

# SEAFARERS LOG



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

Vol. VIII.

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No. 34

## WARNING FOR N. O.



Brother Richard Meyvanisson carries a picket sign while Brother Sam Stigler stands by, ready to relieve him.

## N.O. Ferries To Strike If Bisso Won't Bargain

NEW ORLEANS—Pickets at ferry landings on both sides of the Mississippi River last week distributed handbills and carried placards warning the general public to be prepared for a strike and to find other means of transportation if the Bisso Ferry Company continued its high handed fashion of refusing to bargain honestly with the SIU, which represents the employees of the company.

In the event of a strike, over 5000 passengers daily will be affected, and they will have to travel at least 20 miles extra each day. Due to the cooperation between the various affiliates of the New Orleans AFL Marine Council, a tie-up of the Bisso Ferries could be called at any time, and would be 100 per cent effective.

Since the Ferries are a public service, the SIU has agreed to submit wages and conditions to arbitration if the company will sign a contract recognizing the Seafarers International Union as the sole bargaining agent of the employees.

### LINES FORMED

The picketing started August 15, and lines were maintained to noon of August 17. Hundreds of passengers stopped to have the situation explained to them before they boarded the ferries. The same applied to truck drivers and the operators of private automobiles.

In order that the public should not be unnecessarily inconvenienced, it was explained that the action was not in the nature of a strike. The lines were established as a warning so that the actual tying up of the boats would not come as a complete surprise.

As a result of this activity, negotiations were reopened on August 17, and further meetings have been arranged for in the event

that an agreement cannot be reached. The Bisso Ferry Company has long been opposed to collective bargaining, and has resorted to all methods to prevent having to bargain collectively with the SIU.

### A PROBLEM, BUD?

The life of the present day seaman is difficult and often very complicated. He is at the mercy of unscrupulous companies, government agencies, brass hats and human sharks of various descriptions, everyone trying to take advantage of him. If he happens to know some of his rights, he is sneeringly referred to as a Sea Lawyer.

A Special Services Dept. of the Union has been set up to consult with you on all your problems involving the Coast Guard, Shipping Commissioners, Unemployment Insurance, personal injury claims, your statutory rights when you become ill aboard ship, Immigration Laws, and your dear, beloved Draft Board.

If you happen to be in New York, contact us personally, or if you are out of town, write and you will receive a prompt reply.

Address all mail to SPECIAL SERVICES, 51 Beaver Street, New York 4, N. Y. Your Union is your shoreside contact. USE IT'S FACILITIES.

## AFL Waterfront Unions Meet In Chicago To Form Maritime Trades Council

CHICAGO—Climaxing a drive which the Seafarers International Union has supported for years, representatives from all AFL Unions connected in any way with the maritime industry assembled here in Chicago to participate in the formation of the first National Maritime Trades Council of the American Federation of Labor. Meeting in Chicago's Drake Hotel at the specific invitation of AFL President William Green

on August 15 and 16, five Unions signed the request for a charter, statement of policy, and interim operating rules. Other Unions which assisted in the Council's formation needed further authorization from their membership before finally affiliating, but will probably do so in the near future.

The five Unions which officially affiliated are the International Longshoremen's Association; Masters, Mates, and Pilots; Commercial Telegraphers' Union; International Brotherhood of Firemen and Oilers; and the Seafarers International Union of North America. Representatives from the International Brotherhood of Teamsters were present, and promised their cooperation.

### GREEN PRESIDES

President William Green officially opened the conference of AFL Maritime Unions at the Drake on August 15 at 2:00 P.M. He remarked that all of the organizations which were represented at the meeting were considered eligible to join in the formation of an AFL Maritime Trades Council, and that the AFL Executive Council which was also meeting at the Drake would be available for any advice or as-

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## Seamen Now Eligible For N.Y. Jobless Pay

NEW YORK—Rules and conditions under which jobless seamen are eligible for unemployment compensation in this state were made public this week, in a conference between State officials and Joe Volpian, SIU Special Services representative. Although representatives from other maritime unions were invited, the SIU was the only one to send an accredited delegate.

In order for an unemployed seaman to become eligible for jobless pay, he must first register for reshipment with the Union Hall rotary shipping list. He must also be able and willing to accept a new job.

### PAYMENTS READY

Following registration with the Union Hall, the seaman next registers with the United States Employment Service. This is a formality, and does not mean that he must accept a shoreside job which is offered to him unless he wants to work ashore. Sea jobs will of course still be cleared through the Union rotary ship-

ping system, and will not be offered through the USES.

Payments are now being made to unemployed seamen who, during the year 1945, worked for any shipping companies whose home office is in either New York, California, Texas, or Pennsylvania. Benefits can be filed for in any state, and a seaman does not have to file in the state in which the company maintains its home office.

Other states have made arrangements to commence the payments of benefits, and by the end of 1946, New Jersey will join the list of states offering this service. Alabama, Virginia, Nebraska, and Washington come into the fold by the end of 1947.

No seaman who has been fired for "misconduct" is eligible, nor is he entitled to compensation if he quits his job. Termination of articles is not to constitute quitting the job, and men whose voyages come to an end will be eligible for benefits.

It should be borne in mind that while Congress, in principle, also authorized the payment of benefits to those men who served under the jurisdiction of the War Shipping Administration, they neglected to appropriate funds for this purpose. Consequently this feature of the bill is worthless and will remain so until Congress passes the appropriation.

As other clarifications are received, the news will appear in the pages of the Log. For the time being, all questions regarding Unemployment Compensation should be referred to the Special Services Division, Seafarers International Union, 51 Beaver Street, New York 4, N. Y.

## CG Rules Against Helen Seamen Despite Facts

This week the Coast Guard wrote one more chapter in the story of how merchant seamen can be victimized by the dictatorial hooligan navy. This week the CG, which had tried and sentenced the eight militant men of the SS Helen, reviewed the case and decided that the decision they had made in the first place was just. The appeal to have the revocation of papers set aside was therefore denied by Rear Admiral Edward H. Smith, Commandant of the Third Coast Guard District.

The next step will be to appeal

the case further to the head of the CG in Washington, D. C.

In the appeal, the men contended that the orders which they refused to obey on July 9 and 10 were contrary to law; that the vessel was unseaworthy; that the conviction was against the weight of evidence; and that the presence of a biased Hearing Officer on the Trial Board was detrimental to their welfare.

### NO JUSTICE

Admiral Smith ruled that the records of the hearing disclosed no prejudice, and that the other contentions of the men were in-

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# SEAFARERS LOG

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## From Bad To Worse

There were some people who believed that the Coast Guard could never do a more autocratic job than they did in wartime. Never in a million years could they outdo the arrogant actions and dictatorial methods which they used in dealing with merchant seamen. Yes, plenty of people thought that, but the CG proved them wrong.

These brass-hats went out to show that they could surpass anything they had ever done before, and this time without even the pretense that it was a measure made necessary by the wartime emergency. The case of the SS Helen is a test of strength entirely.

The army has a phrase for power-crazy officers who insist on throwing their weight around. Behind their backs they are called "rank happy" and their activities are referred to as "pulling their rank." In a nutshell, that is exactly what the CG is attempting right now.

Congress has voted the CG peacetime powers over civilians never before enjoyed by any other military branch of the Government. And this power has gone to the heads of these officers who could not even use wartime powers judiciously. They have proven that they cannot be trusted with the enormous responsibility which such authority entails.

On the other hand, they have conclusively shown that they are loyal to those who give them a helping hand when the going becomes tough. When it looked as if the President's Reorganization Bill was doomed to certain defeat, the shipowners took an active hand in having the hearings on the legislation reopened, and finally it was passed by a slight majority. In return for this service, the CG has already paid off handsomely; take the case of the eight men persecuted on the SS Helen; and there is every indication that this will be continued as long as the brass-hats have the power to do so.

And they will have the power unless the waterfront unions can contrive to have this vicious legislation repealed or made inoperative. We see the handwriting on the wall. We know what the Coast Guard will do if given half a chance, and as civilian workers in a civilian industry we want no part of such bureaucratic goings-on.

The CG has allied itself with the shipowners. In the event of a waterfront dispute, is there anyone who questions which side the Hooligan Navy will take.

Our course is clear. First of all, the men of the Helen must be reinstated to their full rights as seamen, and quickly. After that is done, the fight against CG control must continue with redoubled fury. There can be no compromise between seamen, and the tools of the shipowners.

The Coast Guard record has gone from bad to worse. They are unnecessary, and no waterfront worker or seaman will shed a tear on the day that they go back to their honorable jobs of patrolling the coasts and locating icebergs.

# "Pulling his rank"



## Men Now In The Marine Hospitals

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

### STATEN ISLAND HOSPITAL

- W. HUNT
- S. J. SOLSKI
- L. L. OWENS
- P. R. DEADY
- C. G. SMITH
- L. A. CORNWALL
- W. B. MUIR
- J. L. WEEKS
- R. J. TURNER
- R. YOUNG
- J. S. SEELEY JR.
- F. TOKORCHUK
- D. A. WARD
- T. L. KEITH
- T. J. DAWES
- J. E. VILLAFANA
- T. L. SIMONDS
- N. TSOAUSKIS
- R. G. MOSSELLER
- E. ORTIZ
- C. W. SMITH
- F. GAMBICKI
- R. LUFLIN
- L. L. MOODY
- M. C. BROOKS

### BALTIMORE HOSPITAL

- MATHEW LITTLE
- PETER LOPEZ
- E. J. DELLAMANO
- JAMES KELLY
- WM. SILVERTHORNE

- THOMAS CARROLL
- MORSE ELLSWORTH
- ARMAND RIOUX
- LONNIE TICKLE
- JAMES LAWLOR
- HARVEY CRONIN
- GEORGE LEIDEMANN
- ROBERT KLEMM
- THOMAS CARROLL
- B. T. BISHOP
- JOHN WAGNER
- MONTEIRO NELSON
- WILLIAM HAHN

### SAN JUAN HOSPITAL

- R. GAUTIER
- P. PAGAN
- B. DEL VALLE
- P. PEDROSA
- T. C. LOCKWOOD
- J. VANDESSPOOLL

### BOSTON HOSPITAL

- BENJAMIN THOMAS
- MATHEW LITTLE
- STANLEY BUZALEWSKI
- HARRY BENNETT
- HAVEY CRONIN
- LONNIE TICKLE
- E. J. DELLAMANO
- PETER LOPEZ
- JAMES KELLY
- W. SILVERTHORNE

### 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.)

- THOMAS CARROLL
- MORSE ELLSWORTH
- MOSES MORRIS
- JAMES LAWLOR
- GUSTAVO PASSARETTI
- NILS JOHNSON
- ARMAND RIOUX
- JULIAN, COGGINS
- NICK MAROWICH

### NEW ORLEANS HOSPITAL

- JOSEPH WALSH
- ROY CURTIS
- THOMAS COMPTON
- J. W. DENNIS
- R. M. NOLAN
- LYLE BAUMARTNER
- HOWARD SAVINI
- K. WINSLEY
- THOMAS DUNSEE
- GLEN DOWELL
- EDWARD CUSTER
- ROY PINK
- JAMES ANDREWS
- DOM SANSONE
- R. L. FRENCH
- ARTHUR MITCHELL
- WILBUR MANNING
- JOHN R. GOMEZ
- W. BROCE JR.
- C. E. MILLS
- R. M. BARNES

# CLEARING THE DECK

By PAUL HALL

(Editor's Note: "Clearing The Deck" was not available for this week's issue of the Log because of Brother Hall's presence in Chicago. As Chairman of the AFL Greater New York Maritime Council, Brother Hall, along with a delegation from the Seafarers, met with officials representing all AFL maritime unions to form a national AFL Maritime Trades Council.

Full details of the results of the meeting appear elsewhere in this issue.

Brother Hall's column will again be in this space in next week's Log.)

## Starchy Hospital Foods Can't Cure TB Seamen

Here's another case of a seaman complaining of the food received at the marine hospitals. In this instance, the complainant is an old time SUP member who has been sailing on the Deck for more than 17 years. As a result of contracting tuberculosis while in the merchant marine, John Dooley was first hospitalized in 1942, and has been in some hospital ever since that time.

John was at the Fort Stanton Hospital in New Mexico for some two odd years, and was then transferred to the Stapleton Marine Hospital on Staten Island where he remained for 14 months.

