

# SEAFARERS LOG



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

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No. 7

## Anti Communists Win Easily In MFOW Election

WASHINGTON, Feb. 11 — A statement released today by V. J. Malone, President of the Marine Firemen, Oilers, Watertenders, and Wipers (Independent) shows that the communist forces in that union have been completely repulsed in their attempts to take over the leadership.

By large majorities, the communists and fellow-travelers in the MFOWW were defeated for office, and even where they were strongly entrenched the house-cleaning swept them into discard.

Also voted down was a proposal that would have affiliated the MFOWW with the late and unlamented Committee for Maritime Unity. The vote on this was 3,679 to 732.

Malone, running for President polled 3,946 votes. This was the largest vote received by any candidate. Anti-communists also captured the Port Agent jobs in San Pedro and New Orleans, long time CP strongholds in the MFOWW.

### STACK DEFEATED

Walter Stack, brother of Joe Stack, pro-red Vice-President of the NMU, was defeated for the post of San Francisco Agent. Stack has long been alleged to be the leader of the communist forces in the Firemen's Union.

The complete repudiation of the communists in the MFOWW leaves only a few maritime unions under CP control. Those remaining under the domination of the reds include the NMU, the CIO Longshoremen, and the Marine Cooks and Stewards.

Malone has long carried on a fight against the commies in his union, and he was instrumental in the fight to prevent the Firemen from being taken over by the CMU.

## George Washington Cancels Departure For C.G. Inspection

NEW YORK, Feb. 15—The SS George Washington, which arrived here today from Bermuda, 24 hours late, due to inclement weather at sea, will not make her regularly scheduled departure tomorrow, it has been announced by the line.

Cancellation of this week's sailing was made to permit annual inspection of the vessel by the Coast Guard. The Washington will resume her weekly sailings Feb. 22.

## UFE IS NOT ALONE



Men to distribute literature was the SIU's reply to a request for help from Local 205, United Financial Employees, AFL, now engaged in a drive to organize the underpaid brokerage workers in New York's financial district. For three hours Tuesday, February 11, the SIU gave out leaflets in support of the UFE.

## SIU Takes To Streets To Aid AFL Financial Employees

NEW YORK, February 11 — In a stirring demonstration of inter-union solidarity the Seafarers International Union today took the field in support of the United Financial Employees, Local 205, OEIU, AFL. More than 25,000 leaflets, prepared by the SIU, were distributed by 200 white-capped Seafarers in the New York financial district to outline the need for organizing the underpaid and exploited workers in the brokerage business. (See page 6 for the complete text of the leaflet.)

This is not the first time that the SIU has used its strength to aid another union in winning a just beef, or in organizing in the face of odds.

In the past year it was a common sight to see Seafarers side by side on the picketline with the MM&P, the MFOWW, the ILA, and the CIO Shipbuilders.

Now the UFE-OEIU has appealed for assistance in organizing, and the same whole-hearted support is being rendered.

At a special meeting, called before the demonstration began, the SIU adopted a resolution supporting the UFE in its drive, and voted to suspend shipping for three hours so that as many men as possible would be available to give out the throwaways.

Paul Hall, New York Port Agent, read a message from the UFE requesting the assistance of the Seafarers, and also read into the record a telegram from Frank Fenton, AFL Director of Organization, stating that anything the SIU could do in this matter

would be appreciated by the UFE and the national AFL.

Fifteen squads, each in charge of a group captain, were dispatched to strategic points in the financial center at the height of the noon hour when the office workers were on their way to and from lunch.

In this way thousands of potential UFE members were apprised of the fact that the SIU is throwing its full support to Local 205.

The response to the leaflets was beyond all expectations. There were few, if any, office workers

(Continued on Page 6)

## NMU Loses To Company Union In Atlantic Refining Election

The diligence with which the officials and organizers in the National Maritime Union follow the communist party line has had a marked affect on the success of the various organizing drives undertaken by that union during the past year or so.

Not only have the campaigns failed, but there has also been a complete breakdown in the NMU's servicing of its membership.

It is already an established fact that the unlicensed seamen of the Isthmian Steamship Company have voted for the Seafarers as their bargaining agent, and now comes the news that the company union won in the Atlantic Refining election.

## Isthmian Case Goes Before NLRB; Company Objections Overruled

If the recommendations of Howard F. LeBaron, Regional Director of the National Labor Relations Board, Second Region, are approved in Washington, then the election to determine a bargaining agent for the unlicensed Isthmian seamen will go into its final round.

In his report, dated February 10, Mr. LeBaron held that the company's allegation, that the seamen on 44 of the vessels which were voted were not employees of the Company but of the Maritime Commission, was not true, and recommended that the Board dismiss this part of the objection.

He held further that the seamen on 37 ships, acquired after the voting began, were not eligible to vote, and recommended that this objection be dropped also.

The Company's third charge, that Chief Stewards should not have been included in the voting on the grounds that they are allegedly supervisory employees, was also taken up and disposed of on the basis of a ruling of the Trial Examiner, who previously had directed that Chief Stewards be included in the bargaining unit.

### COMPANY OUT

Thus, if this report is accepted, the Isthmian Steamship Company will be ruled out of the picture, and only the NMU's phony charge of collusion will stand in the way of SIU representation for the unlicensed seamen of Isthmian.

As far as the NMU is concern-

ed, Mr. LeBaron has recommended that a formal hearing be held within five weeks of the date of his report, and that the NMU be allowed to bring its evidence in at that time.

This, he states, will obviate the necessity of a one-sided, or ex parte, investigation, which will probably have to be followed up with a formal hearing anyway.

(Text of Report on Page 6)

## CMU, Repudiated By Three Unions, Votes To Disband

The Committee for Maritime Unity, communist-dominated CIO water-front grouping, which started out with a fanfare of ballyhoo to which it never lived up, at last called it quits on Sunday, February 9.

The decision was made and announced by the CMU Executive Board after closed meetings on the preceding two days.

In a face-saving statement, the organization blamed the dissolution on the action of Joseph Curran, co-chairman of the combine, who resigned in December because he felt that the CMU was not really working for maritime unity.

The CMU Conference, scheduled for March 15, has been cancelled, and all that remains to do is to settle the committee's financial affairs.

The final action to dissolve the pro-communist group came on the heels of three distinct shocks to the set-up. First and foremost was the resignation of Curran, followed by a decisive vote in the MFOWW and MEBA to abstain from active participation in the affairs of the so-called Committee for Maritime Unity.

Curran's move, which came as a bolt from the blue, has had far-reaching repercussions.

The commies in the NMU, led by Stack, McKenzie, and Smith,

(Continued on Page 3)



# SEAFARERS LOG

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GEORGE NOVICK, Editor

267

## They Also Served

There's more than one way to skin a cat! And there's more than one way to build a strong union.

During the recent strike of the Seafarers International Union there were a number of men who stood picket duty and prevented the many companies from finking out on runs. These men deserve a lot of credit, and the Strike Clearance Card they all carry is proof that they have done their duty as good union men.

But what of the men who were at sea when the action was taking place? Many of these men were in foreign ports where strike action is mutiny, and does not help out the cause of the Union. And quite a few of them were on unorganized ships as volunteer organizers.

In the SIU, volunteer organizer means just what it says. Nobody can force a man to ship out on an unorganized ship. The men who do so ask for the job so that they can spread the word of the SIU to seamen who would not otherwise hear of the advantages of the Seafarers' brand of unionism.

By militant action and by organizing the unorganized the SIU has become the strongest seamen's union on the waterfront. Remember, it took men on the picketline, and men on the lousy rustbuckets to bring the SIU to where it now is.

That's the way it is, so don't look down your nose at the guy who wasn't on the picketline in September, 1946. He may have been doing an important job on Isthmian or on a tanker

## End Of The Road

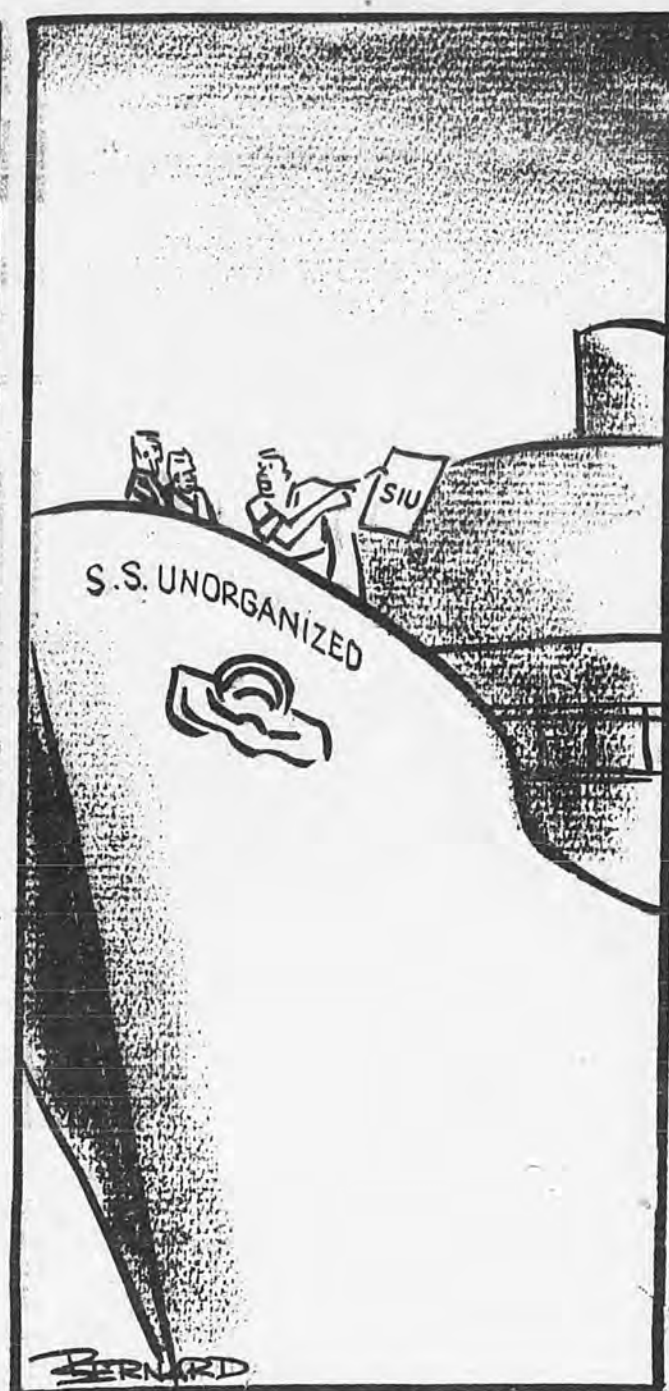
There's a lot more comfort along the waterfront these days. Not because of anything that is happening in Washington, where the red-tape experts are busily trying to throttle labor, but because the red-tinged Committee for Maritime Unity has finally shut its doors for good.

From the time the CMU first started, it was easy to see that a little trouble would scuttle the whole organization. It's not that unity on the waterfront is not important, it's just that honest, working seamen could not see unity in a group that included all the commie sellout-artists from way back.

And they weren't wrong. In quick order the MFOWW and the MEBA were sold down the river to increase the prestige of Harry Bridges, commie grand commissar of the American waterfront.

So the Committee for Maritime Unity, cursed by being the arm by which the commies hoped to dominate the U. S. waterfront, fades away, and there is not a voice raised in protest. The only comforting fact about the whole situation is that the CMU came to an end before it could do any more damage to the just objectives of seamen than it already has.

## "On both fronts . . ."



## Men Now In The Marine Hospitals

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

### BALTIMORE HOSPITAL

CHARLES SIMMONS  
CASIMIR HONOROWSKI  
CARSON McCOY  
THEODORE BABKOWSKI  
THEODORE CARROLL  
JOHN DUKO  
JULIUS MORGAN  
BARNEY HENKIN  
MATHEW CARSON  
PETER LOPEZ  
FRANCIS O'BRIEN  
CLYDE MILLER

~ ~ ~

### GALVESTON HOSPITAL

OLSEN  
BENNETT  
GALANE  
R. V. JONES  
HUTCHENSON  
STAEINZ  
MILKE  
FLESHER  
AKIN  
GRAVES  
BREASHAR  
KOW LIM

### SAN JUAN HOSPITAL

JUAN OLIVER  
WALTER JORGENSEN  
RAYMOND SAUDERS  
R. ARMSTRONG  
P. FELICIANO  
R. SEIFO

~ ~ ~

### STATEN ISLAND HOSPITAL

C. BONAFONT  
R. G. MOSSELLER  
J. S. WOOD  
W. G. H. BAUSE  
H. BELCHER  
L. L. MOODY  
E. D. MILLER  
C. KOLSTE  
R. POWELL  
M. MORRIS  
L. A. CORNWALL  
JOE LEWIS  
M. J. QUINN  
G. LUETH

~ ~ ~

### NEW ORLEANS HOSPITAL

W. HEMPEL  
D. McDUFFIE

## 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.)

V. FREDERIKSEN  
ROBERT MULHOLLAND  
EDWARD CUSTER  
KAY SCHERREBECK  
W. LEWIS  
V. NORRGARD  
H. ECHEVARIA  
JOHN O'DONOHUE  
CENTRAL MASON  
STEVE MOGAN  
ROBERT B. WRIGHT  
JACINTO NAVARRO  
O. M. STREWALT  
JOHN RETOUR  
J. W. DENNIS  
W. BROCE, Jr.  
A. F. SMITHART

~ ~ ~

### BRIGHTON HOSPITAL

E. JOHNSTON  
H. SWIM  
G. VICKERY  
R. ALBANESE  
G. GILLAN  
R. LORD  
J. ESPENSHADE





By JOSEPH VOLPIAN

Lately there has sprung up a little racket by the steamship companies, in cooperation with the Coast Guard and War Shipping Administration, which has just come to our attention. It should be of great interest to our membership.

Some time ago, a Steward signed on a ship and, as is usual, he was supplied with bed linen to be distributed when and as needed. During the course of the voyage, which incidentally was a shuttle run between England, France and Belgium, which lasted over eight months, quite a bit of the linen disappeared.

The linen locker had been broken into several times and the Steward himself, during the course of the trip, was hospitalized for about eight or nine days and was off the ship completely.

At the time of the discharge, the company refused to pay him off and he was sent to the Coast Guard for trial. He was not charged with taking the linens himself, but was charged with negligence in failing to report the fact that the linen was missing.

At the trial, this man did not have a lawyer and, despite the fact that the Master admitted that the Steward had reported missing stores on several occasions, and despite the fact that he was off the ship for some time and other people had access to the linen locker, he was found guilty.

**SIGNED RELEASE**

He then went to the Shipping Commissioner's office and signed a mutual release and was given a voucher by the Commissioner to present to the company, to be paid off.

This voucher called for the full amount of wages and bonus, less his draws. When he presented the voucher to the company, they refused to pay him except on the condition that he allow the company to take off \$537.00 from his pay.

He refused to do this, but finally was forced to permit this because he was broke and he had a family to maintain which removed the case from the hands of the Union.

He then went to an attorney who communicated with the company and its attorneys and tried to dispose of the matter amicably. However, with no success.

**ARBITRATION**

After much stalling, the company consented to an arbitration before Captain Rylander, the Shipping Commissioner, for the Port of New York and there with the seaman represented by counsel and the big shots from the company and their lawyer, an arbitration proceeding was held and several days later Captain Rylander handed down his decision awarding the money that was unlawfully taken by the company, to the seaman. The Commissioner based his decision upon the following reasons:

1. The linen was not in his (the Steward's) continuous

custody especially for a period of about eight days when he was in the hospital and not on the ship.

2. The linen locker was broken into a number of times by persons unknown.
3. The linen locker was unsuited for the purpose by being in the crew's quarters, easily accessible and easily forced. The Mate furnished locks a number of times for this locker but the necessary repairs for security were not made.
4. The mutual release signed by the Master and the seaman should have been honored and the seaman paid his wages in full after which an agreement could have been reached for an adjustment of this shortage.

According to the law as interpreted by the Supreme Court of the United States, a seaman is not an insurer of the stores or tools left in his custody. He is only responsible when he willfully takes or destroys this property.

We believe this decision handed down by the Shipping Commissioner will put the brakes on this budding racket.

## CIO Shipbuilders Keep Picketlines Solid; Seafarers Sends Wire To Mayor O'Dwyer

NEW YORK, Feb. 13—As the strike against the Ira S. Bushey and Sons shipyard in Brooklyn enters its third week, the twenty-four hour a day picketlines of the CIO Shipyard Workers, Local 13, remain firm in the struggle for recognition and a union contract.

