains we have made, and to go even further. There are still some unorganized lines, and these should get our attention next, now that Isthmian is practically in the bag. The Seafarers International Union has always led in the fight for seamen's rights, and this fight against the WSB is only one more in the long history. From here on we do even bigger things.

## Baltimore On The Ball When Strike Call Came

By WM. RENTZ

BALTIMORE — Simultaneous with every other port in United States Baltimore's port closed up shop at mid-night Sept. 5. When the word came to hang the hook and place out picket lines we were ready. We are proud of the manner in which we pulled off the maneuver and we know that the story was the same all along the three coasts. The story of cooperation from every source connected with the waterfront is a wonderful story worth repeating in every port concerned.

In Baltimore we received the full support and cooperation of the Baltimore branch of the AFL and the Baltimore Federation of Labor. Miss Anna Neary representing the two above named groups called personally at the Hall to give us the word of support. We also received full support of the local cab companies. The drivers stopped 15 feet from the picketlines and unloaded. The Cab Union told us to take the number of any cab that tried to cross the line and we never had to make use of that privilege. From across the sea we received word from the British Dockworkers in Liverpool that they would refuse to handle the cargo of any ship loaded by troops or finks during the course of the strike.

On the other side of the ledger we have a typical bureaucrat up to his old tricks. Senator Radcliffe of Maryland told President Truman to call out the Navy to

keep the American Merchant Marine on the high seas. Maryland can be congratulated on having defeated this would-be strike breaker in the recent primaries.

There was a little trouble at the Maryland Drydock Company when a company bus tried to force its way through the picketline. The men showed the company that the lines weren't there to be broken and once more the company learned the hard way that the Union meant business.

We received the pledges of support from the NMU as did every other port. Naturally "no coffee time" Joe was anxious to support us. Look at him now crying his eyes out about unequal pay. Well we're glad the NMU membership is going to get the raise, but as usual they got it through the efforts of the SIU and not their own leaders.

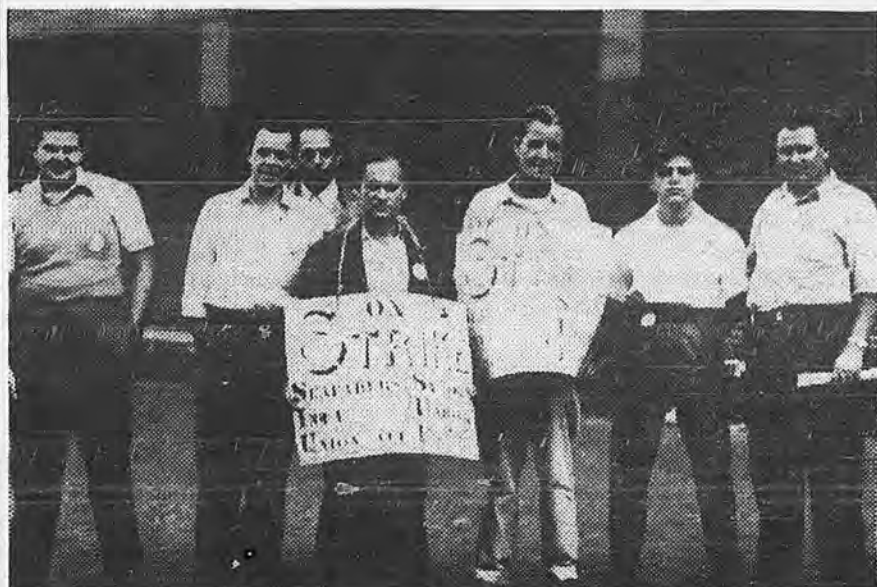
### NOT FOOLING

Joe quickly assured LaGuardia that NMU crews would man UNRRA relief ships. I wonder what he expects us to do now that he is asking us to hang the hook on all of our ships, relief or not.

Well its all over now and we showed the boys in Washington that we weren't fooling. As we are the closest port to the Capitol I wonder if some of the WSB boys ever came around to see if the port was really dead. Maybe they did and ran right back to hide and drop the whole business in Uncle Harry Truman's lap.



Coffee and—This mobile canteen made picketing easier in the City of Brotherly Love. It belongs to the AFL Industrial Union Council and is available for such work at any time. Sure comes in handy.



Just like every other port: one continuous picketline from Boston all the way down the Atlantic Coast, around the Gulf ports, and up the Pacific Coastline. And plenty effective, too. Not a ship moved for ten days.