OH, GOODY! WITH THAT DIET I OUGHT TO GET OUT OF HERE BY 1968 - MAYBE !!



Now, he's located at the Neponsit Marine Hospital near Rockaway Beach, New York, and has been there for a little over a month. So, as one who has been in various marine hospitals over the past four years, Brother Dooley is certainly well-qualified to speak on the subject of hospital conditions.

TB patients are usually placed on a high protein diet in order to more readily build up their strength to fight off the little disease germs. But, not at Neponsit. There, according to Dooley, the patients are fed a constant diet consisting of soups, stews, macaroni, spaghetti, noodles and slumgullion followed by desserts such as soft puddings and gooey meringue pies.

### STARCHY DIET

Sometimes the boiled meals, which are usually extremely tasteless and very unappetizing, are supplanted by beans. But the beans are half-cooked. Seldom do the patients receive fresh fruits or vegetables, and when salads are served, they're quite unpalatable, too. Aside from the food, other conditions at the Neponsit Hospital are excellent.

Dooley was high in his praise of the director, Dr. Haas and his

assistant, Dr. Haufstra. He stated, "They are both good doctors, and well-liked by all of the patients. Dr. Haas is very considerate of the patients, taking the time and effort to explain everything to the inmates. Everyone likes them both."

When approached by Dooley regarding the food, Dr. Haas asked him what was wrong with it. Dooley explained in detail, but the good doctor maintained that very few of the other patients ever complained. This was explained to him by Dooley as being the result of patients being more or less afraid to criticize, and he went on citing numerous complaints which he had heard from a number of the other patients who did not complain directly to the doctor.

As far as entertainment, movies, etc., at Neponsit, the patients are apparently well-satisfied with that phase of their enforced hospitalization. Few other complaints are ever received. But, food—that's another story!

### CORRECT EVILS

It is quite apparent that the numerous complaints regarding food conditions at a number of Marine hospitals throughout the country are based on proven facts. Obviously, although the various hospital staffs are so afraid of reprisal that they will not affirm or deny it, the basic cause is that these hospitals are trying to operate on a budget too small to feed the patients decently. One exception to this appears to be the Norfolk Hospital, where the food and conditions are highly lauded by the patients.

Criticism of the marine hospitals appearing in the pages of the Log has been made with the thought that constructive criticism is good because it brings out the facts, offering correctives. It is, and always has been, the policy of the Seafarers International Union to give praise wherever it's due. Likewise with criticism.

Good—plenty of good—is being accomplished at marine hospitals throughout the country. But, there's no reason when certain faults exist why those faults can't be corrected. That's where this constructive criticism is being directed. At the correction of existing evils in the management and operation of all marine hospitals.

## Sailor (The Real Sea-Going Type) Calls Coast Guard's Pet Hearing Unit Illegal

By "STEAMBOAT" O'DOYLE

Well, the boys were crying for action last week. The same guys who were throwing heavy body blows in stiff negotiations, who were tossing the finishing punches in a tough organizational battle, who had just KO'd Limehouse 'Arry in his still-born "March on the SUP." As if their hands weren't full, they were rip-rarin' to go to work on the Coast Guard.

Yes, on the ships, in the Hall, in every joint on the waterfront, you could hear them cussing and thirsting for blood—these young Seafarers. It took the steadier, more experienced heads of our oldtimers to cool them off—though plenty of the oldtimers has steam coming out of their ears, too.

But, finally, their rage at the Great Double-cross turned into a cold hate of determination that when the time comes—and it will come soon—the CG will be shorn of its main weapon against us. And that is the hearing unit or kangaroo court. When that is gone, they will no longer be able to push us around.

### VICIOUS AND ILLEGAL

We have three fights on our hands now. There is not the slightest doubt that we will win all of them, and pretty soon. As we emerge from them victorious and stronger than ever, we can go to work on the CG. In the meantime, I would like to point out that the hearing unit, besides being vicious, is illegal.

The law gives the CG power to revoke papers for the sole reason of proven inability to do the job which the papers say you can do. If an AB gets off course and bumps a reef, he's no AB—the papers which let him sail as AB should be lifted. If a Fireman burns up a boiler while reading the Police Gazette, he's no Fireman—the papers that say he is should be lifted. If a Baker puts rat poison in the pancake batter, he's no Baker—the papers that make him should be lifted.

Papers are issued to you for the one and only reason of certifying that you know enough to handle a certain job, and they should be taken from you for the one and only reason that you have proven incapable of handling the job.

### ONLY REASON

It was for this reason alone that the old Bureau of Inspection (under the Dept. of Com-

merce) ever revoked papers, because it knew that this was the only reason the law allowed it.

But if an AB misses a day's work, if a Fireman drops a wrench on his engineer's toe, if a Baker spits on the windward side, is that a reason to revoke his papers?

No, the law does not give that power. Nevertheless, the CG has interpreted the law as broadly as possible to seize that power, and there is no doubt, that they will use it illegally. If the CG says it must revoke papers for so-



called "misconduct" in order to keep order on ship, they lie and they know they lie.

### DOUBLE JEOPARDY

The Government has another power for this, which it holds over no other American workers—logging. The principle of deducting from your wages for not being a good boy is absolutely unconstitutional applied to anyone but a seaman. In this respect we are second-class citizens. Now

the CG claims another power over us, which the Government has over no other American workers: the power to take away our jobs and sentence us and our families to unemployment.

For four years, every seaman who stepped out of line has been punished, not once, but twice, by logging and suspension of papers. This violates the oldest principle of justice known, that of double jeopardy, which says that no man shall be punished twice for the same offense. But just as catsup wasn't made for ice cream, so justice wasn't made for seamen. Or says the Coast Guard.

### NO AUTHORITY

I challenge any and all of the swivel-chair sailors of the Iceberg Patrol to show me their authority for subjecting free American sailors to their lousy drumhead courts-martial. I challenge them to show me the law that says "you can take away their jobs and livelihood, you can sentence them and their families to unemployment and hunger."

They cannot. There is no such authority. There is no such law. There is just the insane belief of a half-dozen bureaucrats in bellboys' uniforms that they are stronger than a 100,000 seamen.

Well, patience, Brothers, the Union that licked the operators can handle these straw men. Back to chasing rum-runners is where we'll put the seagoing prohibition agents. Just let us get our sleeves rolled up.

## Advances Under SIU-AFL Leaves NMU Holding Bag

By LOUIS GOFFIN

When one looks back to the days of yore, into the years of low wages, dirty foc'sles, poor food and other miseries that were once heavy on our shoulders, we realize the many changes that have been made.

How did all this come to pass. It came about first and foremost through organization, through the united strength of seamen, through the energy and resourcefulness of militant seamen who looked into the future and like the seers of old saw what could be accomplished when seamen were united.

Although various changes were made from 1934 to 1938, it was really through the formation of

the SIU that tremendous strides forward were taken. Proof of all this is in the records.

The records show what our negotiating committee accomplished with the strength of the united SIU membership 100 per cent behind the committee in their work. The wages, overtime and living conditions that were negotiated, are without a doubt, the finest ever in the history of the merchant service.

### COMPARE SCALE

We know what the NMU accomplished for their membership in the recent sellout and we know what our committee accomplished for us. Compare the wage scales and we see that our negotiators were interested only in the welfare of the membership, while the commie stooges were interested only in their power, and in the orders from Moscow. As usual they left their membership holding the sack.

Now we see the almighty "Blackie" Meyers howling that the NMU should get the same wages and conditions that the SIU received.

The same old story repeats itself. Every time the SIU gets a raise through militant action, the NMU, like a dog groveling for a bone, pleadingly asks for the same.

Instead of getting out in the front for increases, they always wait for the SIU to go to bat. Well, the SIU will always go to bat for better wages and conditions, and if seamen from other unions benefit by our actions, so much the better.

### AFL SPEEDS VETS HOUSING



Desperately needed housing for veterans in every section of the country is being pushed by AFL construction unions. Posting one of the first "Held For Veterans" signs are Wilson W. Wyatt, Natl. Housing Expediter (right) and C. F. Preller, of the Washington, D. C., AFL Building Trades Council. This new sign will be placed on all residential construction throughout the country under the veterans emergency housing program.



**QUESTION:**—How were you, as an American Merchant Seaman, treated in European countries lately?

**ALFRED LOHR, Wiper:**

Since V-J Day I've been in Africa and Germany, and I can't complain too much. The people expect a handout from Americans. If it wasn't for that expectation, we would not have been treated well at all. Of course that doesn't hold true of all Europeans. Some of the people I met were deeply appreciative of the job done by Americans in liberating them from Fascist control. Others realized that it is American seamen who are delivering the bulk of the UNRRA aid to Europe today.



**JAMES H. E. WEST, Chief Cook:**

I was in Genoa, Italy, last month. The people were very generous, and treated all of us very well. The tension seems to have passed, and the people are easier to get along with. The last time I was there I remember that they all had the idea of getting as much as they could from us. Now it appears that they no longer want to fleece us, and that makes for better relations all around. Those people really have suffered, and it may take them a little while to adjust to peacetime ways.

**FLOYD HILLIER, Chief Cook:**

The treatment we are getting varies with the country we are in. In the British Isles, it seems to be about the same as always. They like us, and as long as we mind our business, they leave us alone. Italy, on the other hand, is always a sore spot. If a guy is going to have trouble, you can bet your last dollar that he will have it in Italy. Personally I have not had any trouble at all. During the war, we were treated well wherever we went, but the best treatment of all was in Sicily.



**LOUIS PESCATORE, OS:**

I can't complain about any of the treatment I've received, recently or otherwise. I always manage to have a good time during Liberty, but the prices are exorbitant, and there is a scarcity of almost everything you can mention. The people of these countries are friendly, and they look upon us as their friends. If we spoil that by our actions, that is not their fault. You know, we are not angels, and we can't expect to throw our weight around when we get gassed up without somebody resenting it.

## Lakes Strike By NMU Timely For Shipowners

By HENRY CHAPPELL

ASHTABULA — The NMU strike called for on the Great Lakes must have been considered and ordered by a bunch of farmers and fishermen who know nothing about Great Lakes shipping.

The proper time to call a strike on the Lakes, as anyone who has ever sailed up here would know, is in the spring after the companies have gone to the expense of fitting their ships out—not to wait until the ore docks are crowded with ore down on Lake Erie ports and the coal docks are full of coal on upper Lake docks.

In the first place, the NMU has no jurisdiction over the boats that will be involved in this strike. The members of the crews were not consulted, nor asked to vote on this issue. In any democratic union, the voice of the membership dictates the policies of the Union and not the whims and fancies of a few high officials

of the Union, who in this instance are abusing the powers of unionism in an attempt to grab control of all shipping on the Great Lakes, disregarding the legal and moral rights of all others.

Secondly, consider the plight of poor John Sailor who has but a short time left to accumulate enough money to tide him over the period of waiting until he can find other work ashore, or till spring when the lakes reopen.

The shipowner has already made his stake for this year, and will not worry about a couple of months left for sailing. So have the officials who are calling this strike, NOTICE—I don't say the members who are calling this strike. They (the members) are the ones who will be made to suffer for the bungling of these officials.

The NMU is going to great expense in a last wild bid to gain control of shipping on the Great Lakes. **Strikes cost money**, and the Union must finance them. No wonder Joe Curran complains his treasury has been robbed, when he let a few farmers kid him that August is the right time to pull a strike up here on the Lakes, and spend the NMU members money in a silly attempt to gain control of the Great Lakes.

## APPEAL OF HELEN MEN IS DENIED BY CG DISTRICT HEAD

(Continued from Page 1)

valid. However, he reduced the period of suspension of papers from six months to three months. His reasons for so doing were because the men had no previous records, and had sailed the nation's ships valiantly during the war.

When the decision was announced, Joe Volpian, SIU Special Services representative, had this to say. "The fact that the CG reduced the sentences of these men is sufficient indication to all fair-minded people that they had no real grounds for conviction in the first place. The thought occurs that probably hundreds of seamen were framed on just such flimsy evidence, and severe sentences were also imposed on them."

The fight to completely vindicate the men has not abated. Already Ben Sterling, attorney for the men, has filed an appeal with CG Headquarters in Washington.