So far, Bushey, who has a finky anti-labor record, has refused to meet with the Shipyard Workers, NLRB certified bargaining agent for the 500 employees, or any other group trying to effect a settlement.

The United States Conciliation Service has been unable to bring about a meeting, and likewise the committee appointed by Mayor O'Dwyer has had no success.

### CMU, Repudiated, Votes To Dissolve

(Continued from Page 1)

have been brought out into the open, and the rank-and-file has lined up against them and the CMU.

So overwhelming was this feeling that the NMU Executive Council, dominated by communists, would not allow the membership to vote on whether or not to continue affiliation.

The truth about the organization, as published in the *Seafarers Log*, and the fact that the CMU did not in any way advance the cause of working seamen, were the deciding factors in forcing the combine to give up the ghost.

## Membership Is The Only Victim In Power Struggle Within NMU

By EARL SHEPPARD

The word "union," used to describe an economic organization of workers, is one of the most grossly misused word in the English language.

The company associations, founded and maintained by the Standard Oil, Tidewater Associated, Sun Oil, Atlantic Refining and others, are being treated generously when they are called "company unions."

The truth of the matter is that the National Manufacturers Association comes much nearer being a union, inasmuch as it at least unites one specific group, the employers, in the defense of their particular interests.

Another misuse of the word is when it is applied to organizations completely dominated by racketeers or political groups.

In this type of organization "democracy" is only a word and freedom of expression unknown. The members of such organizations are slaves and the organizations to which they belong can only be classed as "captive unions."

The great and important difference between these and the "company unions" is that slaves can, and frequently do, revolt.

To build our own union, the Seafarers, we had to first rid ourselves of the domineering labor fakers who rode our backs for many years.

Today we see a revolt taking place in the NMU, a revolt that

goes much deeper than differences between Curran and Stack, or communists and anti-communists.

The NMU has been a "captive union" almost since its inception, a captive of a small group of smelly piecards operating under the tutelage and direction of the communist party.

Regardless of how much one may sympathize with the current pronouncements of Curran, Stone, Lawrenson, and company, it is waterfront history that they cracked the communist whip for ten years alongside their present enemies Stack, Myers, McKenzie, and the other Moscow stooges.

The whole history of the NMU is filled with such fights for power, from the days of the "Mariners Club" to the present CMU debacle.

The membership of the NMU, the seamen as a whole and all organized labor, are the victims of this struggle for power.

The shipowner is the only one who benefits, for such chaos and disunity can lead only to the ultimate wrecking of the union and the throwing of a large group of unorganized seamen on the beach.

Bad conditions and low wages will follow as sure as darkness follows light.

For that reason and to protect the interests of all seamen, NMU as well as SIU, the Seafarers refuses to take part in the NMU leadership squabbles, and devotes

itself to the task of becoming strong so that it may continue to organize and grow even though the NMU destroys itself.

**AGAINST BETRAYAL**

The real revolt in the NMU is the revolt of the rank and file against both the Currans and Stacks and the phony policies they have pursued.

These are the policies that have kept the wages and conditions of the NMU below the level of the Seafarers, that have kept the NMU in the position of chasing the bus that has passed.

The policy of the NMU misleaders has always been to get contracts at any cost, and to hell with wages and conditions. In 1939 they traded away water-tenders for a Lykes Brothers' contract.

In 1940 and 1941 they labelled the fight for war bonuses as "barking at the moon" (Frederick "Blacky" Myers' own words) and only received the bonus after the Seafarers had struck and fought to win it.

In 1940 they distributed a pamphlet called "The Yanks are not coming" and then in 1941 when Russia was invaded they foamed at the mouth and called for immediate American intervention.

All of this is history and has been told and retold. It is the fore and aft policy against which the NMU membership has formed the resentment which is now materializing in open revolt.

The big question is: "What is the NMU policy today, and does it differ essentially from that of the past?"

**POLICY OF CONFUSION**

The only difference is that in the past the NMU leadership were united on an aggressive policy of betrayal, while today they pursue a defensive policy of confusion. Regardless of how thick or thin you slice it, however, it's the same old communist "rule or ruin" tactic.

The Isthmian elections are a classic example of this policy. Beaten decisively in the bargaining election, the NMU leaders are today holding up Seafarers—Isthmian negotiations with phony claims of "collusion," thereby defrauding hundreds of Isthmian seamen of the right of union representation.

The CMU bastard raid on the ILA and the American-Pacific Co. Coos Bay affair were frantic gestures of a dying dynasty.

By clinging to the heels of the SIU in the general maritime strike, they managed to revive themselves somewhat, but their desperate rule or ruin policy came out again as the true role of the CMU power clique was exposed.

**RUSSIA FIRST**

As long as Russia needed oil, dating back long before America's entry into the war, they left the tankers alone, neglecting to negotiate contracts with companies in which they had been certified and selling out to Standard Oil Company in the 1939 tanker strike.

Suddenly, however, when the SIU has succeeded in partially organizing such companies as Cities Service, Tidewater Associated, Mathiasen Tankers Inc., and others, they appear on the scene with their shysters and enter a

(Continued on Page 8)

In line with the policy of complete support by the SIU to the strike, Paul Hall, SIU New York Port Agent, has sent a telegram to Mayor O'Dwyer, (see below) urging him to use his good offices to effectuate a settlement of the dispute.

William J. McCaffrey, international representative of the IUMSWA has reported that the latest efforts to bring about a meeting have come from the as-

sistant secretary of labor, John Gibson.

So far he has been unsuccessful, but the union spokesman expects the pressure being brought to bear by these groups will effect a break of some kind in Bushey's finky tactics.

Due to the solid backing the Shipyard Workers have in this beef, no one has attempted to cross the picketlines since their installation, and the only ship to leave is one of Bushey's own tankers.

### Text Of Telegram To Mayor

The following is the text of the telegram sent to Mayor O'Dwyer by the Seafarers International Union in behalf of the striking CIO Shipbuilders, Local 13 of the IUMSWA:

The Seafarers International Union of North America, affiliated with the AFL, is strongly urging you to exercise your good offices in trying to effectuate a settlement in the labor dispute existing between Local 13 of the Industrial Union of Marine and Shipbuilding Workers of America—CIO and the Ira S. Bushey and Sons Company of Brooklyn.

This anti-labor company has refused all attempts of the U.S. Maritime Commission, U.S. Conciliation Service, and various other agencies which have tried to mediate the strike, now in its ninth day. In addition, the Bushey Company is in open defiance of an NLRB order certifying the CIO Shipbuilding Workers Union as the sole bargaining agency for the shipyard employees of this company.

Our union is vitally interested in seeing the Bushey Company recognize the IUMSWA, and sit down with them at the bargaining table in good faith to negotiate a union contract. We are backing the Shipbuilding Workers in this beef one hundred percent, as we know that their strike against Bushey is a just one, and we intend to keep on supporting them in their fight until it is successfully won.

(signed) PAUL HALL, Seafarers International Union.



# HERE'S WHAT I THINK...



**QUESTION:** What has been your experience in sailing on unorganized ships?



**WILLIAM MEAGHER,**  
Asst. Electrician:

What struck me most on an unorganized ship was that the men had no idea how conditions could change as a result of belonging to a union. They accepted things as they were, and they thought that I was fooling them when I told them that the SIU would back them up and fight for them. When they found out that the SIU had the power to go to bat for the unlicensed members, these non-union men saw the light. The SIU record was also a big factor in inducing men to join our Union and fight for seamen.

**ANTONIO GONZALES, Bosun:**

As a rule I found conditions on unorganized ships below the SIU standards. There was practically no overtime, and the officers had no idea that seamen should be treated decently. Mostly we had to be careful of talking unionism because the officers were eager to fire all union men. When we explained what the SIU could do for seamen, the unlicensed seamen were glad to sign up in our Union. Plenty of officers were converted, too, when they found that the SIU had helped in the fight for officers' conditions also.



**RICHARD EGAN, FWT:**

Unorganized ships have no support in their beefs, and the company can do anything they want to with an unorganized crew. On the unorganized ships I've sailed on, overtime was unheard of, and conditions were like something out of the old book. Most people are easy to talk to about unionism, but there are always a couple of company stiffs to make things difficult. But even these guys have to give up when you contrast the difference between union conditions and non-union conditions.



**CARL SENARGHI, DM:**

Sailing on an unorganized ship was just like I had heard. Seamen had nothing to say about beefs, and the officers acted like tin Gods. The food was okay at the start, but towards the end of the voyage it became worse and worse. Most of the men on board were pro-SIU, but what convinced them that all seamen need a strong union was that when a beef came up we just couldn't do anything about it. It will be a happy day for seamen when these anti-union companies are forced to bargain with the SIU.

## The Patrolmen Say—

### Another One-Man Crew

**NEW YORK**—Last week's Log had a story of the Mate aboard the Loop Knot who was a one-man deck department. Well, I've found his brother.

When I went aboard the Nampa Victory last week, I found the Mate busy as a beaver and the crew up in arms. Just as with the character aboard the Loop Knot this guy was acting as Bosun, AB, and at times, OS.

I could see right away that he needed straightening out. Unfortunately, however, the books were closed and I could not offer him membership in the SIU.

Nevertheless, due to his untiring efforts we collected a little overtime for work he did on deck, such as Carpenter work, etc.

### HE LEARNED

He didn't like it at all when the dough went into the pockets of the men who were supposed to do the work, but he can write it up as experience.

I found the Old Man to be just as bad. He couldn't understand why a Messman should be paid overtime for serving meals in his room.

Also, for better than a week, he had instructed the Messman to make up the rooms of the Second Mate and Second Assistant after hours.

After a little discussion he saw the light, and all overtime was collected. The only casualties of the whole operation were my ears, which are still ringing from his pained yells. Whatta voice!

James Purcell

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### Cheap Skates

Several of the steamship company purchasing agents have cut requisitions on their own hook, and have taken to sending inferior food to the ships. This means that unless the Steward is on the ball the ship will sail short of food, and the quality of the food will be very poor.

The Steward is responsible for the quality and quantity of food aboard the ship, and if he finds it is not up to par, he should notify the Hall so the situation can be straightened out in a minimum of time.

Don't let the chiseling purchasing agents make your trip a nightmare. The Union has fought hard and long for decent conditions, and that includes food. So keep on the ball and make sure that there is good food aplenty on board before the ship leaves the dock.

Howard Guinier  
Ray Gonzales

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### Mersey Visit

**DETROIT**—I went out to the Marine Hospital last Tuesday and among the patients in the hospital we have Sisters Mabel Waldon, Countergirl on the Greater Detroit last season and Florence MacDonald, pantry girl on the Cleveland III for the past three seasons.

They are getting along fine, and have plenty of time to swap opinions on the D & C waterfront situation.

Withholding statements from the D & C Company are expected to be sent out from the company's offices Monday and Tuesday, Feb. 3rd & 4th.

—Herb Miller

## Tampa AFL Unions Take Lead Against Anti-Labor City Heads

By SONNY SIMMONS

**TAMPA**—The Central Trades Council of Tampa now has a new President, Brother Oscar Bloodworth of the Office Workers Union. We are sure that Brother Bloodworth will do a good job in carrying on the good work of the local council.

The esteemed Mayor of this town, who is pretty well-famed for his general finky attitude, recently took it on himself to attempt to balance his cockeyed budget by decreeing a ten percent tax on all public utilities.

A true friend of organized labor who has always been in the forefront of all labor battles in this area, Brother Frank Diez, head of the Cigar Workers Union, threw a monkey wrench in the Mayor's plan by instituting a petition campaign to force the question to a vote.

All AFL Labor in Tampa is busy getting signatures and the seamen are doing their part.

Brother Diez has shown that labor is on the move in Tampa and will not submit to the maneuvers of the politicians.

### PHONY PRESS

The local press, as usual, is eulogizing the Mayor and trying to picture him as a world savior, or a little Tom Watson.

This is part of the general anti-labor campaign, but organized labor is in the fight to the finish,

and will buck the Mayor and his schemes so long as he continues to serve the bosses as he has done with everything from dictator decrees to the police force.

Judge Parker ruled against the Teamsters and the Cab Drivers in their strike, and all the bosses' forces in the city are trying to smash them. Regardless of all the difficulties, however, they are carrying on the fight and the entire labor movement is supporting them.

### GOOD SHIPPING

Tampa got its share of the cold weather wave, but, at the worst, it is still a lot more comfortable here than anywhere north of Hatteras. In addition to the good weather we always have the situation is improved now with good shipping.

The Waterman scow, Erek Hopkins, the South Atlantic, Southland and the Bull Line, Evelyn were in, and five more ships are due this week—which perks things up considerably.

As a result of labor's determined stand, the Mayor and his anti-labor crowd are growing a little union-shy and are awakening to the fact that unless they quit their anti-labor activities they are damn liable to be expelled after the next election.

Tampa labor is going to fight this battle to a finish.



### Distress Signal

A campaign is now under way to bring about installation of the latest and most effective life-saving apparatus aboard all merchant vessels. Sponsor of the move is the British National Union of Seamen, which is utilizing every possible means to publicize the need for safety measures at sea.

At the recent meeting of the British Trade Union Congress in Brighton, the seamen's union demonstrated a new parachute distress signal for ship's lifeboats.

Sent up against a background of heavily overcast night skies, the rocket soared to a height of 1500 feet and was easily visible two miles out at sea.

It was revealed later that the signal had been seen as far as 25 miles away.

Constructed so that it is not affected by dampness or direct contact with salt water, the rocket is thrown into the sea a few yards from the life-boat. It then ignites automatically and is projected 1500 feet above the life boat, throwing off an illumination of 150,000 candle-power.

Similar demonstrations have been staged in Norway, Sweden and the United States, and the Norwegian government has al-

ready approved the apparatus for installation on its ships.

The British seamen's union hopes to effect a statute requiring all British ships to carry the life-saving apparatus.

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### Welfare Fund

Prospects for a government sponsored welfare fund for sick and injured Norwegian seamen appear favorable. A bill providing for the establishment of a welfare committee and a welfare fund for seamen is now before the Norwegian Parliament.

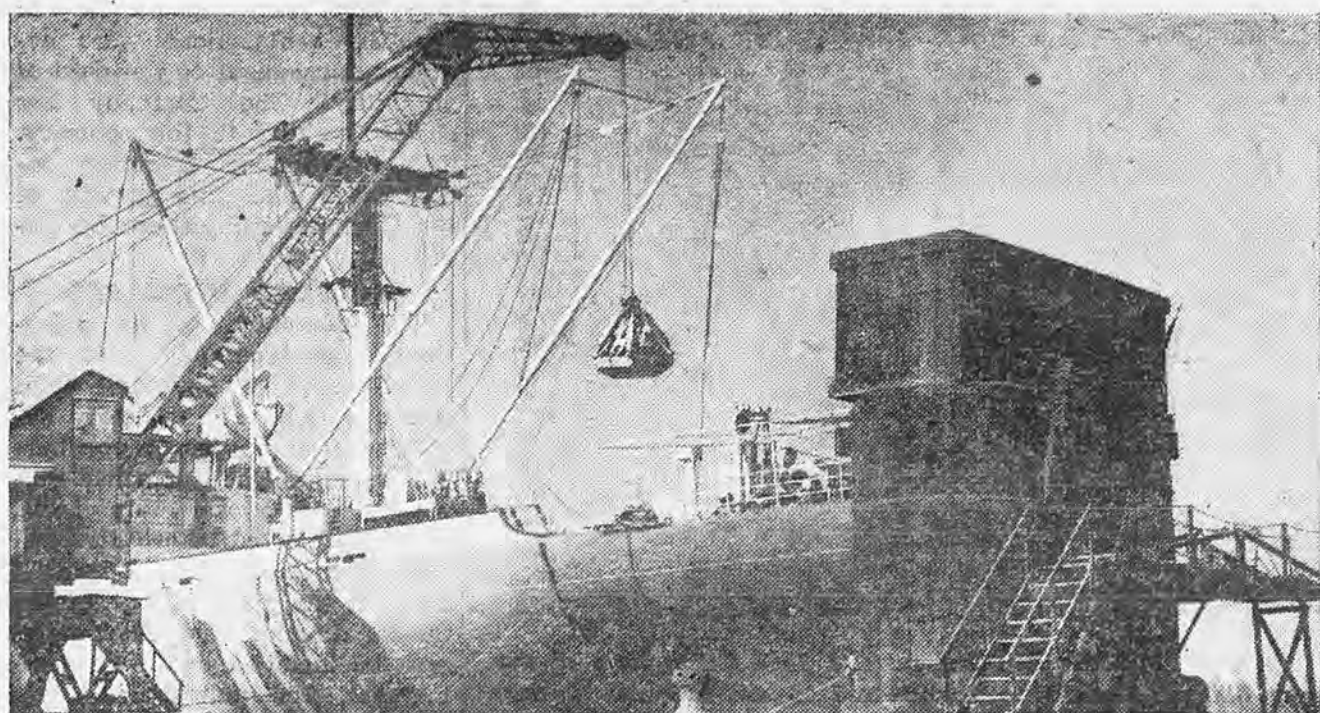
Contributions to the fund would be 240 ore per year for every insured seamen serving aboard a Norwegian ship, with the State providing 120 ore, and the shipowners and seamen contributing 60 ore each.