"I don't look for too much good to come from this," he said, "but it brings us one step closer to being able to take this case into a civil court where we stand a better chance of getting real justice. It doesn't surprise us one bit that one section of the same military agency goes out of its way to back up another section."

### BROTHERS HELP

Meanwhile, the eight victims of brass hat injustice have not been forgotten by their Union Brothers. The sum of \$49.50 was collected by the crew of the SS Powellton Seam, to be divided among the "Helen men who suffered the action of the CG kangaroo court."

The men of the Powellton Seam also went on record as being opposed to the "finking action by the CG" and pointed out that merchant seamen are losing their individual freedom under the dictatorial lash of the Coast Guard. The shipboard meeting also passed a resolution that the merchant marine should once more be returned to the supervision of the Department of Commerce.

## AFL Puts Government On Spot On ILO Voice

In a blistering statement, which characterized the change in policy to be "contrary to facts and merely for the purposes of appeasement," the AFL Executive Council put the administration on notice that it will refuse to share representation on the International Labor Organization with the CIO.

In the past this representation has gone exclusively to the AFL but at the present time, Secretary of Labor Schwollenbach has proposed alternating the American workers' delegate to the ILO between the AFL and the CIO.

The AFL Council insisted that if the CIO is given a voice it would be a violation of the constitution of the ILO which specifies that the workers' delegate of each nation shall be chosen from the "most representative labor organization" in such country.

"We officially call upon our government to discharge its obligation to the ILO by adhering to the charter provisions through the designation of an AFL representative as the workers' delegate at the coming conference of the ILO, to be held in Montreal on September 19, 1946," the statement concluded.

AFL President William Green maintained that there is no question but that the AFL is the most representative labor organization in the country, with over 7,000,000 members.

## MEET THE SEAFARERS



Richard Ricketts

Sailing the Seven Seas continuously for 38 years might become boring for some men, but for Richard Ricketts, Senior, it has all been fascinating, and he could stand 38 more years of the same without complaining. Since 1908 when he first shipped out as a Cook on the SS Casey, Ricketts has been earning his living as a merchant seaman year in and year out.

Of course, as he puts it, many years the living "was mighty slim," but he stuck it out and now things are better for the seamen all around. He is still not satisfied, however, and he militantly backs up the Union's stand for even higher wages and better working conditions.

Before Mr. Ricketts became a seaman, he was a cook and baker ashore, and at one time he owned his own bakery. When things got tough there was only one thing to do, and so he shipped out. He has never been sorry for that decision.

During World War I, although he saw plenty of action, he was one of those fortunate few who did not take a dunking as a result of enemy action. Not so in World War II, however. In his latest blood-letting he was on ships which were torpedoed, and once drifted for hours in the Bay of Murmansk before being picked up by another boat in the convoy.

Brother Ricketts is a solid, well built man who does not look the 52 years of age to which he admits. He has found the time to be married and raise a family. His son, of whom he is very proud, is also a merchant seaman, sailing as Chief Cook at this time.



"When my boy decided to go to sea," says Brother Ricketts, "I sure was a proud man. He has been sailing since 1935, and I'm glad that he came through the war okay."

The struggles that the Union has had in its efforts to win good wages and decent conditions for seamen, has found Ricketts a willing participant — on the picketline or wherever his services were most needed. He holds Gulf Book 149, and has been an SIU member since March, 1939.

"You sort of get used to the fight against the shipowners," he relates. "Sure, I would rather not have to fight them all the time, but what we win is ours. If they gave us anything without a struggle, then they could take it back any time they felt like it."

Brother Ricketts is a proud man. Proud of his Union, proud of his family, and proud of the job he and his fellow Union members have done for merchant seamen everywhere.

## WSA Food Waste During Shortage

Well documented instances of War Shipping Administration wasting of food have been submitted to Rep. Patrick H. Drewery, chairman of the House Subcommittee on Naval Affairs, by James R. Porter, SIU Steward on the SS Daniel Hager.

Porter has asked Congressman Drewery, a personal friend, to launch an investigation of the WSA's Purchasing Department, which most Stewards agree is shot through with mismanagement. SIU officials commenting on Porter's action agreed that it was time something was done. Now, especially, they hold, when food is short throughout the world, there should be no blind waste.

Porter's letter follows:

SS Daniel Hager  
Pensacola, Fla.

Hon. Patrick H. Drewery  
Chairman, Sub Committee on  
Naval Affairs  
House Office Bldg.,  
Washington, D. C.  
Dear Pat:

As yet I haven't bothered you with marine affairs regarding the different companies which operate government ships, but in this case I fully believe something should be done.

Very recently, a man, if I may call him a man, came over from the New Orleans office to represent the company. He left 1500 pounds of flour that contained weavels, and should have been remilled and given to the poor, if not sold. Also 540 dozen eggs were left which would become unfit for human consumption because they were slightly molded and will not last the sea voyage. These, too, could have been given to some needy cause. All this will happen because of the unfitness of the man for the position he holds.

I would like for you to make an issue of this. I will readily appear before any committee you have. I will really give them something to think about.

What are these ship operators doing? Is it a cost-plus problem? The more money they spend, the more they make?

I am sending copies to Drew Pearson and Senator Byrd. I really want to do something about this. It is about time there was an investigation in regards to the unnecessary expenditures on the part of the WSA. Can you imagine giving me 1000 pounds of pork loin for a 90-day trip?

Frankly, it's a damn shame the way the WSA is wasting the taxpayer's money. Now, Pat, neither the Captain, Chief Engineer, nor I are going to sign papers stating that we have destroyed unfit food at sea, as was suggested by Mr. E. Jones.

I have these eggs and flour on board and I am not going to throw them over.

Very respectfully,  
James R. Porter

### ATTENTION!

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

## Got A Problem, Bud?

The life of the present day seaman is difficult and often very complicated. He is at the mercy of unscrupulous companies, government agencies, brass hats and human sharks of various descriptions, everyone trying to take advantage of him. If he happens to know some of his rights, he is sneeringly referred to as a Sea Lawyer. If he doesn't know how to protect himself, he usually gets the business. In order to protect his rights he must be a combination of Admiral, doctor, lawyer, superman and King Solomon.

As none of us can possess all of these attributes, it becomes necessary for the Union to assume the function of helping its membership with their problems. A SPECIAL SERVICE division of the Union has been established to consult with you on all problems involving the Coast Guard, Shipping Commissioners, Unemployment Insurance, personal injury claims, your statutory rights when you become ill aboard ship, Immigration Laws, and your dear, beloved Draft Board.

If you happen to be in New York, contact us personally, or if you are out of town, write and you will receive a prompt reply.

Address all mail to SPECIAL SERVICES, 51 Beaver Street, New York 4, N. Y. Your Union is your shoreside contact. USE IT'S FACILITIES.

## Rich Get Richer—You Pay

The carry-back tax-relief racket has brought extra millions to the profit-swollen corporations and the wartime flim-flammers of the U. S. Treasury. Last week Sen. Glen Taylor (D., Idaho) asked President Truman to back legislation that would carry back tax credit to persons whose income falls below the level necessary for health and a decent standard of living. The only question about this legislation is whether its chances of being passed by Congress are greater than its prospects of being approved by the Natl. Association

of Manufacturers, the Chamber of Commerce, U. S. Steel, and General Motors.

\*\*\*

If you don't think times are tough, consider the sad case last week of Tom Girdler, chairman of Republic Steel. Girdler loves unions like most people love a bullet hole through the head. A Cleveland court ordered Girdler to return an unlawful \$51,000 salary bonus. That was a dirty trick, especially when it was made so clear to the judge that the bonus was in addition to Girdler's \$175,000-a-year minimum pay.

## Profits Still Come First, As Always, To Shipowners

By E. S. HIGDON

When you see a merchant seaman in your town, there are perhaps times when you have wondered just what his thoughts are—just as you would a soldier, sailor or marine.

I can assure you that he is a thinking man, who is familiar with not only the form of government of which he is a part, but also the government of other nations where his job has taken him. He is not "in the dark" as some people may think.

He knows many of the "inside" deals which have lent corruption and dissention among the men who "deliver the goods." For example: There are some shipping companies, (names withheld), who have transferred their ships to operate under a foreign flag, so that these steamship companies can hire crews from these foreign countries, and in doing so obtain not only inferior crews, but to enable them to pay salaries of less than half of what it would cost to operate the ships with an all American crew.

### DIRTY DEAL

Our American merchant seamen know this and feel that they have been given a dirty deal. They are the ones who went into the war zones, where they were not equipped for battle as our navy ships were.

Although this was known to them, as good Americans they stuck to their posts, to see the

job through and every man knows that the vital materials which they delivered had much to do with the winning of the war.

Is it fair then, that just to save money on crews' salaries that these shipping companies should be allowed to transfer their ships to another government after all these men have done to fulfill those shipping companies contracts? I do not believe there is one American, or one of any other nation on earth who can say it is fair, not even the owners of these shipping companies.

### WHY NOT NOW?

The ships that are in operation now are three times faster than those before them. They also hold two to three times the load the ships before them did—so if American ingenuity was able to produce such an excellent ship, and if Americans were able to sail them throughout the war, now that peace is here and the seas are safe from torpedoes and air attacks, why can't that same American seaman enjoy the pleasures he has so rightfully earned? That is, to run these same ships which have been turned over to crews of other nations.

It is my feeling in this matter that Congress should call up on the carpet these shipping companies, who have shown so little respect and thanks to the men who sailed their ships during the war period, and impose upon them a federal tax which would be gauged by the amount of salary they are paying these foreign crews and the rightful salaries which should be paid to American crews, with the difference to go into the United States Treasury.

### LET 'EM PAY

I believe that if this were imposed they would want their crack American crews back. However, if they feel they can operate with these inferior crews, have them pay taxes to our government, and let our government benefit by it rather than these shipping companies, who apparently are thinking only of themselves and not of the men who braved death to take the load through.

## Laws, But No Homes

Congress passed 600 new laws before it ran away home last month. The 600 did not include the Wagner-Ellender-Taft housing bill which would have provided homes for millions of veterans and other hunting shelter. Construction of race tracks, night clubs and country estates continues, and if homeless vets want the reason why Congress didn't pass the housing program it's very simple. Congress listened to the real estate lobby's Natl. Association of Real Estate Boards, which turned the heat on by warning Congressmen in a letter that "Very few of the 2,000,000 favored persons chosen to live therein would vote against a party that gives them a roof at half price. Two million vest-pocket votes are enough to destroy the party system in our country." The vets living in sheds, trailer camps and slums will want to know how they're destroying the party system by asking for a decent place to live.



### PHILADELPHIA

#### INDIVIDUAL DONATIONS

Crew of Tristram Dalton—\$27.00.  
H. G. Dagostina, \$1.00; Alex A. Masztak, \$1.00; M. Zastowney, \$2.00; S. Foss, \$5.00; Nicholas Lucko, \$1.00; A. Kitchas, \$1.00; A. Harrison, \$3.00; D. Bostic, \$2.00; P. Paulin, \$1.00; S. Weeks, \$1.00; J. Senchey, \$2.00.  
Crew of Robin Locksly—\$13.00.  
L. F. Hern, \$1.00; Richard M. Katz, \$1.00; C. G. Wall, \$1.00; Jos. Williams, \$4.50; T. Y. Pages, \$1.00.

### GALVESTON

#### INDIVIDUAL DONATIONS

Crew of SS Wallowa—\$29.00.  
F. Schutz, \$1.00; D. Wells, \$1.00; A. Cruz, \$1.00; G. A. Pavlica, \$1.00; N. A. Halms, Jr., \$1.00; G. Sneider, \$1.00; V. A. Loveland, \$1.00; A. Torres, \$1.00; C. E. Black, \$3.00.

### PORT ARTHUR

#### INDIVIDUAL DONATIONS

SS Sea Triton—\$10.00.  
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M. D. Green, \$5.00; L. B. Grant, \$3.00; J. W. Canard, \$3.00; C. W. White, \$2.00; C. L. White, \$2.00; J. R. Massingill, \$3.00; J. S. Seely, \$3.00; R. Heates, \$2.00; R. H. Mifflin, \$5.00; S. Guiffin, \$4.00; R. R. Lee, \$5.00; R. Docherty, \$3.00; L. Anderson, \$2.00; Russell, \$2.00; G. H. Hinnant, \$5.00; G. D. Olive, \$10.00; C. C. Blair, \$2.00; J. C. Russell, \$1.00.