The bill provides further for a special welfare committee to administer the fund. It is to be appointed for a period of three years and will comprise representatives of the Government, shipowners and seafarers.

Additional details as to rules for membership in the fund, method of payment, etc., will be decided upon as soon as the bill has been passed. Payment of the benefits would start as of Jan. 1, 1947.



# Events Of A Busy Week In N.O.



After an eight-month trip, the Alcoa Pegasus came in clean and in good condition. Here she is discharging her load of bauxite to lighters in the Mississippi River. Most of the crewmembers said that the trip was uneventful, and that the food was swell. The payoff was no trouble either, and the men were well satisfied over a good trip and a satisfactory payoff.



Gathered around this table, SIU and Company officials hammer out 15,000 hours overtime for the crew on the first voyage of the SS Del Norte, Mississippi Steamship Company. Quarters for the Stewards Department are also to be enlarged so that more hands can be carried in that Department. Left to right around the table, Scotty Findley, Deck Delegate; Red Gibbs, Patrolman; Mike Early, Jim Richards, and E. W. Lisbony, Mississippi SS Company; Steely White, New Orleans Agent; Farrell Winborne, First Mate, and Dick Birmingham, Patrolman.



The James Duncan also hit New Orleans recently. Directly above is a picture of the Engine Department and at the right are some other crewmembers, including at least one from the Stewards Department. Above, from left to right, J. Falasca, S. Belich, L. Borrego, M. McCarthy, M. McKay, and E. Pease. At the right, in the usual order, D. Strelow, F. Behan, J. Johnson, B. Guthrie, W. Liebers, H. Karlson, S. Stephens, and K. Liebers. K. Liebers looks like the only Stewards Department man in the picture, but we could be wrong.



It's pretty hard to get the crew to pose when they have been paid off and they are waiting to enjoy liberty in New Orleans. The photographer prevailed on them to stand still for a moment, and this is the result. Standing, left to right, G. LaBrecque, A. G. Horne, W. E. Duck, W. F. Helms, G. F. Bischoff, and R. Barger. Kneeling are A. Rathbone and J. Miller.



Same story with the Black Gang. They're in a hurry to spend some of that hard earned money, too. In the usual order, H. L. Wold, E. Osborne, J. Di Orio, C. B. Moody, and J. Ricarvet. Ricarvet is holding up a piece of bauxite.



Here are a few of the men who were responsible for the high standard of food aboard the Alcoa Pegasus. In the middle is B. A. Musto, Second Cook. To the left and right of him are W. B. Zaunseil, Chief Steward and J. Groeschner, Utility.





# Report Of NLRB Regional Director

UNITED STATES OF AMERICA  
BEFORE THE NATIONAL  
LABOR RELATIONS BOARD  
SECOND REGION

In the Matter of  
ISTHMIAN STEAMSHIP CO.  
and  
SEAFARERS' INTERNATIONAL  
UNION, AFL

Case No. 2-R-6030

## REPORT ON OBJECTIONS

On January 14, 1947 the National Maritime Union, CIO, hereinafter referred to as the NMU, and the Isthmian Steamship Company, hereinafter referred to as the Company, filed objections to conduct affecting the results of the election held during the period March 20, 1946 to November 18, 1946, pursuant to an Order Directing Election of the National Labor Relations Board, hereinafter referred to as the Board, dated March 19, 1946, and an Order Amending Direction of Elections dated April 18, 1946, and a Further Order Amending Direction of Elections dated October 17, 1946 the results of which were set forth in a Revised Tally of Ballots issued January 9, 1947.

Pursuant to the Board's Rules and Regulations, Section 203.55 the undersigned hereby issues his Report on Objections.

The Company alleges that seamen employed aboard vessels managed by the Isthmian Steamship Company as agent for the War Shipping Administration, and/or the U. S. Maritime Commission, are not employees of the Company but are employees of the United States and that the U. S. Maritime Commission withdrew the vessels listed below from agency management by the Company, notwithstanding which the Board permitted the unlicensed seamen serving thereon to vote in the election:

Alamo Victory; Hubert Howe Bancroft; James L. Breck; William N. Byers; Claremont Victory; John Constantine; Peter V. Daniels; Francis Drake.

William Eaton; Edmund Fanning David Dudley Field, Gabriel Franchere; Hawkins Fudske; Stephen Girard; William Glackens; Grainer Victory; William B. Ogden; Michael Pupin.

Sea Fiddler; Sea Flasher; Sea Phoenix; Sea Scorpion; William D. Hoard; James Ives.

Anson Jones; Thomas Kearns; Mary A. Livermore; Norman E. Mack; Mandon Victory; Horace Mann.

Winthrop L. Marvin; W. W. McCrackin; Samuel McIntyre; Joaquin Miller; Francisco Morazan; J. Sterling Morton.

Nicaragua Victory; Ocean Telegraph; John Barton Payne; George Read; George Uhler; Horace Wells; William Whipple; Frank Wiggins.

The Company, through its counsel, refused to supply the dates on which the above listed vessels, were, in fact, withdrawn by the U. S. Maritime Commission from agency management by the Company. On the basis of data supplied by U. S. Maritime Commission it is clear that the above listed vessels were all under agency management by the Company both on March 18, 1946 (the eligibility date set herein) and on the dates when all of the ships and each of them were balloted.

The undersigned therefore recommends that the Board dis-

miss this portion of the Company's objections.

The Board in its Order Directing Election provided that all unlicensed personnel in eligible classifications employed aboard vessels owned and/or operated by the Company whether as general agent for the War Shipping Administration or as owner were eligible to cast ballots in the election. In view of this, the undersigned finds no merit in the Company's contention that employees aboard vessels operated by the Company as general agent are ineligible.

The Company in its objections also alleges that the following vessels were acquired since January 18, 1946 through purchase of bareboat charter but, despite this fact, the Board did not permit the unlicensed seamen serving on these vessels to vote in the election.

Steel Artisan; Sea Cardinal; Marine Arrow; Sea Shark; Belle of the Seas; Oriental; Pampero; Sirocco.

Cape Catoche; Cape Domingo; Cape Elizabeth; Cape Friendship; Cape John; Cape Meredith; Cape Sandy.

Thomas Sim Lee; Aram J. Pothier; William Tilgham; Allegheny Victory; Citadel Victory; Buoyrus Victory; Legion Victory; Longview Victory.

Marquette Victory; Minot Victory; Oberlin Victory; San Angelo Victory; Trinity Victory.



Left to right are Bill Brown, and Jack Giller, two of the many SIU members who volunteered to sail Isthmian during the campaign to organize this company. Both put in many months on that job, and their efforts were certainly worthwhile, as the count in the election proved. White caps off to these militant Seafarers!

Twin Falls Victory; Richard Alvey; James W. Cannon; George B. Chamberlain; Harry Glucksmann; Harry Lindsley; Harold I. Pratt; James Turner; James D. Trask.

The Company, through its counsel, refused to supply the dates on which the above listed vessels were acquired by the Company. However, on April 4, 1946, A. V. Cherbonnier, Com-

pany counsel, submitted a list of unlicensed personnel in the deck, engineering and stewards' departments who on March 18, 1946, were serving aboard all the vessels which were then owned and/or operated by the Company. The date of eligibility under the Board's Order Directing Election is March 18, 1946. Unlicensed personnel aboard all of the vessels listed on the April 4, 1946,

communication participated in the election. It therefore appears that the vessels listed in the Company's objections were acquired subsequent to the date of eligibility. The Company has shown nothing to the contrary. The undersigned therefore recommends that this portion of the Company's objections be dismissed.

## INCLUDED STEWARDS

The Company, in its objections, also contends that the Board erred in including chief stewards, who are allegedly supervisory employees, in the bargaining unit. The Board had previously considered this issue, which was raised before the Trial Examiner at the formal hearing held on the petition, but nevertheless directed that chief stewards be included in the bargaining unit. The undersigned therefore recommends that this objection be dismissed.

The NMU in its objections alleges, in substance, that prior to and following the date of the formal hearing on the petition the Company aided and assisted the Seafarers' International Union of North America, AFL, hereinafter referred to as the SIU, by entering into an argument with the SIU personnel and deny employment to members of the NMU, for the purpose of insuring that the SIU obtain a majority of votes cast in the election and that pursuant to such agreement the Company discriminated against NMU by discharging and refusing to employ NMU members. The NMU further alleges that both before and after the commencement of the election the Company, through its supervisory officials, had made known its preference for the SIU by encouraging applicants for employment to become members of that organization and at the same time denied available employment to members of the NMU.

## INTERVIEW WITNESSES

In support of its objections, the NMU has submitted numerous statements and affidavits. To date, Board personnel have interviewed, and received sworn statements from, approximately 10 witnesses which present evidence raising a question of fact which can be resolved only extensive investigation or formal hearing. It is estimated that it will take from three to six months thoroughly to investigate all of the NMU's objections. This is based upon the Board's past experience in maritime cases with respect to the difficulty of obtaining information from individuals who are often inaccessible because of absence at sea, as well as the fact that some of the incidents referred to by the NMU allegedly occurred in numerous ports on the Atlantic, Gulf and West Coasts. Assuming a complete and time-consuming *ex parte* investigation at this time, should the Board find the said investigation disclosed substantial and material issues, a formal hearing would be necessary. Considerable time must further elapse in order that witnesses could again be made available for formal testimony and cross-examination by all parties.

The undersigned must also take cognizance of the very substantial drain on the Board's limited funds which would flow from such proceedings. Of paramount importance, however, is the consideration that in repre-

(Continued on Page 9)

## SIU Distributes 25,000 Leaflets For UFE

(Continued from Page 1)  
who refused to accept one, and many people came back for more, stating that they wanted to make sure that others in their office would receive the message.

The narrow streets in the financial area were clogged with people reading the circulars and

discussing this concrete evidence of union solidarity.

Appreciation of the work done by the Seafarers was voiced by M. David Keefe, President of Local 205, in a letter to Paul Hall after the distribution had been completed.

Brother Keefe characterized

the UFE campaign to organize banking employees as an "uphill fight," but stated that with the cooperation of the SIU, "now we know we cannot lose."

The text of the letter follows:

Mr. Paul Hall  
Director of Organization  
Seafarers Int'l Union

Dear Brother Hall:

Today's SIU distribution in behalf of the United Financial Employees, AFL, had an electrifying effect.

Every member of our organization is deeply grateful for the whole-hearted cooperation that the SIU is extending to our effort. Our cause is a just one. It has been a dirty, uphill fight, but now we know we cannot lose.

On behalf of our membership, our officers and myself, I wish to extend to you and to your membership, our sincere thanks and appreciation for your support.

Fraternally yours,  
M. David Keefe, Pres.,

United Financial Employees  
Local 205, OEIU, AFL

For a long time office workers have been among the most poorly paid employees. The rise of the UFE has been spontaneous, and it has grown steadily since first making its appearance.

Even the threats and coercion of the banking interests has not been able to stymie the union, and where contracts have been won, the workers have achieved worth-while gains in wages and conditions.

The CIO Office Workers Union has declined steadily since the AFL entered the field, and with the support of the Seafarers, officials of the UFE look forward to many new contracts in the near future.

## What Good Is A Union?

### WHAT GOOD IS COLLECTIVE BARGAINING?

These are fundamental questions that must now be answered by every employe in the financial industry. A time for decision is approaching. The issues are swinging out into the open. You must face them honestly now, for sooner or later you will have to choose sides.

The Seafarers International Union of North America, AFL, has already chosen sides.

We're supporting the UFE in its drive to win recognition from the die-hard employers in the brokerage business.

### THE SIU HAS LEARNED

We know how good a Union is! We remember the days when seamen were shanghaied and made to endure untold hardships. We remember when seamen stood long, weary watches for short pay, and with intolerable living conditions.

Today, our ships are clean and comfortable. Our working conditions are regulated. Our pay is adequate, and is guaranteed by our Union contracts.

These changes were won by a strong Union!

### UFE HAS LEARNED, TOO

Clerical employes are taking the long way home. But, wherever they have charted their course to win Union recognition, they have scored substantial improvements. UFE has achieved contract gains in wages of 68.5% in three contracts covering Exchange units.

Today, strengthened by its AFL affiliation, UFE is prepared to extend similar benefits to its brokerage units and to ALL employes in the industry who join with it.

### YOU NEED A UNION

Collective bargaining will correct the inequities of inadequate base pay, uncertain overtime, and the total lack of job security which plague your business.

The SIU, AFL, stands four-squared behind the UFE, AFL, in effecting its program. Join UFE today with complete confidence.

This was published and distributed by the Seafarers International Union as a gesture of fraternal cooperation with:

Local 205, OEIU, AFL

40 Exchange Pl., Room 306

New York 5, N. Y.



## Chicago Agent Follows A Hunch, Saves Self From Icy Vacation

By HERBERT JANSEN

CHICAGO—The usual practice here on the Lakes is for the Agent or Patrolman to ride the passenger ships on payday to square away the beefs, but if I had observed this custom I would not have been here to file my weekly report.

I was up in Milwaukee to make the trip on the Milwaukee Clipper over to Muskegon, Michigan, but something told me that the Clipper would get over to the Michigan side of the Lake and there she would stay.

Acting on the hunch I didn't make the trip but handled everything in Milwaukee, and just as I thought, the next day the company announced that the Clipper is on the other side of the Lake and in the ice, but solid.

If I had made the trip I would have been on an involuntary vacation for three or four days.

The Milwaukee Clipper operates between Milwaukee, Wis. and Muskegon, Mich., carrying new automobiles both ways, when she can get through the ice.

During her summer run she makes one and one-half trips daily carrying passengers and automobiles.

Also running between these ports are the carferries which operate all year around. However, this is the first year since the war that the Clipper has been in service the whole year.

### ICE FIELD FORMED

During a severe winter, like the one we are having now, a westerly, northwesterly, or a strong north wind blows all the ice that is formed over to the



Michigan side of Lake Michigan, forming an ice field, which has been known to extend out in the Lake about twenty miles, and have a thickness of over five feet.

During the past few years the weather has not been so severe, but years ago it was nothing for ships to be stuck in the ice for weeks at a time.

During a severe winter in the 20's, I worked on the SS Alabama on a steady run between Chicago and Grand Haven, Michigan. Right in the worst part of the winter we were stuck in the ice off Muskegon for two weeks.

### RUGGED FORTNIGHT

It was a real rugged two weeks we spent aboard that old scow. She was a coal burner, carrying all kinds of freight, and after about seven days we ran out of coal and tobacco. For two days we were burning up the cargo to maintain steam and keep warm.

With the cigarettes all gone, the fellows were hunting in all corners of the ship for butts they had tossed away. After awhile we made up a concoction of straw and flavoring, and believe it or not it didn't taste too bad.

After two days of this we were

getting desperate, but we were saved when a supply of coal and cigarettes came out to us on a horsedrawn sled. We got a good head of steam up, and when the wind shifted we dynamited our way out.

### RIGHT AT HOME

Those were rough days and this winter brings such stories to mind again. If any of you brothers have hankered to make a trip with a Byrd Expedition, you can get the same thing by coming up here and shipping on one of these year-round Lakers. You'll have all the experiences of an expedition right here in the middle of the USA.

We have received a report from the head of the C&B Lines that the City of Grand Rapids will remain a coal burner for the coming season. We had heard she was switching to oil, which would not have been so good for us. If she had switched it would have meant the loss of twelve jobs to us and that's not good.

## Stormy Weather Does Not Slow Need For Rated Men In New York

By JOE ALGINA

NEW YORK—The weather up here is something that we should have had around Christmas time, but if we couldn't have a white Xmas, at least the snow now is not stopping our shipping. In fact, since the snow fell last week, business has picked up.

That means that we are still hungry for rated men, and if there are some men on the beach in a port where shipping is slow, they should get in touch with the New York Hall and we can probably do something for them.

There are more tankers in this port than ever before in my memory. Dry cargo ships come in every day, and between the two groups of ships the Patrolmen are kept pretty much on the run.