### NEW ORLEANS

#### SS ISAAC M. SINGER

Johnny Grimes, \$1.00; Tambling, \$2.00; Dubersson, \$1.00; Blanchard, \$1.00; Strickland, \$1.00; Hatch, \$1.00; Bishop, \$1.00; Pederson, \$1.00; Ladner, \$1.00; Wilson, \$1.00; Sheets, \$2.00; Henderson, \$1.00; Lawson, \$2.00; Perkins, \$2.00; Bob Henderson, \$1.00; Vaughn, \$1.00; Lacy, \$1.00; Hickox, \$1.00; Moriarty, \$2.00; Wilson, \$1.00; Rankin, \$1.00; Williams, \$1.00; Downey, 50c; Spencer, 50c; Unknown, \$1.50.

### NEW YORK

#### SS BENTS FORT

John J. Doyle, \$1.00; Lee R. Frazier, \$2.00; A. A. Thomas, \$1.00; William McDonald, \$2.00; Edward V. Sinecki, \$2.00; Benso Scalabrini, \$2.00; John P. Winn, \$2.00.

### SS E. LOGAN

Charles Dwyer, \$2.00; John Gillet, \$2.00; J. Jellet, \$2.00; T. Sullivan, \$2.00; S. Hoyt, Jr., \$2.00; Paul Gullo, \$2.00; J. N. Riouf, \$2.00; B. Torbick, \$1.00; N. Reznichenro, \$2.00; A. F. Carey, \$1.00; E. E. Cabral, \$2.00; J. Watkins, \$2.00; S. Malachowski, \$2.00; A. Kokowski, \$1.00.

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Frank Russel, \$3.00; Mont Holt, \$3.00; Thomas P. Clark, \$4.00; F. L. Barclay, \$5.00; E. A. Orozco, \$5.00; W. B. Gates, \$5.00; M. Farley, \$5.00; J. E. Cooksey, \$5.00; G. K. Cregg, \$1.00; O. O. Vaughan, \$2.00; L. S. Jenkins, \$2.00; O. S. Shaffer, \$5.00; Roy S. Gentry, \$5.00; Nandalall Singh, \$10.00; M. H. Schaafsmd, \$5.00; Alford Java, \$2.00; C. B. Langley, \$2.00; L. A. Drewery, \$2.00; C. H. Thompson, \$2.00.

### SS COASTAL ARCHER

A. H. Birt, \$1.00; C. A. Hau, Jr., \$2.00; Williams Utley, \$1.00; C. Polish, \$2.00; A. J. Healey, \$2.00.

### SS COYOTE HILLS

P. G. Ledbetter, \$1.00; G. D. Gonlez, \$1.00; F. L. Boysen, \$2.00.

### SS C. AUSTIN

J. A. H. Gendron, \$4.00; W. C. Ryan, \$1.00; N. W. Meador, \$1.00; R. Donoghue, \$2.00; C. Nottage, \$1.00; W. B. Lane, \$2.00; W. J. French, \$2.00; S. Sczylyvian, \$1.00; J. H. Proctor, \$2.00.

### SS HASSLER

A. Thomas, \$1.00; P. R. Davis, \$1.00; R. Rainville, \$1.00; John Bilko, \$1.00; George A. Foss, \$1.00; T. Muscovage, \$1.00; D. M. Rauasa, \$1.00; R. Torres, \$1.00; J. G. Paszkiet, \$1.00; C. W. Maynard, \$1.00; L. R. Edwards, \$1.00; W. Bradford, \$1.00; E. L. Holman, Jr., \$1.00; R. M. Douglas, \$1.00; A. M. Halvorsen, \$1.00; Orzaio Farrara, \$1.00; M. Mahoney, \$1.00; M. Carson, \$3.00.

### SS ROBIN TUXFORD

Crew of SS Robin Tuxford—\$13.40

### SS JANEWAY

B. Roosberg, \$1.00; M. Hartley, \$1.00; E. Masterson, \$1.00; George Davis, \$1.00; William A. Craven, \$1.00; P. Dubendorf, \$1.00; R. M. Tronio, \$1.00; Donald S. Smith, \$3.00; S. Mancino, \$2.00; R. N. Kelley, \$2.00; O. Sepet, \$1.00; D. L. Hutchins, \$2.00; F. J. McMahon, \$1.00; V. Mivnek, \$2.00; N. Okry, \$2.00; E. De Mello, \$2.00; R. O. Kuntz, \$1.00; E. R. Brown, \$2.00; N. S. Ward, \$2.00; G. F. Hazen, \$1.00; F. Guinaya, \$2.00; H. F. Munker, \$3.00; G. R. Landis, \$2.00; R. D. Hawkins, Jr., \$2.00.

### INDIVIDUAL DONATIONS

P. F. Erck, \$3.00; J. F. Rogers, \$1.00; R. Baluner, \$3.00; Albert H. Cramer, \$5.00; H. J. Adamski, \$1.00; Emanuel Lord, \$4.00; V. A. Elliott, \$1.00; Vincent A. Karnuth, \$1.00; M. F. Blevins, \$1.00; Romualdo Garcia, \$5.00; J. Stewart, \$2.00; F. O. Sullins, \$2.00; V. C. Porter, \$2.00; W. C. Perrin, \$1.00; Andro Bigos, \$1.00; R. D. Tompkins, \$1.00.



# AROUND THE PORTS

## Great Lakes Sec'y-Treas Reports

By FRED J. FARNEN

An agreement has been reached with the Kelley Island Lime and Transport Company, Erie Sand and Gravel Company, and W. L. Emery Company, on wage adjustments on the same basis as Detroit and Cleveland Navigation Company. This covers all of the agreements that were signed this spring at the lower wage rate.

The wage adjustments on this company's passenger vessels were included in the pay roll ending July 1st. The retroactive pay from June 1st to July 15th will be paid as soon as the company's bookkeeping department has it ready which should be within the next two or three weeks.

The Freight ship contract with Detroit and Cleveland Navigation Company was signed on August 1st and is exactly the same as the McCarthy Agreement. This ship formerly was owned by the Midland Steamship Company and operated with three firemen.

Through negotiations, we were successful in placing six firemen aboard. Firemen also receive overtime for passing coal and shooting accumulated ashes. There were also several major improvements in the crew's quarters. We are now negotiating on the Shipkeepers contract and should reach an agreement this week.

### COMMENTS

At this time I would like to bring to the attention of the membership the true facts of the NMU threatened strike on the Great Lakes, which is set for August 15th.

Joe Curran, president of the NMU, has himself in a spot. After nine years in office he has just realized that he is taking orders from the Communist party, whom he blames for using the memberships funds to further communistic movements in this country.

This big publicity movement for the 40 hour week is nothing but a front for the commies to gain control over all Great Lakes Shipping.

A short time ago while Curran was in Cleveland, Ohio, blasting the Seafarers International Union in the local newspapers for not attending a meeting called by him for Maritime Unity, Harry Bridges notorious Communist leader for the CIO West Coast Longshoremen was showing his true union spirit by refusing to work an SUP ship in Coos Bay until an NMU crew replaced the SUP crew which had a contract on this ship.

It is the duty of all members of the Seafarers International Union to combat any move of the NMU communist leadership in order that we survive to enjoy the benefits of true unionism that such men as Andrew Fureseth made his life work to bring to what we are today.

### PICKETLINES INVIOULATE

The only position that we will take if the NMU strike occurs this month is to respect their rank and file picket lines on any

of the ships they have under contract.

We will not tolerate any picketing by them of ships under contract to the Seafarers International Union of the Great Lakes. We have signed agreements with all of the companies with whom we have contracts, and will not participate in this strike in any way.

So far there has been no date set by the NLRB for an election on the ships of the Midland SS Company.

## NO NEWS??

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

- HOUSTON
- CHARLESTON
- MOBILE
- TAMPA
- PORT ARTHUR
- GALVESTON
- PHILADELPHIA
- CORPUS CHRISTI

## Progressiveness Of SIU Proved Anew By N.O. Seamanship School

By C. J. "BUCK" STEPHENS

NEW ORLEANS—In line with the progressive policy of the Seafarers International Union and to maintain the superiority of services rendered the steamship lines, the Atlantic and Gulf District Branch of the SIU has established a school here to teach seamanship to those in need of same.

During the war, because of the manpower shortage, it was necessary to ship inexperienced men in numbers out of proportion to

those skilled in the various branches of marine work.

The Seafarers International Union has always had the best contracts because it has long been recognized by the steamship companies that the best seamen are members of the SIU.

### SAFETY STRESSED

Of prime importance in the school is personal safety. Students are here taught that the first rule of the sea is the health and safety of all aboard ship, and the necessity of protecting the ship and equipment and maintaining the same in a workmanlike manner at all times.

Emphasis is also placed on the recognition of objects at sea, the danger signals, blinker systems, emergency repairs and abandoning ship.

Attendance at the school is compulsory for all men going to sea who are not first class seamen. Those men in the school now are enthusiastic and heave to with a will that is inspiring to the instructors and all concerned.

We are very proud of the school and recommend that other unions which do not have a training program take a leaf from us and get started now.



those skilled in the duties of seamen. This naturally worked a hardship on the old timers who had to do most of the work because of the ignorance of many men who shipped. Also because some of the men used their lack of training to get out of performing some of the intricate or hazardous tasks in connection with the work at sea.

The school was started to fill this pressing need by Steely White, SIU New Orleans agent and is conducted by SIU mem-



WEAR YOUR SIU PIN!  
You can proudly wear the badge of your union!

## 85,000 Join AFL Ranks In South

Since the beginning of the intensive organizing drive in the South, between 80,000 and 85,000 Southern workers have joined American Federation of Labor unions, George L. Googe announced to a board session meeting recently in Birmingham, Alabama.

Brother Googe, who is chairman of the 42-member Southern Campaign Policy Board of the AFL, declared at the meeting:

"The approximately 85,000 members who have been taken into membership in established unions throughout the South might well be equivalent to more than 400 new unions if we used the same yardstick as the political action groups within the labor structure."

## National AFL Maritime Council Hailed As Long Step Forward

By JOE ALGINA

This week in Chicago, for the first time in the history of the Seafarers International Union, several different AFL unions connected with the maritime industry were in session for the first general meeting of the AFL Maritime Council.

This council had one purpose—to foster the welfare of their members. Out of this committee came ideas and plans for the betterment of the membership and insurance of complete solidarity among the AFL maritime workers.

Also out of Chicago came programs to further maritime workers in their economic struggle against the bosses and for driving the Coast Guard from our midst back to its designated duty of guarding the coast.

### BIG CHANGE

How much different this meeting was from the CMU is clearly shown above. The commies would quickly gather everyone up and strangle them with commie ideas and doctrines.

How those boys scream about SIU goons (who have beaten them at every turn) and the good they do for their membership, but they never can show working conditions or contracts that com-

pare with those of the SIU. If the commies only put one-tenth of their effort into helping the membership instead of ringing doorbells for the CP candidates they would have better contracts, but as everyone knows the almighty party comes first. They are just an insult to organized



labor and should be driven from the waterfront back to the holes from which they came.

Business and shipping in the port of New York has picked up this week. A number of tankers are due to payoff here by the end of the week, so things should continue to be good.

Once more I'd like to remind you if you do not find linen aboard the ship notify your hall immediately.

## San Juan Looks Forward Eagerly To Bigger And Better Shipping

By BUD RAY

Things have begun to appear on the upgrade in the last week with two Waterman and two Bull Line ships in. The Hati Victory and the Columbia Victory for Waterman, the James Miller for Bull heading for Cuba to load and the Cape Mohican which went to the Dominican Republic to finish discharging and to load.

Shipping should pick up as we are expecting at least eight Bull Line ships to run here steady throughout the year and Waterman has one in each week of the Victory type. Later we will have the tramps during the sugar season.

A week or so ago, a young lad got pretty badly cut up down here. They took 71 stitches to get him back in shape. After the sewing was finished it reminded me of the patchwork quilts my mother used to make. They used all the various stitches she used

the working man's conditions to the early '80's.