Waterman has started taking ships out of the boneyard, and as soon as they are ready for

service, there will be many more jobs up on the board.

### ORGANIZING PLANS

Fred Farnen, Detroit Agent and Secretary-Treasurer of the Great Lakes District, and Henry Chappell, Toledo Agent, are here in New York planning strategy that will be used in the Great Lakes Drive which starts soon.

They have been in conference with Brothers Paul Hall and Bull Sheppard, and what they are cooking up will be of benefit to all Lakes seamen.

Congress has appropriated another \$50,000 to investigate the Maritime Commission. If that keeps up, the investigation will cost more than the MC wasted during the whole war.

Sooner or later the stalling will have to come to an end, and when that happens there will be a story that the people of the United States will remember for a long time.

It's going to embarrass a lot of people, but they played fast and loose with the taxpayers' money, and they deserve everything that happens to them.

### ANTI-LABOR LAWS

Congress is also considering anti-labor bills by the score. It seems as though every Congressman has a different idea on how to handcuff labor and break the back of the working stiff. But they all agree on one point, and that is to really stymie the labor movement.

They ought to force all Congressmen to study history, and then they would be able to see for themselves what shackling labor means.

They would learn that breaking up the labor movement in Italy, Germany, and Spain led to dictatorships in those countries, and that it took a bloody war to bring democracy back to two of them.

It's a shame that the people who are supposed to represent us in Congress are not smart enough to learn from the mistakes of other lawmakers in other countries.



## NO NEWS??

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

CORPUS CHRISTI  
SAVANNAH  
CHARLESTON  
HOUSTON  
NORFOLK  
JACKSONVILLE  
BALTIMORE  
MARCUS HOOK

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

## Company Handouts Are Far Cry From Union Contract Conditions

By HENRY W. CHAPPELL

TOLEDO—Great Lakes District Officials are still busy working on our 1947 contracts. However, it is too early to give any information as to their provisions. All seamen can rest assured that the new agreements will surpass any wages and conditions now in effect anywhere.

In addition to higher wages and better conditions over the old contract, these new contracts will contain, of course, the usual provisions guaranteed to union seamen that unorganized seamen still have to contend with.

Rotary shipping, always a part of our contracts, will be con-

tinued, thereby guaranteeing a job to the man most entitled to it.

On an SIU ship, as provided in our contracts, a Mate cannot fire a man in order to replace him with some relative or friend. This practice has been the rule for years on Lake Carrier ships and has been approved by the high officials of this association.

Also, when a Mate or Engineer wants some work performed that calls for overtime, there can be no disputing the subject, as all duties and working hours are clearly defined in all SIU contracts.

The SIU strictly abides by all of its agreements and also insists that the company do likewise. When any welching is attempted by the ships' officers or company officials, then the SIU representatives step in and right the wrongs.

### STRIKE, LAST RESORT

Our policy is to keep amicable relations with the company. We do not call a strike because some AB wants more water in his soup, as the shipowners would like unorganized seamen to believe.

Strikes are expensive both to the Union and the company, and are used as a last resort after every other channel for reaching accord has been exhausted.

If there is no other course open for seamen to gain their just demands, and a strike becomes necessary, a democratic vote is held and the seamen decide if they want to hang the hook.

The Union's membership decides if a strike is to take place, and a majority must be in favor of strike action. This is union democracy and the Seafarers' way of doing things.



When a job is called into the Hall by the ship's delegate, it is posted on the board and the oldest registered man gets it. No more of the old bootlicking and paying for jobs.

No more do the good jobs go to the pets of a company stiff, nor is a berth gained by a ten-spot being handed to the right company man.

### JOB GUARANTEE

All these phony tricks are eliminated and jobs are distributed democratically. No one in the

## Advice From Agent: Notify Hall As Soon As Your Ship Ties Up

By EDDIE HIGDON

PHILADELPHIA—Things are beginning to look up in the port of Philly. We've had four payoffs in five days and it looks like more are on the way.

With the assistance of Brother Ernest Tilley, I've been covering most of the ships that come in here. Tilley is the former Patrolman from Baltimore who is now holding down the same job here.

We've been kept quite busy running around to the various ships for payoffs and such, and with Brother Tilley we handled everything right there at the point of production.

I can truthfully say that Brother Tilley is Baltimore's loss and Philly's gain, as he is a good man to have around when beefs are on the fire.

We're still looking around for a bigger Hall, as on meeting nights only about half of the membership can get into the Hall. I've been scouting the town for a new location but as yet I have

not found anything satisfactory.

It seems that buildings of the type that we want are very scarce, but we will keep our scouts out and something will turn up eventually.

Now that we are getting a lot of ships in here for payoffs, I'd like to ask the delegates of all ships hitting Philly to contact the Hall just as soon as they hit the dock.

If they give us the name of the ship and where she is tied up, we will hit the ship and square away the beefs, if any.

It happens every once in a while that the boys do not let us know when a ship hits port, and when the payoff comes along the Patrolman has to work his head off, or hold up the ship until all beefs are squared away.

If the delegates let us know in advance, we can square away the beefs before the payoff and save time—and, what is more important, get the boys what is coming to them.



## Frisco Shipping Is Out Of Fog And Starts Humming Once Again

By W. H. SIMMONS

SAN FRANCISCO — The old Gold Coast has finally come out of the fog with things really on the hum again. Shipping is good and gaining right along. With things as they are now, I am a happy fellow with no beefs at all.

I see that we now have a number of new faces appearing in the different Atlantic and Gulf Offices. I want to take this opportunity to say "hello" to all of you new officials and hope to see you at the Agents' Conference.

During the past ten days, we've had the Josiah Bartlett, Joe Marti and the Albert Burleson in for payoffs. Reports have it that Seattle, Portland and San Pedro have had a few payoffs too.

### BUCKO MATE

When the Ethiopia Victory was in here recently, we made efforts to have the bucko Chief Mate pulled off, but due to difficulties beyond our control, he went out on her when she sailed.

Agents should be on the lookout for this Waterman ship and the Mate. The crew has been promised that this character will sail no more SIU ships.

## Cleveland Awaits The Spring Thaw On Great Lakes

By STANLEY WARES

CLEVELAND — With winter more than half over and spring breezes just around the corner, it won't be long before the men will be called back to their ships to get them ready for another busy season on the Great Lakes.

After checking up on ships lying in ports within a radius of 65 miles of Cleveland, we find that there are over a 100 ships waiting for that well-known signal that every seaman loves to hear: "Anchors aweigh and full steam ahead!"

When we hear that old familiar sound it will signal the start of the organizing campaign that is to take place on the Lakes this spring.

The groundwork has been carefully lain for this drive. When the ice breaks up it will go into full swing, and unorganized Lakes seamen will learn that the SIU is the only bona-fide union for seamen.

### NOW'S THE TIME

Now is the time, as never before, for all seamen to be organized into one strong militant union. Grouping together in one strong body is the only way the seamen can keep the shipowners from trying to return seamen to conditions of 10 or 20 years ago.

All unorganized seamen should take time to look at the record. There you would see the SIU has always set the wages which are the highest in the world, and the Lake Carriers Association and the rest have followed later like obedient little sheep.

Don't let these shipowners kid you into believing that they are giving you those high wages out of the goodness of their hearts. The hard cold facts are that the SIU forced them to shell out and there's no disputing that.

I'd like to put in a word of praise for two organizers whom, I believe, most Isthmian crewmembers know and have had the pleasure of meeting many times in this port.

They are Brother Ed Turner and Serge Nova, whose pictures appear on this page.

These two men did a lot of good work during the recent Isthmian organizing drive, and deserve a hand for their untiring efforts. Many thanks to the good work done by these two men.

### AMONG THE BEST



Pictured here, aboard Isthmian's Marine Robin when she stopped off at San Francisco, are (left to right) Thomas Smith, Ed Turner and Serge Nova. These Brothers are among San Francisco's top-notch organizers.

## Report Of The Great Lakes Secretary-Treasurer

By FRED FARNEN

On Saturday, January 22nd, your Secretary-Treasurer and Agent Herbert Jansen met with Brother Harry Lundeborg in Chicago to lay out an organizational program for the coming season on the Great Lakes. The following are the proposals:

Organizers will be placed in the various Lake Ports from Buffalo, New York, to Milwaukee, Wisconsin on or about March 15th, to contact all ships during fit-out and to arrange meetings in these ports in order to enlighten the unorganized seamen on the Great Lakes to the advantages of sailing under an SIU contract.

This drive will be paid for by our International and under the direction of Earl (Bull) Sheppard, International Organizer, who was in charge of the Isthmian Drive on the East Coast in which the SIU was successful in bringing

about 100 ships under the Seafarers' Banner.

In order to make this drive a complete success, I am calling

any member desiring to act in this drive can do so by contacting headquarters in Detroit, giving in detail their suggestions.



upon each and every member to contribute in any way possible their assistance.

The Organizers who are to be in charge in the various ports have not all been selected, and

All of the AFL waterfront unions in the Great Lakes District have offered their cooperation, and I can see no reason why we cannot be successful in organizing all of the bulk freighters on the Great Lakes under the SIU.

We know that each season the SIU has set the wage standard on the Great Lakes and that the Lake Carriers have kept their wages in proportion in order to stop us from organizing.

We know that our working conditions are the best in the industry, but in order for us to make this drive successful each and every one of us must explain these facts to all the seamen on the Great Lakes.

## NMU Members Lose In Fight

(Continued from Page 3)

million and one objections against men sailing these tankers having the right to choose a union to represent them.

It is significant that despite their brawling, Messrs Curran and Stack see eye to eye on such disruption!

They tried the same tactics on the Standard Oil of California, and other West Coast Tanker outfits, and were repudiated up and down the entire Pacific coast.

The Seafarers won the elections and today sail these ships under the best tanker contracts ever known.

### WANT SIU

History has a habit of repeating itself, and today we see the membership of the NMU joining the unorganized seamen in a wholesale repudiation of NMU leadership policies and crying for Seafarers leadership.

The Seafarers has no desire to see the NMU wrecked, but it has the duty of providing a haven for the NMU membership when the wreck occurs.

If even one single company remains unorganized, then the shipowners have a fortress from which to launch their attacks on wages and conditions.

Collapse of the NMU would mean many companies without union contracts.

The Seafarers must organize against such a contingency. A strong Seafarers means security for all seamen, come what may.

## WITH THE SIU IN CANADA



VANCOUVER, B. C. — The Prince David, sister ship to the Prince Robert has finally sailed out of this port for Blythe, England, where she will be delivered to her new owners.

We spent quite some time with local representatives of the new owners straightening out the agreement covering wages, overtime, time-off, and other conditions.

After conferring with the representatives we reached a satisfactory understanding and the ship sailed January 17.

The report has reached us that the NLRB has announced the end of the Isthmian campaign with the SIU the victor.

The overwhelming victory of the SIU in this election, as well as the poor showing of the NMU, is definite proof that the seamen sailing Isthmian are fed up with being pushed around. Their choice is without doubt deliberate, and the will of the majority.

The corrupt and frantic attempts of both the Company and NMU in trying to block the SIU from negotiating an agreement for the seamen sailing Isthmian will no doubt receive the contempt of all seamen.

### RETROACTIVE PAY

The recent increases gained for the men aboard the Canadian-National and Canadian-Pacific Steamship Companies ships are at present being paid. Any member having worked for either one of these companies should apply to their offices for this money

which is retroactive to June 15, 1945 for the \$12.48 boost and to June 1, 1946 for the \$20.80 increase.

This little bit of hay should come in handy to everyone, and is long overdue. Further increases and better working conditions are still in order, and must be obtained to give the seamen the standard of living they are entitled to.

There have been a lot of reports coming in of beefs on overtime in the CPR which could be very easily fixed up. The thing to do when in doubt is to put it down on paper and turn it to the Mate or Engineer. Then, if he says it is not overtime that is the time to beef.

### ATTENTION!

All Canadian seamen on Coastwise vessels should never neglect to pick up their discharges on leaving a vessel. When you register at the Hall for a ship and have no discharges to show, or prove your rating, or length of service, you only handicap the Dispatcher. In addition you cause yourself inconvenience and perhaps unemployment.

Always remember, when you are dispatched to your new ship, the Mate or Engineer is going to ask you for discharges. See that you have them.

## New Agent Gets Sun And Shipping Dope In San Juan

By SALVADOR COLLS

SAN JUAN—Having just left the icy climes of New York to assume the duties of Agent here in San Juan, I'm soaking up the Enchanted Island's sunshine with real appreciation.

After reading the reports of the weather now being "enjoyed" in New York, the warm breezes caressing the Island are most enjoyable.

The past two weeks have been tough ones for Brother Butts as he has had a lot of beefs, most of them on the Island ports. He reports shipping as being very good during the past two weeks, but has slowed down this week even though we have quite a few ships around.

### SHOREGANG WORK

I have requested from Headquarters an agreement for the shoregang and as soon as I get it I will start working on it.

I am going to try my best to get a better agreement as I see that the boys are very interested in these shoregang jobs, especially when shipping gets tough.

When I took over there were four ships in port, but I had no time to cover them as I was checking our equipment. I'll be out there and on board the next time these ships hit the Island.

After looking over the Hall, I can report that the San Juan Branch doesn't have to take a back seat to any other Hall, as it is as comfortable as could be found anywhere.

A lot of the fellows go about this the wrong way. They think something is overtime and without asking the Mate about it come running to the Patrolman saying the Company will not pay it. The only way to find out is to turn it in. Then, if it's not paid, that's the time to beef.

### SIGN ARTICLES

Here's a tip that cannot be stressed enough. When going aboard a ship, don't be a sucker. Be sure to sign the articles before turning to. Before going to work, get up to the Purser's office and get your name on the articles. Don't risk your life and limb by failing to sign on, for that is exactly what you would be doing.

If anything happened to you while on board ship and you hadn't signed articles, you would be up the creek. If you tried to get compensation the company could turn around and say it is not responsible for you, as you are not on the ship's articles. Don't take chances. Demand to sign on before turning to — It's the law.

The SIU has taken up the question of turning men to before signing articles with the Department of Transportation and we were assured that seamen do not have to work before being covered by articles.

There are penalties to be invoked against any company that insists upon this. The seamen is guaranteed his rights under the terms of the Canada Shipping Act. Report any infractions of this to the Union Hall.



## MEET THE SEAFARERS

## Berger Hansen



Although born in Brooklyn, Brother Berger Hansen, Bosun, got his early sea training as a Norwegian sailor. Not that he didn't like Brooklyn, it was just that he was raised in Norway, and at the age of 14 he decided to go to sea.

It wasn't until 1921 that he came back to the United States, and soon after that he joined the ISU. Since then he has been sailing American ships. When the ISU broke up, he joined the SIU in 1938, and has been an active member from that time to this.

Brother Hansen was on the Mediterranean run during practically the entire war period. He was at Oran when the American troops made the landing there, and although the docks and other installations were hit by dive bombers, he was happy to see that no ships were damaged.

After the end of the war, Hansen tried his hand as a volunteer organizer in the Isthmian Drive. He made a trip on the John Wanamaker to the Baltic, from January to March, 1946, and he was happy to hear that the Wanamaker went SIU in the election.

"It was sure tough on the Wanamaker," he recalls. "We had a labor-hating Skipper and First Mate. They made life miserable for all of us. I hope that guys like that get their due now that we have won the election."

## STRIKE DUTY

In September, 1946, Brother Hansen was on the William Seaton, American Pacific. He piled off when the General Strike was called, and made his way to Baltimore where he stood picket duty.

At the end of the SIU strike, he assisted in the MM&P beef, and when that was finally over he grabbed a job on the American Eastern's MV Gadsden.

He is still a part of that crew although he has recently been in the hospital for a short while. Now that he has recovered, he has already rejoined the ship.

Berger Hansen takes his union responsibilities seriously. As he sees it, a union is only as strong as the membership. That's why he volunteers for the tough jobs, and that's why his shipmates have confidence in him and pick him as Delegate almost every trip.

His long years of sea time give Brother Hansen the knowledge to compare sailing then and now and, according to him, there's just no comparison.

## Lakes Seamen

Income tax statements from the following companies are now at the Chicago Hall. Anyone who has worked for these companies during 1946 and have not received their statements can have them by writing for them to the Chicago Hall.

Cleveland & Buffalo Steamship Company and the sand boat companies, namely Construction Aggregates Corp., Tri-Lakes SS Co., and Marine Transit Company.



"Why," he says, "in the old days a seaman was a slave. Now it's different, and seamen are just as free as other workers. The Union did that for us, and we would be fools if we ever forgot that."

Brother Hansen ended the interview with some practical advice.

"Every SIU man should serve as volunteer organizer for at least one trip. That would spread the job around to more people, and would also make the members more appreciative of the wages and conditions won by the SIU."

"The job has to be done," he concluded, "and if we all get in there and plug, then we can't lose, and we can win more advantages for all seamen."

## NMU Hopes Fade On Lakes; Record Is Death Warrant

By EINAR NORDAAS

DULUTH—When the organizing drive opens on the Lakes this spring, Lakes seamen will be shown the difference between a phony political front union and a real sailors' union.

Now that the recent developments within the NMU have exposed the true picture of how that union has been only a front for the communist party with sailors' rights and welfare given secondary consideration, the SIU can go ahead unretarded by any such internal conflicts, and gain for the Lakes seamen the best wages and conditions.

When the drive opens we expect to find more opposition from the company-sponsored LSU and those men who say they believe that the company gives more money and grants concessions out of the goodness of its heart.

These seamen do not seem to understand that the only reason for this benevolence is the fear that unionism will spread among the crews, and union wages and conditions will become a matter of course, and not a reward for rejecting the union.

When every seaman's duties are clearly defined in a contract, there can be no chiseling by the ships' officers as the companies will be expected to live up to their agreement.

When you unorganized seamen are contacted by an SIU Organizer this spring, give him a minute or two of your time. It won't take long to learn the real score, and it will pay dividends.

## Mild Shipping Boom Hits Boston; Union Awaits Crewing Of Eastern

By JOHN MOGAN

BOSTON—Business and shipping in the port of Boston has been pretty good over the past couple of weeks—a mild boom, we would call it.

The West Coast tankers hit this area quite regularly, usually discharging either at Portland or Boston, with an occasional scow for Providence or Fall River.

A goodly number of contract freighters are hitting the port, also some of them paying off, but the greater number are in transit. However, even these latter ships usually take a couple or three men each.

## EASTERN CREWS

Of course, the big deal for the port is the crewing up of the Eastern ships, which is scheduled to begin very shortly. This will take away a lot of members who have been adorning the Hall for a long time eyeing those ships across the harbor. When the Yarmouth and Evangeline are both running, steady jobs for approximately 250 members will be provided.

Since at the present time no book members have to wait long for a job, and current activity is daily making available to those book members additional jobs, the SIU can be said to be in a healthy condition.

The policy of taking in new members on a quota basis is also a very sound idea, inasmuch as it keeps everybody on his toes—both the permit-book men seek-

ing probationary books, and the book members, who realize that a little competition for jobs is in the making.

Illustrative of the favorable situation is the fact that once in a while—very occasionally—it becomes necessary to issue a new permit for a 'pierhead' job, while reports have it the commies have about 15 book members for every available job.

## ORGANIZING PROGRESSES

Organizing work in the port continues to progress very smoothly. Tankers are covered pretty completely, considering the obstacles placed in the way by panicky company officials. And a good many of the members who make this their home port deserve commendation for the spirit of cooperation they manifest whenever there is an organizing chore to perform.

The outlook for the immediate future of the port is fairly bright. Two scows are scheduled to pay off within the next couple of days: the Topa Topa (Waterman) and the Kamaka (So. Atlantic)—and, of course, the tankers pop into sight unexpectedly and in the most unexpected places.

So, at the present writing, there are no indications that the shipping register will gather any dust.

By the way, Patrolman Jimmy Sweeney reports that the crew of the SS Celilo has contributed a total of \$34 for Brothers in the hospital.



By FRENCHY MICHELET

Moved by a brotherly regard for the editorial staff of the Log and by a natural concern to do our part to avert a threatened calamity, rather than by any mere urge to be scribbling (Ye Editor tells us that news is so scarce that he may eventually be reduced to the terrible expedient of printing Shuler's recipes), we have determined to hasten to the rescue of our harrassed friends with a little account of our sojourn in the Sicilian port of Palermo on the good ship Thomas Heyward.

Incidentally, this "good ship" stuff sort of slipped out in the confusion of trying to both compose the above paragraph and to hunt out the keys on this damn typewriter at one and the same time, so perhaps we had better qualify the term.

The Thomas Heyward is a Liberty ship.

As if that in itself isn't bad enough, we have just crossed the miserable North Atlantic on her in the dead of winter via the route of the Great Circle, under the impression that we were bound for Bremen, Germany—a mistake that the Army saw fit to rectify only after we had crossed the 14th meridian.

Need we say more!

Our natural inclination is to give you a minute account of the postwar fate of those celebrated shrines of antiquity whose flag-

continental Europe is about to stand tip-toe to peek into the realms of perpetual ice and snow.

She is justly renowned for her celebrated Lacrima Christi, a wine whose name, one of our latin friends tells us, may be rendered in English as the Tears of Christ.

Several years ago we persuaded a glib skipper to buy a whole case of this heavenly nectar (vintage of '29, yet!) for cooking purposes. About three days from New York he came pounding on our door.

"Please, Steward," he said, "please give the cooks a little of that wine to put into the food—just once!"

## LIVING WELL

It's good to be alive in this fruitful land. To live a day in the Mediterranean is surely preferable to hibernating a year in mere existence.

The man who pledges his youth to secure his declining years has made a sorry bargain with life, for merely to be alive is not necessarily to live.

Machiavelli tells us that Caesar Borgia abandoned all thought of pleasure, and took infinitesimal pains to assure his succession upon the death of his father Pope Alexander. But what Caesar didn't know was that when the old buzzard got around to dying, he himself would also be dying.

Lire are the medium of exchange here, but cigarettes are the only true lever for prying loose what you want from the shopkeeper's hands.

The people are desperately poor. However, tyrannical governments have plundered them for so many ages past that they have learned to wear their poverty with a grace born of innumerable generations of poverty-stricken ancestors.

The men are strong and well formed, and the women—but that's another story and must wait another day. Meanwhile we are off with the gang for additional research in this fascinating subject.

## Full Text Of NLRB Regional Director

(Continued from Page 6)

sentation proceedings before the Board time is of the essence. It is the considered opinion of the undersigned, that the interest of all parties and the public is best served and served most rapidly and reasonably by adopting a procedure which would obviate the necessity of a prolonged *ex parte* investigation, with the possibility that there would follow a very extensive hearing on the record.

The undersigned therefore recommends that rather than embarking on an *ex parte* investigation, the Board direct a formal hearing on objections to be held on not more than five weeks notice to the parties.

Signed—Howard F. LeBaron, Reg. Director, NLRB, 2d Reg.



stoned courts have so often resounded to the historical tread of this fair isle's long-departed immortals.

Unfortunately, a number of our worldly shipmates have succeeded in decoying us into the local gin mills, so that we have thus far been unable to follow our natural inclination to spend all of our time in meditation within these hallowed walls.

## DON'T LEAVE YET

However, the time has not been entirely wasted. We should soon be able to give you a very learned treatise on the purely culture aspect of the science of anatomy. We are fast becoming quite expert on the subject simply by squatting at a bar-side table and reverently watching a little honey-haired darling laden with a tray of beer glide gracefully by.

Palermo is as pleasant a place as is to be found in all this delicious land of dark-eyed dolls and spicy garlic dishes.

Lying in an agreeable latitude, she is the principle city of the island of Sicily—an island that lies at the toe of the Italian boot, and from the map, seems to serve as a sort of footstool on which





# SHIPS' MINUTES AND NEWS

## REUNION IN SOUTH AFRICA



It's exciting when Union Brothers meet unexpectedly. It's even more so when the Seafarers happen to be blood brothers, as well. This unlooked-for pleasure came to the Pilutis boys, pictured above in a Durban Taxi cab, which they hailed in celebration of their meeting. That's Joseph on the left, and Victor alongside of him.

Joe, off the Robin Sherwood, and Vic, working on the Hibbing Victory, met accidentally, when their vessels called at Durban at the same time. They hadn't seen each other for three months and didn't know when they'd meet again. They made the most of their three days together in the South African port.

Taxicabs in Durban, by the way, seem to work the same way they do in the States, if you'll observe the photo above. Both put their flags up when they have a fare aboard.

## MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

**ETHIOPIA VICTORY, Jan. 17**—Chairman Cassidy; Secretary Yingling. New Business: List of repairs made for betterment of ship. Good and Welfare: Suggestion that all foc'sles be unified according to departments and this matter be referred to the patrolman for verification before revamping them. Passageway soogieing discussion with suggestion that Stewards Department handle this. Recommendation that messroom be made to accommodate all hands and this matter be referred to Patrolman.

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**FELIX GRUNDY, Jan. 19**—Chairman Burke; Secretary Shaio. Due to Shortage of soap, one cake will be issued to crew. At beginning of next voyage, crew will take more interest in checking stores that come aboard. Steward asked men to try to save coffee and cooperate in keeping messrooms clean. Suggestion that no fines be placed against men who fail to clean-up after themselves; instead, matter to be taken up at next meeting and if fines are levied then the money is to go to Brothers in Marine Hospitals. Suggestion that delegates draw

up list of offenses and post it on bulletin board. One minute of silence for Brothers lost at sea.

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**MARQUETTE VICTORY, Jan. 12**—Chairman John Lopez; Secretary William Kumke. Motion carried that Steward also put in order for ice trays. Motion carried that Purser make up a draw list before entering any port in order to prevent any delays for crew to go ashore. Delegates reported everything satisfactory. Motion carried that everyone stay out of galley unless having business there. Motion carried that Chief Engineers sign receipts for overtime which in turn will be given to men. Good and Welfare: Men to put cups back in sink when finished with coffee. All hands to use ash trays for cigarettes and matches.

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**HELEN, Dec. 15**—Chairman Sagarin; Secretary Sidney Segee. New Business: Discussion about keeping messroom clean. Penalty for violations to be 25c for first offense and double for each succeeding vio-

(Continued on Page 11)

## Sharswood Men Hit Skipper. In Vessel's Ration Report

(Editor's note: The following article, endorsed by the crew of the SS George Sharswood, was submitted to the Log by George Morris, Engine Delegate; Fred Kagelmacher, Deck Delegate; James Davis, Stewards Delegate and Peter Davies, recording secretary).

The SS George Sharswood, South Atlantic Steamship Company, signed on an SIU crew in Charleston, S. C., Dec. 4, 1946. South Atlantic had just acquired this ship under bare-boat charter.

When we, the crew, signed on, we were promised by the Captain of the vessel, and the company agent, that fresh stores, a new slopchest and other needed items would be sent aboard in Savannah, Ga.

Our Steward submitted to the Captain and the Port Steward a list of those foods we needed for the first three months of the nine-month period on articles. Right at the start the Stewards department ran into trouble concerning the amount of sugar and flour aboard. However, we had refused to sign on until more of this stuff was promised. Always promises!

### SHORT SUPPLIES

It probably is needless to mention that the Steward never got all he asked for. Before we arrived in Le Havre, another list was submitted to the Captain, containing need for fresh meats, etc., that were very badly needed.

We hit three ports, so there was no excuse for our company-minded skipper in not obtaining sufficient supplies of fresh meat and eggs. In Le Havre, Liverpool and Glasgow, we saw a paltry quantity of fresh produce trickle aboard. When we left Glasgow, only six weeks of the expected three-month trip had elapsed.

When the harassed Steward remarked to the Captain that he did not receive what he needed, the following classic remark was made by our belly-robbing "old man":

"Ha-ha! I knew that we wouldn't get all of it."

For the expected 16 days of our return trip, the crew finds

itself rationed to one stale egg a day for breakfast, and generally only one cut of meat per meal.

The Night Cook and Baker is tearing his hair out trying to bake without eggs. The Chief Cook is doing all in his power to skimp along as best he can.

This report on our nutriment status does not end our woes. The cigarette and slopchest situation is equally deplorable. There has been no range in sizes of the clothes available. They must have figured that one man was going to constitute the crew aboard this ship. The situation reached such a state that the Purser was obliged to post the following notice ten days before our arrival in the States:

"The slopchest below will be open for the last time — today, Sunday, from 3:45 p.m. to 4:15 p.m. There is NO gum, candy,



sweatshirts, cards, dungarees, socks (we have size 13 only), shorts (size 14 only), gloves, handkerchiefs or dress shoes."

### HEAR YE!

An energy-saving poster would have exclaimed:

"NO MORE SLOPS!"

Most glaring example of the Captain's fink rationing concerns cigarettes. The commissioner had assured us that there were enough to last three months. The Captain, however, has seen fit to order our "good Joe" Purser to ration us with only a carton and a half a week.

Considering that the cigarettes are not an issue when in port, this has meant that many of us have been returning to the Tennessee and Montana hills and rolling our own with one hand.

## CHOW CHURNERS



Catering to—not robbing—the bellies of the crew on board the SS Hibbing Victory was this able Stewards Department, headed by Chief Steward Juan V. Rivera. "Their cooking and serving was of the best," says the Hibbing's Engine Delegate, Vincent Russo.

## Pioneer Lads Rub It In —With Snow

While Seafarers in the northern latitudes have been suffering in silence the effects of the cold wave that has gripped most of the country, the fact has come to light that all is not chattering teeth and watery eyes among the boys who wear the emblem of the Brotherhood of the Sea.

The minutes of the shipboard meeting aboard the Alcoa Pioneer on Jan. 19, after arriving at the Log office encased in an icy envelope, started off with the salutation:

"Greetings, you snow-shoveling brothers."

A quick glance at the postmark, — Trinidad, BWI — brought forth a groan. Visions of warm breezes, sunny shores and tropical gear came to mind. "Oh, to be in the Indies now that winter's here."

### HANDS IN HARMONY

The pleasant weather that the boys aboard the Pioneer are enjoying has apparently extended to the conditions aboard ship, for John Reed, the recording secretary of the meeting reports: "All is smooth and serene here with the Deck, Engine and Stewards Departments all pulling together in the well-known SIU manner."

During the meeting proper the crew handled the usual run of business in a shipshape manner. After agreeing to take weekly turns at cleaning the ship's laundry, the crew decided to contact the Captain through the ship's delegate about giving draws in American money in all ports that do not have laws against it.

### BEAT UP LOCKERS

From this the crew agreed that all lockers, due to their beat-up condition, are to be replaced at the first opportunity, also they agreed to get needed screens and windchutes while in Trinidad for the foc'sle and messhall ports. In addition the decision was reached to send both crew and saloon toasters ashore for repairs.

About this time the report came from the Skipper that the draws would be made in American money while the greenbacks aboard ship lasted. In concluding the meeting under the relaxing tropical skys, all hands stood in silence for one minute in tribute to the memory of all brothers lost at sea.

Handling the gavel during the meeting was brother George Dunn, while the proceedings were recorded by Brother John Reed.

### CORRECTION

Due to an error in transmission, the name of the attorney handling the distribution of clothing in Italy under the auspices of the ILA was printed incorrectly. His name is Luigi Palumbo.



# Digested Minutes Of SIU Ship Meetings

(Continued from Page 10)

lation. Motion carried that whoever is in charge of cleaning heads and rooms be notified they have two hours each day and overtime on Sunday to do this work. Some crewmembers have complained of shirking on the job. Each department delegate is to investigate all complaints and see to it that they are rectified. Motion carried that any brother who deliberately misses a watch be fined double the prevailing union rate and be made to pay same to man standing the watch. Only exception is legitimate excuse. Motion carried that character named Craven who shipped as Chief Freezer, and quit one hour before sailing time be severely reprimanded by the union. Such men cannot be tolerated.



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**CAPE RACE, Jan. 11**—Chairman James Ward; Secretary John Fritz. New Business: Bosun made motion to see that crew would have more space by opening gunners' messhall. Motion passed. Motion carried to get cold water in the scuttle-butts either by installing coolers in passageway, or removing the cooling system from the top of the turbine. Motion carried for new wringers and washing machine. Delegates reported everything running smooth. Good and Welfare: Deck and Engine Departments gave vote of thanks for the swell chow the Stewards Department has dished out. Suggestion that crew donate whatever money each person can spare to be pooled and given to the fellows in the hospital for cigarettes and other needs.



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**SANTA CLARA VICTORY, Jan. 22**—Chairman Raymond Pomykala; Secretary Morris Phillips. Delegates reported no beefs in their departments. Good and Welfare: motion carried that commode in Deck Department head be repaired. Suggestion made that garbage be dumped over the side while at sea, and while in port it be dumped on the port side of the deck aft of the house when garbage cans are filled. Suggestion that all crewmembers cooperate and keep the messhall clean, and those who use washroom clean it after use. Union members stood in silence for one minute in tribute to Brothers lost at sea.