Every day since the new wage scale went into effect there have been NMU men in by the score trying to get into the Union that represents the members as the members wish to be represented. They see where they have been robbed of thousands of dollars in the last few years by the men who insist on following the party line. Well they couldn't stay blind forever.

The little giant of the Gulf, Sonny Wall, was in as the Chief Cook on the Davidson Victory, and I must say that if size was how one rated a good cook, and the standards were set by the work that Sonny turns out, then some of these large fellows would be the cooks that Shuler and Michelet think they are. Sonny is also understanding and shows the new men how to do their work in an efficient and shiplike manner.

I am proud to say that I am one of the many who have had the pleasure to know this A-1 mechanic, a staunch Union man and a perfect shipmate. My best regards and good luck to you, Sonny. May you at all times have a calm sea in your journey through life. Men like you make going to sea a real pleasure.

It won't be many more weeks until all the Carioca Boys will be with me again, as the White Old Man from up north will soon be with the northmen again.

Where are the following warm weather boys? Martin Haggerty, Whitey Phillips, Tex Sorensen and Soapy Campbell? I just want to tell them that Tommy Murray is in and getting all the girls lined up for the soft touches. You know, the Congo Queen and her entourage. Hasta la vista en la Isla Enchantment.



HOW'S ABOUT NERO MY GOD TO THEE'?

OH, I'M JUST WILD ABOUT HARRY !!

in her work, such as the herring-bone, rose knots, cross stitches and all the rest. It was a pretty job all in all.

NMUers SEE LIGHT

Well the ancient Romans had their Nero who fiddled while Rome burned, but we the people have the counterpart in Truman who plays the piano while the bureaucrats and politicians sack the nation and try to roll back

# No Matter What CG Says—They Just Can't Do Things Right

By ARTHUR THOMPSON

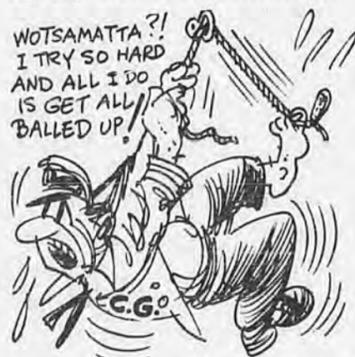
SAVANNAH—Some time ago I wrote to Senator Richard Russell of Georgia about the conditions in Marine Hospitals. I received a reply to the effect that the matter would be taken up with the proper authorities. I just received another letter from him saying he had taken up the matter with the Coast Guard. They in turn referred the matter to the U. S. Public Health Service.

One of the interesting things in this game of passing the buck is the letter sent by the Coast Guard to the Senator. The following letter is a copy of the one received.

Aug. 2nd, 1946

Hon. Richard B. Russell  
United States Senate  
Washington, D. C.  
Dear Senator Russell:

I have your letter of July 26, 1946 transmitting a letter from the Seafarers International Union concerning treatment allegedly accorded merchant sea-



men at various Marine Hospitals throughout the country.

With respect to the implied criticism of the Coast Guard concerning any alleged delay in the issuance of duplicate documents you are advised that under ordinary conditions no more than a week elapses from the time an application is filed until the seaman receives his duplicate documents. Furthermore, should a seaman indicate urgent need for a record of his sea service in order to gain admittance to a Marine Hospital such request would be honored by the immediate issuance of a duplicate record of his service. Since the principal grievances expressed in the article from the Seafarers Log are not matters within the cognizance of the Coast Guard, your letter (with inclosure) is being transmitted to the U. S. Public Health Service for whatever course of action by that office is warranted.

Very truly yours,  
Merlin O'Neill  
Rear Admiral, U. S. C. G.  
Acting Commandant

One of the things I got a kick out of was the statement that "under ordinary conditions no more than a week elapses from the time an application is filed until the seaman receives his duplicate documents." Back in August of 1933 I was on the SS Jean of the Bull Line. I paid off in April of 1934. I got no discharge.

I didn't particularly want the discharge anyway, but in 1944 when I was going through my old discharges I thought I might as well get a duplicate record just to fill up the gap. I got a letter from the Bull Line stating that I had been employed on the Jean for that period. I took the letter over to the Coast Guard on Broadway and asked for a duplicate record.

They took the letter and said

a duplicate would be sent to me in a week or so. It was nearly three weeks later when I received the duplicate, but instead of being dated August 1933 to April 1934, it was dated June 1, 1934 to June 26, 1934. I was not surprised at their inefficiency, but what got my goat was the fact that they never even sent my letter back. It's a good thing I didn't need the discharge to get into a hospital.

## Union Brothers Killed In Flames

By JIMMY HANNERS

JACKSONVILLE—This week we have been busy paying off the crew of the ill-fated SS Homestead. The Homestead, as you may remember, was the tanker that was struck by lightning and burned here in the harbor two weeks ago.

At that time the Homestead had just arrived here from Savannah and was unloading at the Standard Oil Co. docks, when lightning struck, setting the dock and ship afire.

In the earlier story, two crewmembers were reported missing. We have received official notice that the bodies of the missing men have been recovered. The dead are Charles Duckworth and Jack Bowman. Brother Duckworth is survived by his wife Dorothy and an 11-year-old son. He was a resident of Jacksonville and a good union man. We haven't any information at hand as to Brother Bowman's next of kin.



Here is a shot left over from the spread we ran on the Galveston Hall last week. We don't remember what we said then, so we will have to be content with just identifying those in the picture. Left to right: Johnny Williams, Dispatcher; Gordon Ellis, SUP Agent; Ray Sweeney, SIU Patrolman; Mrs. Allison, Stenographer; D. L. Parker, Agent; Bennie Barrena, SUP Patrolman; and Luther Wread, Tugboat Organizer.

## Coast Guard Sticks Nose In Again—SIU Smells Something Rotten About The Whole Situation

By J. E. SWEENEY

BOSTON — We had another Coast Guard trial here the other day. They are coming along more frequently now than the street cars on the main drag.

This case was a personal knock down, drag out affair between the Bosun and the Chief Mate aboard a Robin Line ship. That was the main event any way. The Bosun had other charges against him such as taking time off etc., to which he pleaded guilty. However to the charge of beating up the Chief Mate he pleaded innocent.

The story leading up to it all goes something like this: the Mate came aboard well lit about 2 a. m. and swayed into the

Bosun's quarters. A few minutes later the Bosun came in rolling a little himself. No one knows exactly what the conversation was, but it concerned a 'log' against the Bosun. The Mate told the Bosun the charge was going to stick and started telling him off. The result was a battle in which the Mate got two beautiful shiners. The fight was broken up by the crew, but flared up again later at the drinking fountain.

Well, come the dawn and the Mate tries to look at himself in the mirror, but he can't pry open his peepers. So a trial is ordered but quick.

### NO FAIR TRIAL

At the trial the testimony was in favor of the Bosun, as no ship's officers saw the brawl. The crew

members who testified gave their honest viewpoints, but the CG prosecutor (or persecutor) said he didn't believe the testimonies and asked the Judge to stick the Bosun proper when he passes sentence. At this unfair and unjustified remark the Bosun blew his top. He let loose with a string of words that curled the stripes on the CG boys sleeves, and made



omelets of the scrambled eggs on their hats. Leaving them limp he left the room almost taking the door with him.

Well, I succeeded in getting the Bosun some dough and put him on a train for Baltimore. As for the trial there is still no verdict. It's really too bad he didn't stay and see what sentence the Judge would have given.

I know it is the prosecutor's job to prosecute. We're all familiar with this, just as much as he is, but when in summing up his case, he said he didn't believe the witnesses, that was too much. Hearing that left no doubt in my mind that Coast Guard Hearing Units must be done away with.

From beginning to end there was no necessity for this trial. It was only a fight and in the Bosun's room at that. What was the Mate doing there anyway? Let the CG Gestapo prosecutor look into his own back yard for fights. I'm sure he could find plenty to keep him busy there.

### Attention

On ships that are laying up, the crew must collect transportation pay at the time of the payoff, and not wait until they are miles away from the sign-off port.

If requested to stand-by they must do so up to a period of ten days; otherwise they face possible loss of transportation pay.

## WITH THE SIU IN CANADA

By HUGH MURPHY

The Minister of Transport has announced that the deadline date for application for the Special Bonus to Merchant Seamen has been extended from December 31st, 1945 to August 31st, 1946. It is essential that all seamen eligible for this Bonus should make application without delay. Your claims should be mailed in, before the 31st of August, and addressed to Captain W. L. C. Johnson, Director of Merchant Seamen, Department of Transport, 95 Rideau Street, Ottawa.

### MARITIME SUPREMACY

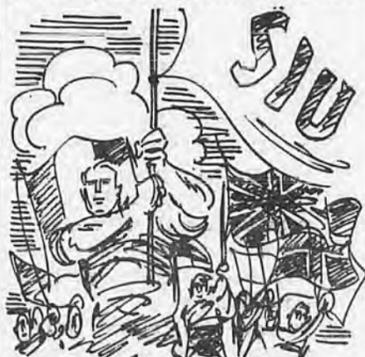
The position held by the American Merchant Marine at the present time is in the lead of all Maritime Nations. This position is threatened by the poor standards of living, and low wage rates in existence on vessels of British and other Maritime Nations. The Shipowners, always considering wage scales as a key item in operation costs will naturally make every effort to break down the conditions of the U.S. Seamen which are, and have always been, the highest in the world.

Will the seamen of other countries stand idly by, while the concerted effort of all shipowners is directed against the U.S. seaman's conditions, and then in turn, themselves be victims of

these profit hungry money barons!

The officials of the seamen's unions in Britain and other European countries are not interested in obtaining a decent standard of living for the seamen of their respective countries. They demonstrated this fact at the recent ILO Conference held at Seattle, June 6th to 29th, 1946.

The rank and file seamen throughout the world must themselves demand conditions comparable to the highest in the industry, which is the level maintained by the seamen of the SIU-



SUP. Indications are that the seamen of Great Britain, Fiji and the British West Indies will not tolerate very much longer, the present miserable wage, overtime, working and living conditions, and have expressed their dissatisfaction of the apathetic attitude of the officials of their present organizations. They are convinced that they must join

the SIU, which is the exemplification of what they believe a real honest to God seamen's Union should be.

Various groups of these seamen have made representations at different times to the Vancouver Branch of the SIU for assistance in rectifying objectionable conditions on the job and have stated their determination to establish an organization in their respective countries which they hope to affiliate with the SIU.

They are solid in this determination, and are aware of it's necessity, in order to evade the planned attack which is forthcoming from the shipowners to reduce them to the level of slavery. The SIU will expand and really be what the name implies "International." These seamen admire the SIU for its progressiveness and will establish for themselves an organization worthy of affiliation.

### UNEMPLOYMENT INSURANCE

Since Unemployment Insurance was put into effect by the government several years ago, the SIU has been continually making representations to them for the broadening of the "Act" to include seamen, and have just been successful in having them covered.

Starting August 1st, 1946, all Seamen on the beach must register at the N.S.S. (Section 10) Hamilton and Pender Streets.

# Here Is What Happened At AFL Meeting

(Continued from Page 1)

assistance which the participants might need.

After mentioning two resolutions which were passed by the 1941 AFL Convention, and which provided for the establishing of an AFL Maritime Trades Dept. and Council similar to the Metal Trades and Building Trades, President Green left the meeting to preside at the Executive Council session being held in another part of the building.

## TEAMSTER TAKES CHAIR

Upon Green's departure, the chair was assumed by acting Chairman Harry O'Reilly, Midwest AFL Director, who is from the Chicago Milk Wagon Drivers Local 753 of the International Brotherhood of Teamsters. Brother O'Reilly has a long record of continuous service in the labor movement, and has been connected in various capacities with AFL Unions for more than thirty years. Quite a record!

Chairman O'Reilly proceeded with the meeting by appointing Brother John Clark of the Brotherhood of Firemen and Oilers as acting secretary, and then read the text of the two resolutions (Nos. 48 and 161) to which President Green had referred. It was explained that the implementing of the Council had been delayed by the start of World War II, and the consequent concentration of AFL energies in other directions.

After SIU President Harry Lundeberg and SIU New York Port Agent Paul Hall both spoke on the necessity of securing an AFL charter for the Maritime Trades Council immediately and the need for holding a constitutional convention as soon as possible, President Joseph Ryan of the Longshoremen told how the Longshoremen were already cooperating with the Teamsters and with Port Maritime Trades Councils which had already been established.

## ALL URGE COUNCIL

Captain May of the Masters, Mates, and Pilots strongly urged the need of setting up the Maritime Trades Council as soon as possible. Several other speakers were in complete agreement with the sentiments which the previous speakers had expressed.

On a motion by Harry Lundeberg, which was supported by Joe Ryan, it was unanimously decided that the assembled Unions would request the AFL Executive Council to immediately charter a Maritime Trades Department. A committee composed of John Owens of the ILA, Harry Lundeberg of the SIU, C. F. May of the MM&P, William Allen of the CTU, and John Clark of the Firemen and Oilers was selected to draft the charter request.

Following the request drafting, a committee consisting of Brothers O'Reilly, Lundeberg, May, and Ryan proceeded to the AFL Executive Council meeting to present it. Meanwhile, the meeting was recessed.

## COUNCIL GRANTS CHARTER

The AFL Executive Council, after listening to the arguments advanced by Brother May, Ryan, and Lundeberg of the need for such a setup, unanimously approved the granting of a charter.

When asked about the affiliation of the Teamsters with the

proposed Maritime Trades Council, President Dan Tobin of the International Brotherhood of Teamsters agreed to submit the proposition of affiliation to the next convention of the Teamsters Union. Further, President Tobin stated that the Teamsters would continue to cooperate and join with the Maritime Unions on a local area basis, and would respect all picketlines and beefs authorized by the AFL Port Maritime Trades Councils. President Tobin, as a member of the AFL Executive Council, also voted in favor of forming the new Maritime Trades Department.

Returning to the meeting, the committee communicated the results of their visit to the Executive Council to the assembled Union representatives. Shortly afterwards the meeting was adjourned until 10:00 A.M. Friday, August 16.

Convening on August 16, Harry O'Reilly of the Teamsters, again presided with Morris Weisberger acting as secretary. After a roll call and approval of the previous day's minutes, a motion that the name of the organization be the Maritime Trades Dept. of the AFL was unanimously approved.

A suggested Statement of Principles and Interim Working Rules was introduced by Harry Lundeberg as drawn up by the Seafarers delegation and taken up seriatim by the Chairman. Numerous revisions and changes were made, with the meeting being recessed at 12:30 P.M. until 2:30 P.M. The re-convened meeting then approved the statement and rules with changes and additions as noted. Following is the text:

### PREAMBLE

We, as workers in the transportation industry, realizing the necessity of strong, united action in our endeavor to raise our social and economic standards to coordinate our efforts in our struggle for our rights, and in order to protect our Unions from raids by dual

### Secretary Owens



Secretary - Treasurer John Owens of the International Longshoremen's Assn. was the choice of the Executive Committee of the AFL Maritime Trades Council for the position of Executive Secretary of the Council. It will be Brother Owens duty to coordinate all Council activities on a national scale.

Another old timer in the labor movement, Johnny Owens has been active in the ILA since 1917. All of the Union representatives at the Chicago meeting were well satisfied with his selection as Secretary and there's no doubt that he'll get plenty of cooperation from the participating maritime Unions.

Unions and hostile organizations such as the CIO and the Communist Party, and for the purpose of organizing all unorganized workers in the industry into the structure of the American Federation of Labor to the end that all workers in the Maritime Transportation Industry—in the ships, the docks and shoreside workers—will be organized under the American Federation of Labor, hereby dedicate ourselves to mutual aid, support and to direct our action through the medium of the Maritime Trades Department of the A F of L.

### STATEMENT OF PRINCIPLES

1. There shall be no attempt at domination of the Maritime

### Teamster Chairman



Brother Harry E. O'Reilly of the Teamsters Union, who was Chairman of the Maritime Trades Council of the American Federation of Labor at the meeting held in Chicago, is also Midwest AFL organizational director with headquarters in the Windy City.

Coming from the Chicago Milk Wagon Drivers Local 753 of the International Brotherhood of Teamsters, Chairman O'Reilly is a veteran of the labor movement. He's put in more than 30 years of service in various capacities with the AFL, and with his dynamic personality should be good for 30 years more.

Trades Dept. or Port Councils by any one or more Unions.

2. The scope of the Maritime Trades Dept. and it's Councils shall be limited to the economic field.

3. The Maritime Trades Dept. and its Port Councils shall at no time adopt or advance any political program or ideology.

4. The immediate objectives shall be as follows:

- (a) To tighten up and/or establish Councils in each port to coordinate activities of related Unions and establish a working relationship.
- (b) To map out related activities in each port to expand into such parts of the field as are still unorganized.
- (c) To assume a coordinated offensive against the number one enemy of labor, the communists.

### INTERIM WORKING RULES

1. This Council (Dept.) shall operate in districts to be designated as the Great Lakes, Pa-

cific, Atlantic, and the Gulf Districts.

2. Each port within these districts shall set up immediately a local body to be known as a Port Maritime Council.

3. Each International shall instruct its locals in the ports to affiliate with the Port Maritime Councils for the purpose of assisting each other in local problems. Such action taken and such help given shall in no way conflict with the policies of the A F of L or of the International Unions involved.

4. Each Port Maritime Council shall hold regular meetings at dates mutually agreeable to all local Unions concerned. Each local Union affiliated shall appoint one or more delegates, as agreed on, to attend these meetings.

5. Each Port Maritime Council while awaiting date of constitutional convention to do whatever possible for the betterment of relations between affiliated Unions in the Maritime Trades Council.

6. Such recommendations as are made by Port Maritime Councils for fuller development of Maritime Trades Councils shall be forwarded to the Presidents of all affiliated Unions for reference at the First Constitutional Convention.

7. In the event a problem affecting more than one port arises in the same district, the executive officer of the district Union shall be immediately notified of the character of the problem and the nature of help requested, and give all possible assistance.

8. In the event of a problem national in scope, the executive officers of the Unions shall confer and give all possible assistance.

9. No one Union shall take any such action as will involve other Unions without first advising and conferring with such Unions.

### ITF Observer



Brother Willy J. Dorchain of the International Transport Workers Federation was an interested and official observer at the Council meetings. The SIU is now affiliated with the ITF, and a number of other transport Unions are in the process of affiliating in the near future.

Having been connected with the maritime industry for 22 years, Brother Dorchain thinks that the AFL Maritime Trades Council is a good start toward achieving national and international labor cooperation. He was originally a wireless operator with the Belgian Transport Workers Union, and his family still resides in Antwerp.

10. Each International Union, if possible, shall designate a field organizer for the purpose of assisting in setting up of Port Maritime Councils.

11. The International Officers of the five affiliated Unions, who signed the Charter Application, shall act as an Executive Board temporarily until Regular Officers are elected at a Constitutional Convention called for October 7, 1946 at Chicago.

12. The Executive Committee shall appoint one secretary to coordinate and keep records of all activities in the various ports until such time as a Constitutional Convention is held and permanent officers are elected.

### Signed:

- Joseph P. Ryan, President Int'l Longshoremen's Assn.
- Capt. C. F. May, Vice Pres. Masters, Mates & Pilots.
- Joseph P. Clark, Sec-Treas. Int'l Brotherhood of Firemen and Oilers
- Harry Lundeberg, President Seafarers Int'l Union of N.A.
- William L. Allen, President Commercial Telegraphers Union (Radio Officers Union)

### OWENS APPOINTED

John Owens, Secretary-Treasurer of the ILA, was appointed Secretary of the AFL Maritime Trades Council, and will continue to function in that capacity until the election of permanent officers at the Constitutional Convention to be held in Chicago the week of October 7, and prior to the national AFL convention. He will work under the direction of ILA President Ryan, MM&P Vice President May, CTU President Allen, IBFQ Sec.-Treas. Clark, and SIU President Lundeberg who will constitute the Executive Committee.

Among those attending the meeting and participating in the formation of the Maritime Trades Council were SIU representatives from the Pacific District—Harry Lundeberg, Morris Weisberger, and Max Kornblatt; Great Lakes District—Herbert Jansen, and Fred Farnem; Atlantic and Gulf District—John Hawk, Paul Hall, Wm. Rentz, Steely White, Robert Matthews, John Mogan. Representing the Seafarers Log was Russell Smith.

Other who participated were Harry O'Reilly of the Teamsters; Captain C. F. May of the MM&P; John Clark of the Firemen; William Allen of the Telegraphers, and Joseph Ryan, John Owens, Harry Hasselgren, Robert Afflick, Gus Wolf, Robert Cullman of the Longshoremen.

Willy J. Dorchain of the International Transport Workers Federation attended as an interested observer. The SIU is now affiliated with the ITF, and several other transportation Unions are in process of affiliation.

Now, with the AFL Maritime Trades Council a reality after the years of waiting enforced by the war, action can proceed space in the setting up of Port Maritime Councils where none now exist. Those ports which now have Councils can consolidate and build them to meet any and all opposition from shipowners, bosses and stooges alike.

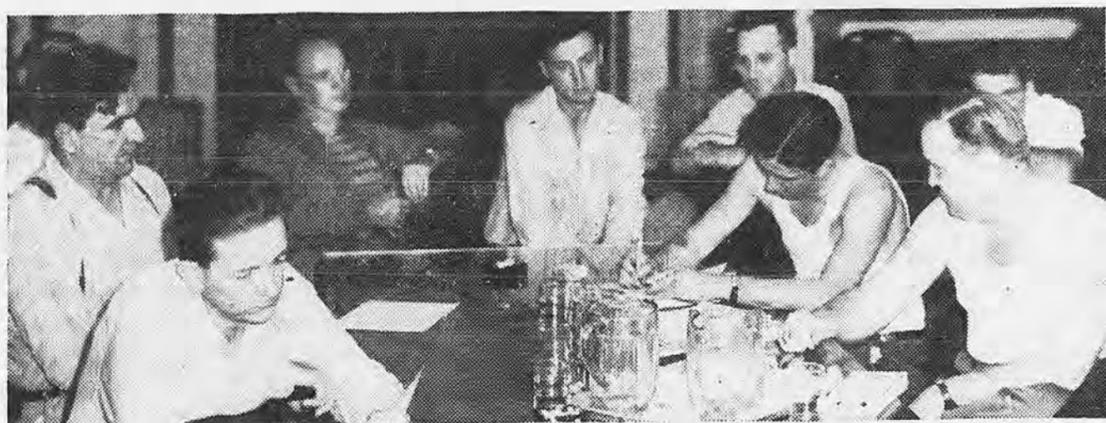
# Everything Was Decided Democratically



Steely White, New Orleans Agent of the SIU, is addressing the Council meeting on the need for adopting a set of working rules and a statement of principles in the interim period between the Maritime Trades Council's formation and the constitutional convention when permanent rules will be established and officials elected. After certain changes and additions, the SIU's proposal was adopted.



SIU delegation at Chicago (reading from left). Front row: Morris Weisberger, Curly Rentz, Bob Matthews, Willy Dorchain (ITF), and Harry Lundeberg. Rear: John Hawk, Steely White, Max Kornblett, Paul Hall, and John Mogan.



What happens when you get too hot. Off comes those shirts! The Seafarers delegation is here shown hard at work on the SIU proposals—regarding a preamble, statement of principles, and interim working rules. With some changes and additions, the Seafarers program was adopted by the Maritime Trades Council during the afternoon session. The boys felt justly proud that their midnight oil burning was so well accepted by the Council.



Chairman O'Reilly of the Teamsters is here shown addressing the Council meeting during the discussion on adoption of interim rules and the need for holding a constitutional convention as soon as possible. The group finally decided on October 7 in Chicago, prior to the National AFL convention.



Teamster Harry O'Reilly is here shown in the midst of an explanation to the Council meeting. They're voting on the statement of principles, taken up in seriatim order, and they want to know what they're voting for so no mistake will be made. Shortly after this shot was snapped, the Council's business was concluded, and the several delegations headed home again.



This is a group shot of the entire representation at the Maritime Trades Council meeting. It's easy to see that with such a set up, and such a group of participants, that the Council meetings were just as democratically run as an SIU membership meeting. And that's real democracy in action, Brother!