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**JOHN MILLEDGE, Oct. 13**—Chairman Russell; Secretary Early. Delegates reported no beefs. New Business: Six men were approved for pro books, and two were approved for full books. Good and Welfare: Bosun states that he is receiving no cooperation from topside and are giving him too much interference.



(NAME OF SHIP NOT GIVEN) Dec. 7 — Chairman Betts; Secretary Kneese. Delegates reported everything in order. Old Business: Discussion over deficiencies in slopchest. New Business: Motion carried for delegates to investigate deficiencies in slopchest and make consequent report at next meeting. Good and Welfare: Men who leave dirty cups around will be fined 25c. Money to be divided among the Seafarers Log and the hospital fund. Agreed that all hands will wear suitable gear at table. Laundry situation ironed out to satisfaction of all.

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## Brass Glistens Through Smoke Screen

Things promise to be hot for one of the officers aboard the Bessemer Victory when she winds up her present trip in the States if the charges that one crewmember has made are found to be true.

At the shipboard meeting held Jan. 19, the crew approved a motion that upon their return to the U.S. they would investigate the report that one of the officers



received 20 cartons of cigarettes while the crew was under rations.

The crew vows that they will smoke out the culprit if the report is true. Wonder if they will detect him by his nicotine fingers, or will it be by his smoker's hack?

In relation to the dipping into the slopchest by one of the officers, the crew passed a motion that the Patrolman is to be aboard to check the slopchest, and the rationing and pricing of the cigarettes.

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**WARRIOR POINT, Feb. 2**—Chairman Dave Kosevich; Secretary Joe Koone. Old Business: System of donating 25 cents for postage and other business agreed upon. New Business: Motion carried that anyone guilty of leaving cups on messroom tables or any place other than where they belong, should donate one dollar, half to Seafarers Log, and half to SIU hospital fund. Fine of \$5.00 to be levied against anyone damaging toaster. Motion carried that Navy messroom which is being used as library be cleaned by the three departments. Each department to rotate one week at the task. Decision reached to have meetings once a week for duration of voyage.

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**HILTON, Nov. 24** — Chairman Harry H. Hanfir; Secretary Maurice Henderson. Deck and Stewards Department delegates reported everything

okay. Engine Repartment delegate reported Captain not co-operating with crew. New Business: Delegates to look over the ship before she sails from next port and have repair work completed. Good and Welfare: Crew asked not to throw ashes on deck after messman puts ash trays on table. Suggestion made that anyone caught not helping to keep messroom clean will be brought up in headquarters. Crew quarters that are in bad condition must be looked after before ship sails. Messman asks crew to take care of messroom and help keep it clean. Crew asked not to get careless with silverware and not let it walk away from messroom. Suggestion made that all three delegates go before Captain or who ever has the authority to have something done together. Crew decided not to tolerate any crew member going around buzzing to the mates and engineers our union business held at our meeting. If anything we want them to know our delegate will tell them.



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**AMERICAN PRESS, Dec. 6**—Chairman A. Schroter; Secretary N. A. Cobb. Reports of ship delegates heard and accepted. Discussion held as to the possibility of storing deck and engine room cleaning gear some other place than the crew laundry. Arrangements made to stow gear in Stewards locker. Resolution that the crew of the American Press go on record to support any opposition to anti-labor legislation which is before Congress now, or any that may come up in the future. Motion carried to support the electricians in their demand for quarters separate from watches.



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**MV MANROPE KNOT, Nov. 1**—Chairman A. Bourgot; Secretary S. P. Dowling. New Business: Motions carried: that all overtime beefs be settled before payoff; to notify the next crew to check the food stores before sailing the ship; to notify the patrolman to have the articles changed from nine months to three months on all Alcoa "Knot" ships; that the crew is not to be made to paint over the side while lying along side of the SS Auditor; that no six-inch or larger brushes are to be supplied for painting; that the First Asst. be instructed not to do Wipers work such as painting. Good and Welfare: Repair list of 15 items read and approved.

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**MIDWAY HILLS, Nov. 2**—Chairman A. Newman; Secretary D. O. Pierce. Motion carried that mattresses and not pads be furnished crew. Good and Welfare: Have crew delegates obtain information for making crew recreation room in Navy Gun Crew quarters. Decided to have sanitary workers keep heads much cleaner.

## SEAFARER SAM SAYS:

IT'S THE STEWARD'S JOB!



CHECK THE STORES BEFORE THE CREW SIGNS ON. IF THE SUPPLIES ARE INSUFFICIENT OR OF POOR QUALITY NOTIFY THE DEPARTMENT DELEGATES AT ONCE. NO SHIP SHOULD SAIL UNTIL YOU ARE SATISFIED WITH THE STORES!

## CUT and RUN

By HANK

Grab your gear, Brother, leave those last few nickels and dimes and those nightly beefs home with your ever-loving wife and hop over to the Hall. New York shipping is red hot in all departments and better than these last few weeks of good shipping . . . Paul, Eddie and all other friends, send their best regards to Brother Joe Ehrhart who shall be launching himself into the Eternal Splice—otherwise known as the landlubbing sea of matrimony—sometime this summer over there in Perth Amboy, New Jersey. Congratulations, Joe! . . . Steward Harry Drummer and Paddy Walsh were supposed to hit Baltimore to ship out. Something happened, however, to Brother Drummer, and he's now anchored in the Staten Island Marine hospital, while Brother Walsh is getting ready to grab the first Wiper's job on any Waterman ship handy . . . Happy Pete King, Peg Leg Anderson and little Benny Rabinowitz just sailed into town after paying off in Charleston from their short trip to France . . . Big Frank Bock, the oldtimer, just grabbed a job as a second assistant deisel engineer. Good sailing and organizing, Frank.

~ ~ ~

Oldtime F. Johnson, the best deck engineer we've seen on a ship, is in town for a ship . . . Last week, Clyde "Coffee" Morgan came in after paying off in Portland, Maine, which is a busy port for tankers—which means that our Boston Hall is a good shipping port for tanker men, indeed . . . Looks like Brother D. D. Story, the oldtimer, is continuing to do a swell job in organizing the Isthmian men. Keep up the good work, Brother Story, and let's see more men following your example. We shouldn't slack our organizing efforts one inch for the men who need and want the SIU. To keep sailing Isthmian ships and other unorganized ships means a lot to those men and to ourselves.

~ ~ ~

Here's a truthful and humorous explanation of a seaman we found in a newspaper clipping: "A sailor is a guy who is worked too hard, gets too little sleep, takes verbal abuse no civilian would take, does every imaginable job at every imaginable time, never seems to get paid, never knows where he is going, can seldom tell where he's been, accepts the worst with complete resignation, and last but not least—he really likes it" . . . Brother Edginton, the mustached juice-doctor, says that he hears that Brother Paper Bag Wilson is in town right now. Well, let's hear from you, Brother Paper Bag Wilson . . . Our apologies to Eddie Kasnowski's mother. We only pulled his galley leg about the cookbook and gravy overtime pot. Your son, Eddie, is such a good cook that one of these atomic days some steamship company is going to name a ship after Eddie, no fooling.

~ ~ ~

Here's a letter we received from Henry Chappell, Toledo Agent, who now is visiting New York: "Brother Hank, I have noticed George Curran's statement in your column recently where he says we could be a little more active here on the Lakes in our organizational work, which is right. However, last year, despite the phony strike of the NMU and all the opposition the company-sponsored union, the LSU, could offer, this district with the help of Bull Sheppard, won an election of a fleet of former Lake Carrier ships. This election was recently certified by the NLRB at Washington, after both the NMU and the LSU made all the protests they could think of to the NLRB. This district has been asleep for years but we now have as our secretary-treasurer (Fred Farnen), a guy we all know and like and who has guts. The results of his work will show this year when we get a few more Lake Carriers ships into the SIU. Several of them are ripe now. And now that the NMU has rung up Finished With Engines, we will be able to go to town up here on the Lakes."



# THE MEMBERSHIP SPEAKS



## GAY BLADES CUT UP IN THE CUBAN CAPITAL



While his shipmates on the Seatrain New Orleans matched wits with the local belles a Seafarer artist, who signs his name as "Davy Jones," sketched these lively proceedings in a Havana night-spot.

## Bellyrobbers Do A Bang-up Job, Win Plaudits Of The Jean Crew

Dear Editor:

Far too often one reads letters in the *Log* complaining about functions of the Stewards departments on SIU ships. Yet praise is seldom given when a good job has been done. Follows, real praise to a group of men who have earned it.

On Jan. 11, the SS Jean was in Maryland drydock. No food had been prepared since Jan. 8, and the messrooms were in a filthy condition, which is natural and a typical state of affairs, when a vessel has been in drydock.

About 5 p.m. the new SIU Stewards department came

ious. Gann's cooking has packed on several pounds that some of the holdovers lost, and Kaiser's baking is a source of never-ending surprise to the men. It is so good, in fact, that all hands hated the thought of buying shore-baked bread in port.

The messmen have given prompt, courteous service, and there hasn't been a beef in the messroom.

### MORE TO BE DONE

But the job done by this swell Stewards department didn't end at that point. Not satisfied with what they had already done, the boys started cleaning up all messing space. The messrooms and quarters have been thoroughly cleaned and painted where necessary.

"Pop" Kaiser mentioned, when he cleaned the galley range, that he found everything there but the Chief Cook from the last trip.

Tom Bowers and all his boys deserve rich praise for the fine job they have done, for the only difference between a miserable coastwise trip and a happy one is the food served.

We want to go on record as being truly appreciative of Tom's efforts, with accompanying praise for the efforts of the men of his department have exerted.

There will be few changes in this crew, if they decide to make another trip.

Henry N. Goldman, Deck Del.  
Hugh C. Randall, Engine Del.  
SS Jean, At Sea

## RUSSELL JONES DECK MEN LAUD STEWARDS DEPT.

Dear Editor:

We, the sailors of the Russell R. Jones, would like to say a word of praise for Chief Steward G. T. Oliver and his department for their excellent work and the extraordinary fine, cooked meals served to us on this trip. The food and the baking surpass anything any of us ever before experienced at sea.

So, if you ever ship with Steward Oliver, you can be sure of being fed—and how! This is one of the cleanest ships that has ever paid off in Charleston, without a beef in any department. The Steward had a lot to do with keeping the men happy.

Members Deck Department  
SS Russell R. Jones

## TANKER MAN, NEW SIU MEMBER, APPRECIATES LOG

Dear Editor:

Just a line to let you know how much the *Log* is appreciated by a new member.

I was on a Texas oil tanker when the NMU pulled that phoney deal, just before I joined the SIU. They always managed to get copies of the *Pilot* aboard. As a consequence, I read a good many of these communist-infected rags.

That's why I'm in a position to tell at a glance the difference between straight trade-union paper, and the NMU's red propaganda rag.

Harold Le Doux

## Likes Log Every Week

Dear Editor:

I am a member of the SIU and receive great pleasure from reading the *Seafarers Log*. To insure my continued enjoyment of the paper I would appreciate it very much if you would send it to me every week at my home.

E. E. Stewart  
Baltimore, Md.

## Blackie Gardner Counted Out Financially In Lively Tussle With 'The Wicked City'

Dear Editor:

Before sailing for Italy on this Alcoa Liberty, the SS C. W. Scripps, I would like to say hello to my friends and former shipmates up in Yankee land.

The North is my home, and I generally ship from Philadelphia or New York, but it seems as though I just have to take a swing along the Gulf ports once a year or so. Just to renew old friendships and visit some favorite joints.

I shipped aboard the Scripps in New Orleans. Three weeks in that "most wicked city in the world," and I had to admit defeat—I'm a financial and phys-

ical wreck. Ah, but what a time was had.

There were quite a few old-timers on the beach in New Or-



leans, and there are several of them in Pensacola, Fla. To name a few, there's Santos Garcia, Bob

Rutledge, "Blackie" Bankston and "Slappy" Creel.

We have been here in Pensacola for two weeks now waiting to load, but we should be getting out in a couple of days. This is a typical Florida anti-labor town. The local gestapo just has to see a merchant seaman a little unsteady on his pins and—bang!—into the clink he goes.

That's all for now. Thanks for listening and I'll be seeing you when I get back. Good luck to all, and steady as she goes!

Blackie Gardner

(Editor's note: Brother Gardner nominates New Orleans as the "most wicked city in the world." Any of you Brothers think differently? Let's hear about it, if you do.)



Now this story must be ended. But first, some good advice: All you sailors wanting suntans, Don't sleep through thirty—twice!

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## Next-to-the-last Trip

By I. H. PEPPER

I've had enough of a seaman's life,

I want to settle down. I'll buy a little chicken ranch In some far inland town.

I've had enough of ships and sea. Of wine and women and song. I've seen now what I went to see—

Been at it too damned long.

Sick to death of seaport towns. Salt water in my veins; Tired of all the ups and downs—At last I've got some brains.

But before this tale gets higher, There's one thing I should add: I'm the most accomplished liar, This side of Trinidad.



aboard, led by Steward Tom Bowers, Chief Cook Charley Gann and Night Cook Ray Kaiser. Not to be forgotten are John Diana, Dick Fitzgerald, Mike Rossi and Bill Swoboda, messmen and utility.

### FULL STEAM UP

The boys turned to with a vengeance, and started to clean things up. At 7:30 a.m. on Sunday, all messrooms had been thoroughly cleaned and a fine breakfast was served.

It was only through working half the night that this was possible. Since that date, the food has been nothing short of luxur-



## Maritime Commission's New Lure Draws A Withering Salvo From The 'Steamboat'

Dear Editor:

The Maritime Commission has announced it will give a "Chief Petty Officer's" rating to anyone with a Junior Engineer's endorsement. Speaking as a guy who happens to have a junior endorsement, here is my answer to the Commission:

Dear Admirals:

I just heard of your offer to give me a Chief Petty Officer's playsuit if I can join your circus. Sorry, Kelly, the answer is NO. You can keep your bell-bottoms and gob caps: I'm strictly a civilian. Not that I'd be anything else if I wore your monkey suit.

Your aping of naval customs and titles is the laugh of the legitimate armed forces. Ask a naval officer what the Navy thinks of your fake titles and he'll turn six colors and give you a 21-gun salute.

Your's is just a college for finks. What possible reason have you for remaining in existence now, when there is a large surplus of men looking for every job?

### WHAT IS IT?

What is the Maritime Service, anyway? It is a scabby-love child born of the affair between the shipowner and the bureaucrat. What has it ever done for the seaman?

It has put him in uniform, yes. It teaches him to sir and salute his superiors, yes. It pumps him full of anti-unionism, yes. But has it ever got him a dollar more to feed his kids? Has it ever helped him

in his struggle for decent conditions? Has it ever lifted a finger against the guys who try to push him around? The answer to all this is a shouted: "NO."

Do you deny that the only thing in God's watery world that ever got the sailor anything beside sweet talk are the seamen's unions? Do you deny that you nautical YMCA is just a job-creating agency and a fink-training machine for the shipowner.

### WHAT DO YOU TEACH?

What do you teach those poor guys, anyway? I have yet to meet one who could tell who Andrew Furuseth was, or who knew anything of the seamen's fight against profit-mad owners. I have yet to meet one who knew that a few years ago seamen worked for a dollar a day and ate condemned food. Why don't you teach them history instead of marching?

The trouble with you sit-down sailors is that you all suffer from stenographer's spread. Get on your feet, go back to the galley and the messhall. You'll never understand seamen by riding the Potomac ferry.

So I'm sorry, boys. The old "Steamboat" isn't going to join the Ovaltine Navy this trip. You can put away those red anchors. When I want to join your collection of salted sea-nuts, I'll send you a letter. In fact, I'll drop it in the first mail-buoy I see.

Steamboat O'Doyle



## BROTHER WANTS TO KNOW HOW LONG BOOKS WILL BE CLOSED

I am writing this in my own behalf, and if necessary, in behalf of all other trip card or permit men.

In the Savannah Union Hall today, I saw a notice that I think is very unfair to some SIU men. The notice states that unless a trip card or permit man actually stood 100 percent picket duty, he is not eligible to put in an application for a pro book. That means that he had to be ashore and not on a trip.

Now this really does seem unfair. If I, or any other man, had been on the beach when the strike was called, I am sure that I, or they, would have been in on the beef 100 percent for the SIU.

On all ships that I have sailed, I have always worked in full cooperation with my shipmates, and have always followed their decisions all the way.

I would like to know just how long this new ruling will be in effect. I know that those trip card and permit men who were on picket line duty should come first for pro books, but I don't think it fair to keep a man away from his pro book because he was on a ship at sea when the strike was called, such as I was. It stands to reason that my presence on the picketline was impossible.

Anthony C. Parker

**ANSWER:**—The Union fully appreciates the circumstances involved in your case, Brother Parker, and it sincerely hopes that a change in shipping conditions in the very near future will make possible the reopening of the books.

The books are closed only temporarily, in line with the will of the membership as expressed by vote at regular membership meetings. Naturally, it is a protection for the older members against the possibility of unemployment. The books will be reopened from time to time, as conditions warrant, to enable permit and trip card men to procure pro books.

Once you have your book, and we hope that is soon, you'll appreciate the intention of this ruling.

## Steward's Experience Proves Some Guys Can Stretch Things To Cover Any Error

Dear Editor:

Last week I was informed that Steward Michael Gottschalk had a humorous tale to divulge for publication, a tale all about some ship's mattresses. Well, ship's bilges or ship's mattresses, I knew it would be a good one. So I rushed up to the third floor where most yarns are spun, mostly by such old-time weavers as Stewards and cooks.

I found Brother Michael Gottschalk, familiarly wrapped in a long, dark brown overcoat and that gray fedora anchored on his gourmetic head, smilingly surrounded by the following brothers: Steward Walter Walsh, Fireman Herbert Kreutz, and Chief Electrician Frank Roth. Such Brothers are sailors, not mattress makers, so naturally they only know the plain, unfeathered facts about these things.

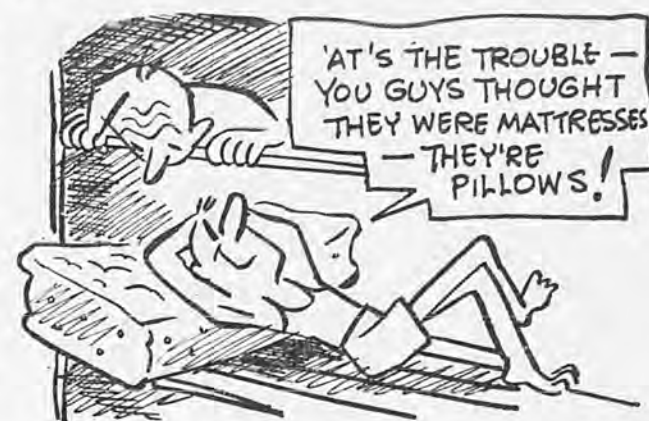
Well, good old Mike, with a smile coiled on his face, began to spring his mattress yarn. It all happened aboard the Grace Line ship, SS Robert H. Harrison, before she was turned over to the South Atlantic. Twenty-eight brand-new mattresses came aboard as ordered. Inspecting them, Brother Gottschalk nearly swallowed his soup-tasting tongue, when he discovered that they were short sized all around. The skipper was then informed. He measured the mattresses and found them to be one foot short in length and four inches short in width. He in turn called the Port Steward, who measured the darn things and discovered the unfortunate shrinkage, also. A Maritime Commission man was called on the phone and advised of this situation.

Now at this point, it presumably was believed by Steward Gottschalk, the Grace Line Skipper and the Port Steward, that this Maritime Commission man who would know his onions, at least his mattresses, since he is responsible for all sorts of things, and that he could and would very easily straighten out this small, but nevertheless important, calamity. Well, the Maritime expert answered the phone call with the opinion

that he would see this for himself, as if he couldn't believe anybody, or that something like this could happen to him or to the mattresses.

So he came aboard the ship, measured the mattresses and found them short-sized in length and width. Well, as Brother Gottschalk breathes and watches his food, this Maritime official suddenly remembered something within his well-paid noodle, and seriously settled the issue by stating that these mattresses were specially made mattresses which stretch to the proper length when you sleep on them.

Ah, that seemed to be enough for the beef-worn ears of Brother Gottschalk, at least, if not to the others. So right now, you can find Mike roaring with laughs about this ridiculous Maritime stiff. Mike continues to wonder, incidentally, if the genius of a fool may also have some self-



stretching sheets for these specially made mattresses. Whether he has or hasn't, Mike will not under any sensible circumstance unless unconsciously shanghaied, take a chance on sleeping on any self-stretching mattress. Who knows if the darn contraption won't stretch in the wrong direction and strangle him in bed? Who knows? Why, the Maritime official knows, of course. He may be serenely, but dangerously, sleeping on the darn things in his own home, right now.

"Cut and Run Hank"

## Larson Generates Some Cockroach Power

Dear Editor:

In the latest edition of the Log you corrected a typographical error in the article of a few weeks ago, which said that a ship's engine had to generate 45,000 HP to make 12 knots. Now you say it needs only 4500 to make the 12 knots.

I'll go you one better. As most members of the Black Gang, and a lot of the fellows who have sailed Liberties (and who among seamen hasn't) the Liberty ship is rated at 2500 HP. I have sailed several of these ships that could do 12 knots, and one that could make 13. So I can safely say that an engine needs to generate 2500 HP to do 12 knots.

While I am writing this letter that on the SIU ships I always had better linen service than I get in this hospital. Here we get one clean sheet, and one clean pillow slip each week. At sea, I never had any trouble getting

two of each every week. They are not only cutting us short on the chow, but I guess there is a shortage of linen, too.

I've got a little story that I think is too good not to be mentioned:

There was a young Swede who came over to New York from Stockholm. He found a job, and the boss told him: "Now Helga, there's one thing you must remember. I always insist on the strictest punctuality."

"Ja," said Helga, "I am a gud vorker."

"No," the boss said, "punctuality means that you have to be here on time every morning."

"Oh, vell dot's easy," Helga answered. "I vill buy an alarm clock today."

That afternoon, on the way home, Helga bought the alarm clock. Before he went to bed that night, he wound it up—but

he forgot to set the alarm. He slept until seven-thirty the next morning. He didn't even stop for breakfast as he hurried down to his new job.

He was a half-hour late for the job, and the boss fired him. He trudged his weary way home, feeling mighty low on losing the first job he had in the United States.

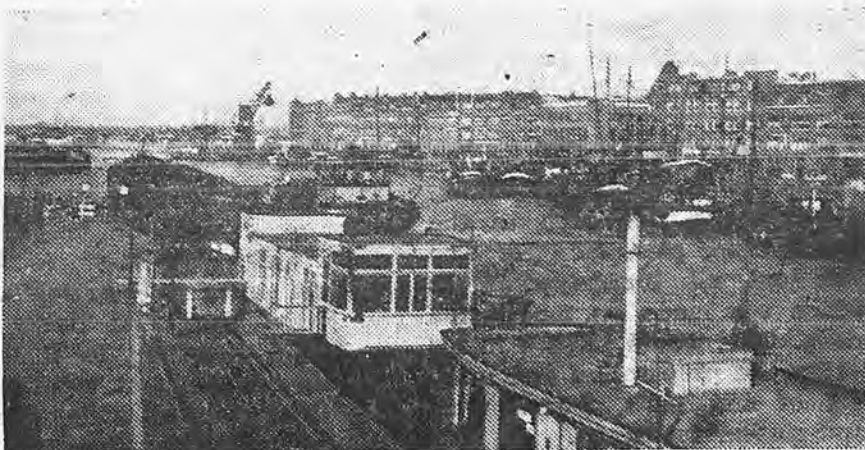
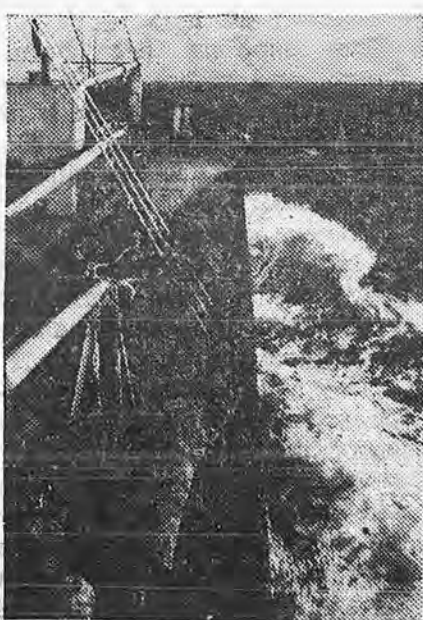
Sitting on his bed, he dejectedly looked at the clock. In a fit of anger, he jumped up, grabbed the clock, shook it and then heaved it violently to the floor.

A couple of minutes later he picked it up and surveyed the twisted mass of springs and cogs. Inside the jumbled works he noticed a dead cockroach.

"Vell, no vunder she wouldn't vork," he exclaimed. "The en-jineer iss dead."

Clifford Larson  
Marine Hospital  
Neponsit, New York

## TO EUROPE WITH THE MEREDITH VICTORY



At left, the vessel plows her way through the English Channel, off Land's End, Bishop Rock.

Gil Parker, the Meredith's cameraman, focuses his lens on some barges, in the photo above, as they were tied up in the canal which runs through Rotterdam, The Netherlands.



## Deplores Attitude Toward Those On Unorganized Ships During 1946 General Strike

To the membership:

I have become aware of the fact that many men who were on the picketlines during the 1946 General Strike are inclined to look down upon those of us seamen and organizers who were at sea during this period.

As a volunteer organizer I signed articles on the Red Rover, Isthmian, Aug. 24, 1946 for a trip to India. One-half hour before the General Strike was called on Sept. 4, we cleared New York Harbor.

The critical attitude of a few of the members toward those of us

Personally, I think I would have had a lot more fun in a week of tramping a picketline than I had during my four month trip aboard an Isthmian hell ship!

Although I personally was at sea doing a job for the Union by organizing Isthmian men, it is also unjust to criticize a man for being at sea during the strike, even if he was aboard one of our contracted ships.

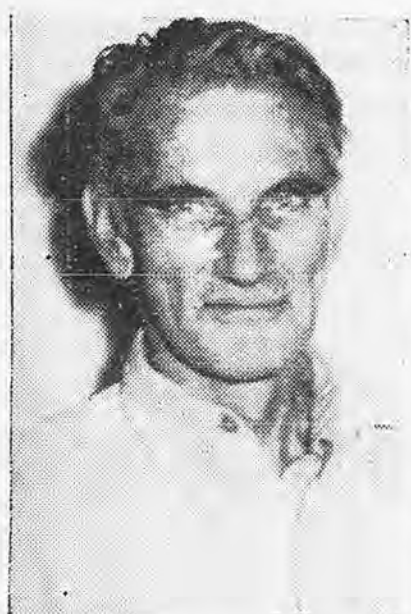
We have contracts to honor, and once a ship has cleared a port that is not yet struck, we cannot order the ship to be hauled around.

It is only an accident that a man happens to be on the beach when a strike breaks, for who can say a month, or even a week, in advance that there is going to be a strike. There is every possibility in the case of the '46 General Strike that up until a few days before the strike broke most men were unaware that a strike was going to take place.

If a man shows a strike clearance card that proves him to have been at sea during the action, there is no reason to criticize him. If a man has any of the legitimate excuses approved by the membership he is above attack, because he was physically unable to participate.

If criticism of non-participants is desired, let these few members aim it at the men who were on the beach when the strike broke, and went home to sit it out on their front porch.

George W. Champlin



GEORGE W. CHAMPLIN

who were at sea is not justified, as we were out there doing a job for the Union just as important as pounding the bricks.

## What To Do: Some Departmental Suggestions For Nt. Cook & Baker

(This article is not an interpretation of the agreement as it covers the Stewards Department. It merely makes suggestions to that Department in answer to many questions raised by members. Each week the LOG prints an article making suggestions to each of the ratings in the Stewards Department. This week's, the fourth of the series, is for the benefit of Night Cooks and Bakers.)

Coordination of the functions of all members of the Stewards Department is absolutely essential to a good performance. In line with this, it should be remembered that the Night Cook and Baker must cooperate in every way possible with all galley men with whom he must work.

Of the more specific duties of the Night Cook and Baker the following are, perhaps, the most noteworthy.

### ALL BAKING

It is his job to do all baking aboard the vessel, such as the bread, cake, pies, etc. He also puts out all bread-type foods which are made on top of the stove. This would include in his duties the preparation and making of doughnuts, french toast and similar foodstuffs.

It goes without saying that the utmost attention should be paid to cleanliness in preparation of these items, as well as in the performance of his other duties.

To the Night Cook and Baker

falls the task of preparing those delicious concoctions which round off a Seafarers' meal—the desserts.

One sure way of winning the undying friendship of your shipmates is to take some pride in the preparation of this important item on the menu. A good dessert can often make a mediocre meal a success. The last thing to be eaten, the dessert generally is the longest remembered.

The Night Cook and Baker also has to work closely with the day Cook. Jointly, they put out the breakfast meal. Here too, the Night Cook and Baker can direct, to a degree, the disposition of his shipmates. Men who start off the day with an appetizing meal are apt to tackle their jobs in good humor.

Tender meats which require pre-cooking preparation, such as hams that have to be par-boiled before baking, etc., also come under the jurisdiction of the Night Cook and Baker.

No list of galley men's duties is complete without emphatic mention of cleanliness. At all times the galley must be spotless. The Night Cook and Baker is charged with seeing to it that the galley is clean at night.

He must clean all galley utensils used in baking when no baker's utility is carried aboard ship.

However, the wise Night Cook and Baker realized that the SIU slogan, "an SIU ship is a clean ship," starts in the galley.

## HONOR THE BEARER

| 1946  | DUES                | YEAR—19 |
|-------|---------------------|---------|
| JAN.  | N.Y.2 JAN 1         | 1946    |
| FEB.  | N.Y.2 JAN 1         | 1946    |
| MAR.  | N.Y.2 JAN 1         | 1946    |
| APRIL | N.Y.2 JAN 1         | 1946    |
| MAY   | VOLUNTEER ORGANIZER |         |
| JUNE  | VOLUNTEER ORGANIZER |         |
| JULY  | VOLUNTEER ORGANIZER |         |
| AUG.  | VOLUNTEER ORGANIZER |         |
| SEPT. | VOLUNTEER ORGANIZER |         |
| OCT.  | VOLUNTEER ORGANIZER |         |
| NOV.  | N.Y.2 NOV 11        | 1946    |
| DEC.  | N.Y.2 NOV 11        | 1946    |

Volunteer organizers receive one month's free dues for each month spent aboard unorganized ships during a drive. Many SIU members have the words "VOLUNTEER ORGANIZER" stamped in books to correspond to the number of months they endured bad conditions and low wages so as to carry the SIU word to unorganized seamen.

| DUES  | YEAR—19           |
|-------|-------------------|
| JAN.  | N.Y.2 NOV 11 1946 |
| FEB.  | N.Y.2 NOV 11 1946 |
| MAR.  | N.Y.2 NOV 11 1946 |
| APRIL | N.Y.2 NOV 11 1946 |
| MAY   |                   |
| JUNE  |                   |
| JULY  |                   |
| AUG.  |                   |
| SEPT. |                   |
| OCT.  |                   |
| NOV.  |                   |
| DEC.  |                   |

## Steward Is Placed In The Middle By A New Shipowner Maneuver

By PAUL PARSONS

From the first day that Stewards started shipping from the board in this Union, instead of obtaining jobs from the companies, some of these operators have been trying in every way to place the Steward in the middle of any beef that might arise from inadequate supplies.

The latest of these attempts by the companies pertains to the company requisition. It works like this: When the ship pulls into its home port, the Steward takes an inventory of all supplies, and makes a requisition, only to find it is not accepted by the company. Also at times he finds the inventory too is not accepted.

The company instead makes out its own requisition and confirmation of stores ordered. This they bring to the ship's Steward and ask for his signature, stating that the stores cannot be obtained until he signs for them.

Usually the list is short many items, but they tell him he will be unable to receive anything unless he puts his signature on the requisition.

Then just before the ship sails, the company stooges climb aboard and tell all department heads to sign the confirmation and requisition list that the company has drawn up.

If there are any objections to this they show the signature of the Steward, thus placing all the blame on his shoulders.

### SIGNS BLIND

Another way this works is for the purchasing agent to make a deal with the chandlers whereby they don't send the full amount ordered to the ship.

The supplies are brought aboard, and before the Steward can check the supplies he is asked to sign the confirmation sheet. Thus he signs for supplies he never received.

When a complaint is raised by the crew or the Steward, the company will say the stores were delivered for they have the Steward's signature.

They will blame the Steward for incompetency and wilful misuse of the stores. By this maneuver the company achieves a two-fold purpose, for they discredit the Steward, and save the company money. Also the purchasing agent makes a nice split with the chandler.

In most of these frauds the Port Steward's hands are tied. In many instances I know the Port Steward would like to do the right thing, but his operations are limited by the purchasing agent to those of a glorified errand boy.