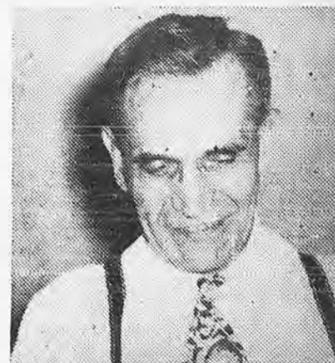


Extreme left: Joseph P. Ryan, President of the International Longshoremen's Association.

Left: William Allen, President of the Commercial Telegraphers Union (Radio Officers Union.)

Right: Harry Lundeberg, President of the Seafarers International Union.

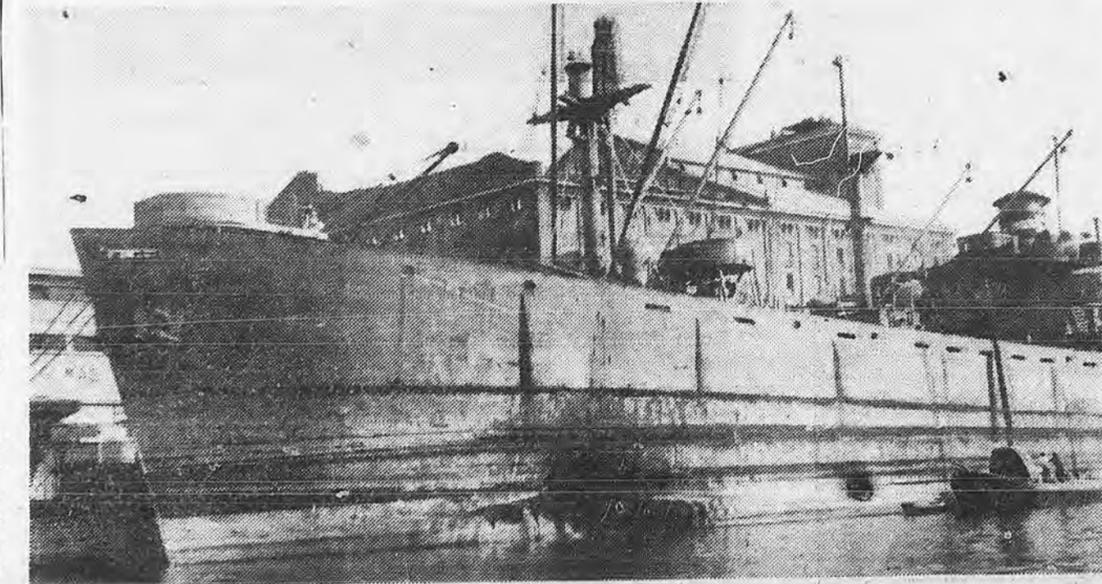
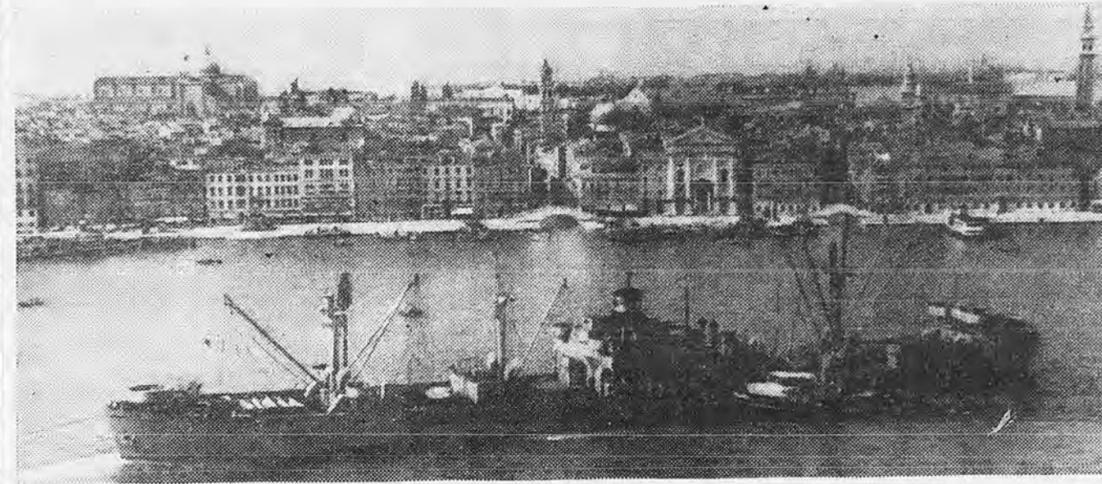
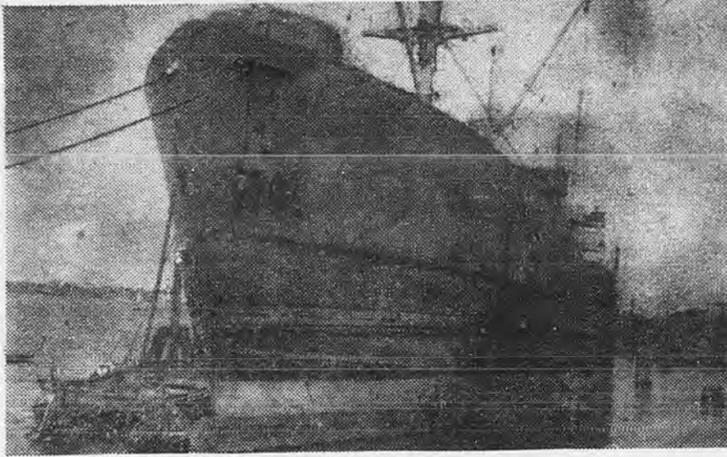
Extreme right: Captain Charles J. May, Vice President of the Masters, Mates, and Pilots of America.





# SHIPS' MINUTES AND NEWS

## Fitzhugh Lee, Struck By Mine Off Italy, Returns To Norfolk To Undergo Repairs



The tired Liberty ship, Fitzhugh Lee, somewhat battered and bearing scars left by an exploding mine which struck her 30 miles off Venice, Italy, limped into the Port of Norfolk last Saturday, where she will await shifting to drydock for repairs. The vessel encountered the floating mine in the early morning darkness July 3 as she was plowing toward the Italian port. There were no casualties.

Most of the crew were asleep when the explosion rocked the ship, and all were hurled from their bunks by the impact. Several of the men suffered minor bruises as they were tossed to the deck and against the bulkheads. The Lee crashed into the mine about 4:30 a. m. The floating ex-

plosive blasted a hole in the vessel's port side at the No. 1 hold, flooding it and the forepeak almost immediately. A crewmember reported that the ship seemed "to bolt from the water" momentarily. Huge cascades of water shot over the bridge, sending the Skipper, W. S. McFarlane, scurrying to the radio shack. Heavy chunks of mine shrapnel later were found strewn over the deck. The explosion's impact dug a 14 inch gutter across the deck at the No 3 hold.

Within seconds after the blast, Captain McFarlane ordered all hands to stand by to abandon ship, and the crew rushed to their stations. The lifeboats were made ready. Two tugs and an American destroyer replied to the stricken vessel's SOS, saying they were on the way to the scene.

Meanwhile, the Lee's pumps were set going, and it appeared that the wounded Liberty would not go down. She was not drawing water in No. 2, and No. 3 was in fair shape. But the ship was in shallow water with her keel approximately three feet from the bottom, so it was decided not to wait until aid arrived.

### FULL SPEED

The Lee's engines were set at full speed, and she began the run to port on her own. After she had travelled 12 miles, the tugs, a barge, and the destroyer came alongside. Some of the Lee's cargo of grain was transferred to the barge to lighten her load. While the warship stood by the tugs towed the Liberty into Venice.

She tied up at a grain elevator for the removal of her cargo before proceeding to the repair docks, where she was to be temporarily fitted out for the return voyage. For six days workmen labored on the ship, reinforcing the beam from the after to fore end to prevent splitting. Then she was ready to start back to the States.

The Lee called at Gibraltar to take on water then continued on her way to Norfolk.

### HEADED FOR DRYDOCK

The Lee, which was built in 1943 in Houston and is operated by Smith and Johnson, will go from Norfolk to Newport News to be put on beds for the job which will make her seaworthy again.

But for a last minute shift, the Lee may have enjoyed a serene trip. Prior to sailing out of Norfolk, the vessel was rerouted from Naples, her original destination, to Venice.

SIU crewmembers, who left the ship after the payoff Aug. 14, were downhearted over the tem-

(Continued on Page 11)

## Salvage Case Offer Spurned By Seafarer

The SIU crew of the SS Puente Hills which salvaged the Russian tanker Donbass, after responding to an SOS in the North Pacific last winter, still is without favorable settlement of their claims, according to Melvin Tomczak, at least, who took part in the rescue operation.

The Puente Hills came alongside the Donbass in a storm-swept sea, removed the Russian crew, and towed the prize 2200 miles to Seattle. At the time, the crew was highly praised, and there was promise of a considerable piece of change for the heroic efforts, in accordance with maritime law. Time, however, has altered the situation somewhat.

In a letter to his attorney, Melvin J. Tomczak, one of the crewmembers aboard the Puente Hills relates his contentions in the case. The letter, in part, follows:

"It is my opinion that everything possible has been done to lead us on by unfulfilled promises as to the value and possible awards of our salvage case. In your letter of April 17, 1946 you stated: 'As far as the progress of the case is concerned we have been much more fortunate than we had any reason to believe. So far everything has developed favorably, and these things that we thought might be serious problems have been overcome.'

### ALL LOOKED GOOD

"Mr. Attorney, how much money would we have been offered if things had not developed favorably? As you know I am ignorant of the existing salvage laws, but I was led to believe by the Captain and you that everything was in favor of the salvagers.

"I am now positive the reason for this line of tripe was so the merchant seamen would attempt to salvage a vessel instead of sinking it. As far as I'm concerned any person who salvages a ship will live to rue the day, if they are all treated with as little consideration as we have been.

"Your letter, Mr. Attorney, goes on to say the Captain will receive \$2500 for his part in the operation while the men will receive one and one-half months pay for their part in the action.

"I should like to point out to you exactly what happened during that episode, and why I believe the former crewmembers of the Puente Hills will scoff at such an offer.

### POOR OFFER

"The offer you propose could not repay the men for the physical work, much less for the mental hardship involved. I have seen the crew suffer untold hardships because at the time the men

(Continued on Page 11)

# Digested Minutes Of SIU Ship Meetings

**SS RAPHEAL BEMMES,** July 4—Chairman W. Merriman; Secretary C. Hartman. New Business: Deck Delegate claims Waterman contract was broken on two occasions. Disput of overtime to be submitted to Patrolman for clarification. Rider 64 voted unsatisfactory by entire crew. Good and Welfare: More chairs, tables, fans in recreation room for crew's comfort if mess room is closed. Repair metal lockers of unlicensed personnel. Install locks for working gear and tools. Sleeping quarters of Deck Engineer is to be decided by the Patrolman.

## These Guys Don't Have No Faith In Shipowners

The crew aboard the SS Charles Lanham must have read Joe Algina's column last week where he exposed the shipowners fairly story concerning slopcheats. At any rate they voted to investigate the possibilities of a Union slopcheat in order to have complete line of goods and with no preferences.

But, boys, don't you remember what the clipcheat spied? It said you could purchase white broadcloth shirts at \$1.92 each. You wouldn't want to pass up a deal like that. All you have to do to get this deal is sign on the "Flying Dutchman" or any other mythical ship.

After all only a mythical crew can wear a non-existent shirt.

**SS ALCOA CUTTER,** June 22—Chairman Norman Hall; Secretary Charles Lotton. New Business: Chairman turned over speakers right to Deck Delegate who gave a talk to new and old members. A vote of appreciation was given to the entire Stewards Department. Motion carried for messboy to make coffee at 10:00 a. m. Good and Welfare: Letter read and voted on to send to the Log about a party in Puerta La Cruz, Venezuela, who deserves all the business he can get.

**SS PETERSBURG VICTORY,** (no date)—Chairman John Carolan; Secretary Elmo Nottingham. New Business: Motion carried for Delegates to make out a set of rules for living conditions aboard ship. Good and Welfare: the following should be put aboard before new crew signs on. Install steam line laundry and wash bowl in cook's room. Procure three electric percolators, wash buckets for crew and fan and clock for P. O.'s mess.

## Hit By Mine

(Continued from Page 10)  
porary loss of what they called a "good ship."