### STEWARDS' JOB

A Steward is supposed to be able to order his own supplies, and we all know that is not hard to do. Of course, there is money involved, but even if he is incompetent it is far better for one finger to be in the pot than the many hands of the company and the ship-chandlers.

At times these purchasing agents will load a ship with many unnecessary supplies — supplies that will never be used and were never ordered by the Steward.

In the instances that I have seen it happen, I have mentioned it to the Port Steward. He would always confess ignorance to the whole matter, naming the purchasing agent as the one responsible.

Whenever these company errand boys come aboard for the Steward's and Department heads' signatures on the requisition, they say it is compulsory, and in some instances threaten to fire the men for not signing the lists.

### KEEP COPIES

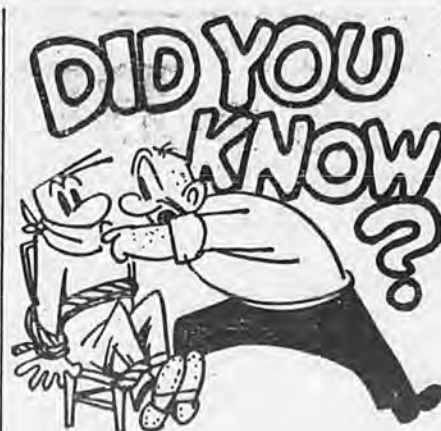
I would like to remind the Stewards that they only have to sign for stores received, requisitions that they have made out and matters pertaining to their own departments, such as repair lists, meal reports, and such.

In other words, the Stewards do not have to sign anything that they have not made out themselves, or for anything they have not received.

For protection against attacks on their ability, Stewards are smart to keep a copy of their requisition for the record, and have no less than two receipts to cover themselves.

Whenever the stores arrive aboard ship, and they do not correspond to the stores ordered, it is the Steward's right to make out another requisition.

If the second order is refused the proper thing is to call a meeting of the crew. They'll back you up and you won't get yourself in hot water.



By JOHNNY JOHNSTON

The Flying Cloud was the fastest sailing vessel ever to sail under Captain Josiah Perkins Cressy, she sped from New York to San Francisco in 89 days, a record equalled only once, and then by the Flying Cloud herself.

On that trip she logged 374 miles in one day, and she still holds the best average sailing vessel time from an Atlantic port long voyages under the American flag. On her maiden voyage to San Francisco.

\*\*\*

When the war was over the United States owned more ships than ever before in history. If all the ships the U.S. owned at the end of the war were to pass a given point at the rate of one per minute, sixty per hour, it would take five days, thirteen hours, and twenty minutes, to review that long line of ships.

It would be a continuous and imposing array of military might, but remember, we didn't build them because we seamen like the idea of war.

\*\*\*

The draft of a vessel is the distance said vessel is immersed in the water, or the depth from the bottom of the keel to the water line.

Draft marks are painted on both sides of the stern and rudder post in the following manner: The numerals are six inches high with six inches space between them. The bottom of the numeral rests on an even foot of draft.

This method makes it impossible to estimate by eye the amount of draft. If the water covers half of a number, the draft would be equal to that number of feet plus three inches, and so on.

\*\*\*

The plimsoll mark of a ship consists of a disc with a horizontal line through its center, indicating the summer load line. Also there are a series of other horizontal lines indicating the load lines for various waters and seasons. The abbreviations used to mark these lines are as follows:

F or FW means Fresh Water  
IS is Indian Ocean in Summer.  
WNA means North Atlantic in Winter.

S stands for Summer in waters other than the Indian Ocean.

W is for Winter in waters other than the North Atlantic.

T means Tropical Waters.  
TF stands for Tropical Fresh Waters.

## Chief Stewards

If your requisition is cut, or if the food is not up to par, notify all three Delegates at once so that the ship will not sail until the matter has been straightened out.

It is the responsibility of the Steward to check the stores before the ship sails, and any complaints made far at sea won't do the crew any good if they have to eat short rations or poor food.



# BULLETIN BOARD

## TAX REBATES

### Mississippi Shipping Company

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

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

## PERSONALS

### RAYMOND L. PERRY

Contact Miss Dvorchak, credit manager of Hotel New Yorker.

\*\*\*

### FRANCIS MARTENS, AB

Toby Martens, 53 Kenyon St., New Bedford, Mass., is anxious for an address where you can be reached by mail.

\*\*\*

### BARNEY SPEEGLE

Please communicate with your wife immediately, telling her when you expect to be home. A letter from her indicates that your son requires medical attention, and your help is greatly needed.

\*\*\*

### ANTONE DE COSTA

Please write to your wife at P. O. Box 3611, Jacksonville, Fla.

\*\*\*

### ANTHONY METALLICA

Some of your gear is being held for you by Roger Farrara. Write to him care of the SS T. Meadows, Pacific Tankers, c/o Standard Oil Co., 115 Broadway, New York City, telling him where you want the gear sent.

\*\*\*

### PAUL REINBERGER JR.

Your mother, Mrs. Karen Henry, P. O. Box 501, Harbor City, Calif., wishes you to communicate with her immediately, and give your whereabouts.

\*\*\*

### ART COLEMAN

### SYLVESTER BARNES

James Kish, 2935 E. 121 St., Cleveland, O., wants to know where he can reach you.

\*\*\*

### JUAN E. VASQUEZ

Carmen Iris Torres writes that she has important news for you. She can be reached at 565 West 174th St., New York City.

\*\*\*

### WILLIAM JAMES STEWART

Wire your father, William Stewart, your present address so that he may communicate with you. Send the message collect, or telephone him and reverse the charges.

\*\*\*

### GEORGE F. CURRAN

Your brother, John A. Curran, of Ogdensburg, N. Y., wishes to know your whereabouts.

\*\*\*

### JOHN BYRD

Get in touch with your mother.

## NOTICE!

### DANIEL BOYCE

Contact Mr. F. W. Nelson of the Mississippi Shipping Co. in New Orleans, La.



## NEW YORK

### SS FORT WINABAGO

T. J. F. Edstrom, \$2.00; W. C. Hogan-camp, \$1.00; T. E. Walker, \$2.00; W. C. Vandersall, \$1.00; L. Ballarini, \$3.00; Wm. P. Murphy, \$2.00; E. U. Hoff, \$4.00; T. Murphy, \$4.00; J. V. Simmons, \$4.00; L. Waldo, \$4.00; R. L. Collins, \$3.00; H. C. Reiter, \$2.00; J. Augustino, \$4.00; K. P. Apter, \$4.00; R. M. Katz, \$3.00; B. Walker, \$3.00; J. M. Bergerin, \$3.00; Stanley Lesko, \$3.00; G. D. Inkpen, \$3.00.

### SS T. MEADOWS

W. Row Lee, \$1.00; R. E. Miller, \$1.00; A. G. Martinez, \$1.00; T. Moyer, \$1.00; H. E. Slowik, \$1.00; E. Steiner, \$2.00; C. Kleeberg, \$2.00; W. A. Burton, \$2.00; J. C. Beecher, \$4.00; R. J. Stark, \$2.00; R. Olson, \$2.00; J. E. Worster, \$2.00; Charles Hitchens, \$2.00; H. C. Peeler, \$1.00.

### SS SHERWOOD

Crew of SS Sherwood, \$12.00; S. Shupler, \$2.00.

### SS BILLINGS VICTORY

P. Calderon, \$1.00; M. S. Dedlano, \$1.00; J. E. Flaig, \$1.00; DeForest Fry, \$1.00; L. McDonald, \$1.00; D. H. Leister, \$1.00; A. M. Milefski, \$1.00; S. Marcelino, \$1.00; R. P. Hanley, \$1.00; E. J. Puth, \$1.00; A. Zarkoski, \$1.00; A. E. Rosado, \$5.00; A. Gamzon, \$1.00; P. Lohse, \$1.00; A. Wasstrom, \$1.00; W. Renny, \$1.00; O. J. Kase, \$1.00; P. G. Marhos, \$1.00; H. Put, \$1.00; B. L. Clayton, \$1.00; J. L. McHenry, \$1.00; A. Martinisen, \$1.00; H. C. Michels, \$1.00; D. A. Crockett, \$1.00; S. Hernandez, \$1.00; A. J. Jensen, \$1.00; A. Stankiewicz, \$1.00.

### INDIVIDUAL DONATIONS

F. Daniels, \$1.00; William Mason, \$1.00; C. Lugo, \$1.00; J. Alper, \$1.00; W. L. Ezell, \$1.00; David M. Nichols, \$1.00; John Troast, \$1.00; E. Fernandez, \$3.00; John E. Well, \$1.00; Joe Schoell, \$3.00; Alex W. Weir, \$2.00; J. Maguire, \$3.00; W. O'Connor, \$2.00.

## BOSTON

### INDIVIDUAL DONATIONS

Vern L. Smith, \$1.00; R. Hallahan, \$3.00.

## New Towboat Contract Signed In Mobile, Setting New Lead

By CAL TANNER.

MOBILE — This port started the ball rolling in the harbor towboat field last year with a short effective strike, which brought good conditions and wages on harbor craft for the first time.

The good example set last year was reflected in two new tow boat agreements signed February 9th, this year, with the Mobile Towing and Wrecking Company and the Gulf Shipbuilding Corporation.

Previous to the signing of this contract, these crews were working a forty-eight hour week for a base pay of \$160.00 per month and \$1.00 per hour overtime.

The new contract provides for a forty-hour week with \$177.50 per month base pay and \$1.25 per hour overtime. These are seven days a week jobs, so the new contract has been worded giving the crews optional overtime on Saturdays and Sundays.

The Seafarers continue to set the pace with the best conditions and wages in the industry.

There has been a big howl for a long time about the crummy old Mobile Hall, and there is no doubt that the howl was justified.

The trouble has been that it

was tough to even get a room here, much less rent a Union Hall. The war-time boom grabbed up all available space for stores, housing and gin mills, with the result that the Union just couldn't find a decent spot.

There is a good prospect that the Mobile membership will now be able to move into a decent Hall with ample space and recreational facilities by the time this goes to press.

Anyway, the membership can rest assured that heaven, hell and high water are being moved to get the spot as soon as possible.

### FRONT PATROL

Every ship in the port is being covered, and no beefs too big to handle have come up. One good thing about Mobile is the fact that the average man sailing out of this port is both a good seaman and a good Union man, with the result that bum beefs are kept at a minimum.

Shipping remains fair and a lot of the boys have taken on a little towboating under the good harbor contracts. It may sound like bragging, but we have the opinion that Mobile is just about the best port in the country, bar none.

## There Isn't Ever A Shortage Of Those Seagoing Characters

By LOUIS GOFFIN

I have been requested to continue my stories on seagoing characters by my good friend, and former writer, the Log, Johnny Bunker. In my future articles I will try to concentrate on the Skippers, Mates, Engineers, Radio Operators, and Stewards, whom I sailed with or know about through former shipmates.

I will try to go back as far as I can, starting from my early seagoing days up to, and including the present time. As space is limited, I will try not to cover too much territory in any one article.

In the early part of 1921, prior to the strike, Jamaica Bay, near Brooklyn, was the location of the lay-up fleet, where I shipped as a cleanup man. The fleet only consisted of six ships, and the cleanup Steward was a guy from my home town, a former cross-country runner.

### RUNNING AROUND

Each morning he would take a short cross-country hop from ship to ship, and as the fleet increased in size, his cross-country run increased in length.

Well, just about a couple of days before the strike broke, and the fleet consisted of about 68 ships, this bird took off on his morning hop. However, he had forgotten to count the ships, and in making a detour, he found no gangway, so—in the drink he went.

When we heard his howls, we rushed over to where he was last seen. And there he was, thrashing around like a whale.

One guy leaned over the side and hollered down: "How's your cross-country run today. Why don't you go to the bottom and continue your run, you may wind up in China?"

"Listen smart guy," said the Steward, "That's just what I in-

of the crew, and battles they were.

The Old Man was a sane character when we sailed, but he was a candidate for the bughouse when we returned.

Each morning at sea this guy would stand on the wing of the bridge with a rifle and take pot shots at the seagulls and porpoises. This in itself is a major seagoing crime, but when we protested against this type of shooting he said, "If you guys don't like it, I'll start taking shots at the crew."

### KING OF THE CREW

Homeward-bound, a fire broke out in the engine room, and the ship stopped cold. The Old Man came tearing into the engine room, demanding that the fire be extinguished and the engines started immediately.

Well, in about one minute, he came running up on deck, howling that he was Master, king of the ship and all hands aboard, and his orders must be obeyed immediately.

Up out of the engine room came the Chief with a wrench in both hands yelling, "Get the hell back on the bridge before I konk you one." Well, the Old Man really took off.

When he got back on the bridge he started to weep to the Mate on watch, "Nobody loves me. Everyone has it in for me, so the hell with everybody. I don't care if the damn ship burns up."

From that time on until we got back in New York, we didn't see, or hear, from the Old Man, and Brothers, he really was an old man from the results of that trip.

## SIU HALLS

|                  |                                         |
|------------------|-----------------------------------------|
| BALTIMORE        | 14 North Gay St. Calvert 4539           |
| BOSTON           | 276 State St. Boudoin 4455              |
| BUFFALO          | 10 Exchange St. Cleveland 7391          |
| CHARLESTON       | 424 King Street Phone 3-3680            |
| CHICAGO          | 24 W. Superior Ave. Superior 5175       |
| CLEVELAND        | 1014 E. St. Clair Ave. Main 0147        |
| CORPUS CHRISTI   | 1824 Mesquite St. Corpus Christi 3-1509 |
| DETROIT          | 1038 Third St. Cadillac 6857            |
| DULUTH           | 531 W. Michigan St. Melrose 4110        |
| GALVESTON        | 305 1/2 22nd St. 2-8448                 |
| HONOLULU         | 16 Merchant St. 58777                   |
| HOUSTON          | 1515 75th Street Phone Wentworth 3-3809 |
| JACKSONVILLE     | 920 Main St. Phone 5-5919               |
| MARCUS HOOK      | 1 1/2 W. 8th St. Chester 5-3110         |
| MIAMI            | 1355 N. E. 1st Ave. 2-1754              |
| MOBILE           | 7 St. Michael St.                       |
| NEW ORLEANS      | 339 Chartres St. Magnolia 6112-6113     |
| NEW YORK         | 51 Beaver St. Hanover 2-2784            |
| NORFOLK          | 127-129 Bank Street 4-1083              |
| PHILADELPHIA     | 9 South 7th St. Phone Lombard 3-7651    |
| PORT ARTHUR      | 909 Fort Worth Ave. Phone: 2-8532       |
| PORTLAND         | 111 W. Burnside St. Beacon 4336         |
| RICHMOND, Calif. | 257 5th St. 2599                        |
| SAN FRANCISCO    | 105 Market St. Douglas 5475-8363        |
| SAN JUAN, P. R.  | 252 Ponce de Leon San Juan 2-5996       |
| SAVANNAH         | 220 East Bay St. 8-1728                 |
| SEATTLE          | 86 Seneca St. Main 0290                 |
| TAMPA            | 1809-1811 N. Franklin St. M-1823        |
| TOLEDO           | 615 Summit St.                          |
| WILMINGTON       | 440 Avalon Blvd. Terminal 4-3131        |
| VICTORIA, B. C.  | 602 Boughton St. Garden 8331            |
| VANCOUVER        | 144 W. Hastings St. Pacific 7824        |



tend to do." And darned if he didn't do it, because in about 20 minute he was ashore.

We didn't see his head, and how he did it we never did figure out, but there he was on the shore running like hell, showing that he was as good a swimmer as he claimed to be cross-country runner.

### CHARACTER CARGO

In early 1942, I joined a tanker called the SS Hera as Messboy for the big amount of 30 bucks a month. This trip was from New York to Rouen, France, and we were loaded down with characters.

The ship had no wireless, and there was no way of communicating with the shore, or other ships, except by blinker or signal flags.

When we started out the Skipper had dark hair. When we returned his hair was almost snow white, and therein lies the tale.

For the first time in my seagoing career the battles aboard were between the officers instead





## TO ISTHMIAN SEAMEN:

Both the National Maritime Union and the Company, which were soundly repudiated in the recent collective bargaining election, are using every delaying tactic to keep the Seafarers International Union from being certified, and the Isthmian men from the protection of an SIU contract. Such finking, legal trickery cannot last much longer. Formal hearings by the National Labor Relations Board will be held within a few weeks, and the Isthmian seamen will get the SIU contract and protection that they voted for.

Meanwhile, stay on your ships. Do not let NMU-Isthmian shyster tricks deprive you of the complete victory which is so near.

# SEAFARERS INTERNATIONAL UNION