Cecil Morash, a mild-spoken Bosun who related the story to the Log, and who has been sailing on the Lee for the last 17 months, said that many of the men had been aboard for several months, and made up a "good crew."

Speaking of the experience, Morash said it was "worse than being torpedoed." Brother Morash was aboard a vessel torpedoed in 1940.

"Then, at least, we expected it," he said. "This time we didn't even get a warning."

**SS STEPHEN BEASLEY,** June 9—Chairman L. W. Paradeau, Secretary Wilson Brown. Engine Dept. reports new wiper not doing sanitary work. Crew mess not leaving sufficient bread for night watch. Delegates report: Penalty cargo clause according to Miss. agreement to be inserted in the present agreement with American Pacific SS Co. Also in accordance with Miss. agreement.

## What's The Matter With Ch. Engineers?

The crew aboard the SS Topa Topa aren't very happy at the moment. It seems that the Chief Engineer believes in punishing innocent parties for damages done by others.

When the crew recently asked for steam fittings in the crews washroom the Chief Engineer refused to have the work done because the former crew allowed soap to stop up the pipes.

Come, come now, Chiefie, that stuff went out with the fall of Bastille.

**SS T. J. JACKSON,** July 6—Chairman Arthur E. Welch; Secretary Jack Sheather. New Business: Motions carried: that entire crew refuse to sign on until ship is fumigated; that Delegates check on fans, toasters, glasses, cots, silverware, etc., with definite and satisfactory results before sailing; that attention and action be taken on anyone leaving cups on tables, feet on messroom chairs and tables and spitting on midship house decks.

**MV SNAKEHEAD,** July 1—Chairman Russ Mills; Secretary Ed Sabrack. New Business: Steward Dept. delegate report-

ed everything okay except for not getting overtime sheets. Deck Delegate everything okay, Engine Delegate, to have Captain obtain another wiper upon return to Trinidad as gang is one short. Decision was made as to rotating sanitary work by departments in laundry. Decision made on sailing notice being posted and overtime being collected in connection with. Decision made as to vaccination—matter is entirely up to individual. Motion carried that Captain have company forward mail to Trinidad.

## He Just Can't Win Friends And People

The Chief Engineer of the SS Tristram Dalton is just downright anti-social. He hates everyone and everything.

The ships minutes reported recently that he had called everyone in his department incompetent. (This includes the licensed officers), and at various times interfered with Oilers, Deck Engineer, Firemen and Wipers while at their work.

The entire crew of the vessel has gone on record as refusing to sail again until he is taken off. They also requested the SIU to refuse a crew in the Engine Department until he is removed.

**SS SPARTANBURG,** June 9—Chairman Browning; Secretary George Lass. New Business: Delegates reported everything okay. Chief Electrician McHenry offered his services as Ship's Delegate Pro Tem. Accepted unanimously by crew. Motion carried that members be fined for misdemeanors aboard ship and money collected be donated to Marine Hospital or SIU Log. Good and Welfare: Washing buckets to be distributed among crew.

## SIUer Scoffs At Salvage Award

(Continued from Page 10)  
risked their lives, not once, but dozens of times, in order to save the Donbass and her crew. Not until the task had been accomplished did the thought of financial repayment enter our minds.

"I would like to mention a few instances of valor where the men risked their lives. No doubt there were many more that I did not witness.

"One of the AB's almost had his arm torn from his body when the towline snarled while it was unraveling. The Second Mate let out a yell that saved him as he tried to unsnarl it with his hands. Careless you may say, but I know his mother could console herself with that one and one-half months wages that the government attorney so graciously offered us.

"Numerous times when the anchor chain was being hauled aft the spring cable snapped hitting the bulkhead with the force of a bullet. Several times men escaped death by inches when this happened.

"Several times men were almost lost as they transferred the survivors from the stricken ship. Once the Chief Mate went down off the stern in a bosun's chair to secure a cable to the part of the anchor chain that was immersed in the water, and got himself soaked through by the icy waters of the North Pacific in doing so.

Let me add that it was mid February at the time.

"Another instance was when the Steward, (acting as AB) cut the anchor free and might have fallen overboard as the ship was continually rolling. Luckily he just got a little wet.

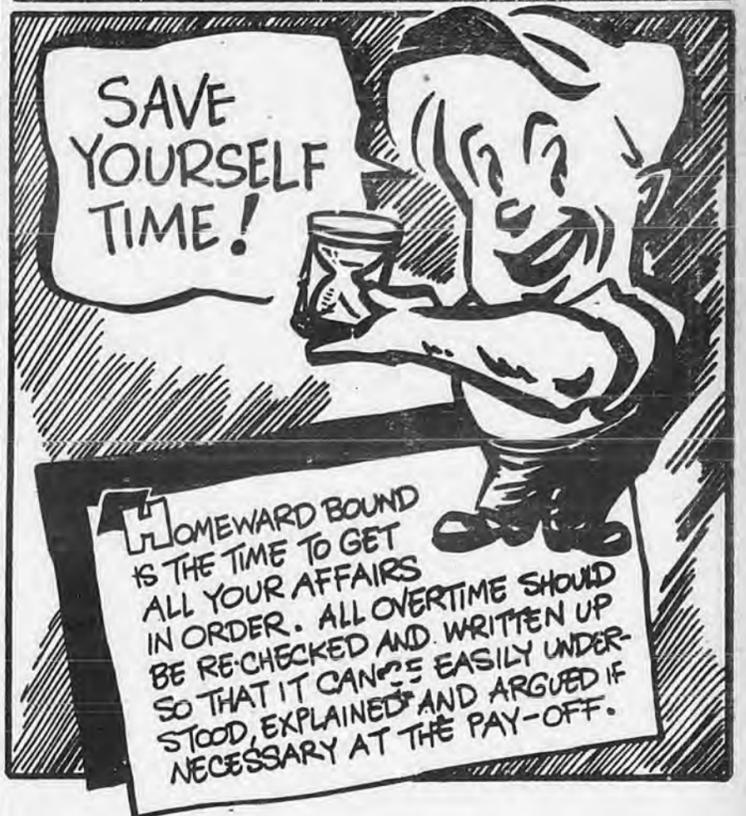
"Or the time the Second Mate and the Stewards Utility held fast to a line secured to the anchor chain while heavy seas came over the fan-tail, and completely immersed them in icy salt water. I know all the men I have mentioned will really appreciate the great token of gratitude bestowed on them by the courts. The saving of the Russian crew clinging to the decks should have been reward enough, and brother, the way it looks it will have to be.

"In my opinion, and I think it is unanimous with the crew, the \$2500 specified for the Master should go to the Chief and Second Mates. They were the men who made the whole operation possible and enabled the salvaging of the ship. As it now appears the court makes its decisions according to the rank held and not by the facts involved, so the Captain will undoubtedly get the money.

"In closing, I wish you to impart this message to the government attorney who made such a stupid offer. My answer to this proposal is an emphatic NO!

Melvin J. Tomczak"

## SEAFARER SAM SAYS:



## CUT AND RUN

By HANK

With the faithful help of a shipmate with a typewriter, we've tapped out another column of Log—worthy items . . . Leo Siarkowski just blew in after a trip of organizing the Sea Hawk. Everything was swell, Leo confesses, except for the phony gold-braided department. And Leo ain't kidding when he says the guys in the gilded cage topside were that rotten! . . . Vic Combs, the Electrical Poet, took a short circuit trip down to the islands on the Cape Hatteras. Well, we think there's always rum for more poets here in New York, especially Ernest Kaprall, while Vic is away. Poetic justice, is it not?

"Ropeyarn Charlie" Rappold finally snugged out of Snug Harbor which had him anchored for a few moons. He went up to the Great Lakes to see how Joe Curran is ice-skating on his frozen lakes! . . . Oldtimer John G. Harris is in Ye Olde Towne of Newe Yorke right now . . . One of our swell shipmates, Edward Barry, famous for the words "She done broke down" in those Pennmar days, says that another of our well-known shipmates, of New York, "Cabbage" Sawyer, of pugilistic fame, shipped out recently!

Our pal, Frank Bose, Chief Electrician, finally let go some of the electric bulbs he was holding and wrote us a letter from his ship, the SS Cape Pillar, down in Norfolk: "Here's a short report of the good ship Cape Pillar. We're loading for Okinawa. Since no one knows where next after Oky, all kinds of guesses are short-circuiting the ship. Chief Steward George Sieberger is an old-timer and a swell Steward. Paul Rios is Engine Maintenance, while Joe Blake and Frank Cocoran are in the Robbing-the-belly Department. Sam Anaya and Eddie Paul will be ticking away their watches and horizons, too. All in all, it looks like a good crew for a long trip with no gas-hounds aboard except for yours truly, Frank Bose. P.S.—See you in four or five months."

Jack Greenhaw is probably coiling a few more spicy Ropeyarns for the Log, from over there in Belgium. . . It looks like the nightly colors and noises of New York's heart-of-the-town isn't being waited on by that Smiling Bosun, Mike Rossi. Hey Mike, what good trip did you make, after all? To South America, yes? . . . We're wondering if "Skippy" Eddie Guszczynsky will do some tugging on a pen and write a few items from that tugboat voyage he made?

One of our shipmates threatened to use some of his Polish steam on our little egg of a head if we wrote about him, again. Anyway, we don't like to beat around the bush (ah, how we suffer with our sudden cleverisms) but are you going to Antwerp again, Pete? . . . Bera Smyley should be tying up his ship in New York soon unless he's taking it easy in some port of Southern Comfort.



# THE MEMBERSHIP SPEAKS



## Log-A-Rhythms

### The Life-Saver

By "The Snake"

When you waken in the morning  
With you throat so dry you choke,  
And the awful truth comes steal-  
ing  
To your brain that you're broke;  
When a thousand imps seem  
pounding  
With sledge-hammers on your  
head,  
And your legs refuse to function  
As you stagger from your bed;  
When the world seems dark and  
dreary  
And you long to die real bad—  
Ain't it great to find some whis-  
key  
That you didn't know you had?  
For it's certain you'll start smiling  
And the sun will shine again  
As that precious amber fluid  
Clears the cobwebs from your  
brain;  
When with shaking hand you've  
poured  
Yourself the bracer that you  
need.  
Again the world's a pleasant  
place,  
A wondrous place, indeed  
For the room stops its gyrations  
And you whistle like a lad,  
When you find that half-filled  
bottle  
That you didn't know you had.  
There are thrills that come  
a-plenty  
In the life of every man—  
In achievement, daring, plea-  
sure—  
All according to their plan;  
Some in climbing mountains,  
Some in bliss of woman's kiss,  
But no thrill can compare  
To any thrill like this—  
To wake up in the morning  
Feeling sick and broke and sad,  
To find some frisky whiskey  
That you didn't know you had.



## NEEDS SOME DOUGH, BROTHER WRITES A POEM OF WOE

Dear Editor:  
I have been waiting for my payoff from the SS Horace See since July 29, 1946, and as of this date, I haven't received a cent. My waiting has inspired a poem. It is dedicated to the Pacific Tankers, Inc. Here it is:  
You need your money, and I need mine;  
If we both get ours, won't that be fine?  
Now if you get yours, and hold mine too,  
What in the hell am I going to do?

Al Colditz

## BEASLEY CREWMEN IN NEWS BLACKOUT



These are the crewmembers and officers of the SS Stephen Beasley, which at the last writing was still in the Argentine waiting to be loaded. The men say "we wish we could get some news." They've heard a lot about SIU activity but were in the dark on the details. Return date for the vessel, which crewed up in Baltimore, is indefinite at the moment.

## Conditions Bad Aboard The Josiah Parker, Crew Notifies Union Of Impending Beefs

Dear Editor:

A meeting was called aboard our ship to discuss food, clothing, slopchest supplies, dental work and insufficient launch service.

It was decided we send a letter to the Union in order that we might be represented when we hit port in the States. This ship was formerly from New Orleans, but it is possible that we might pay off on the West Coast. In that case we would like the Union Officials there to be notified.

The SS Josiah Parker, under the Mississippi Shipping Company, sailed from Galveston, December 31, 1945 with not enough supplies for the scheduled two and one half month trip to Rio.

After reaching there our orders were changed for a much longer trip to Shanghai, China. In the meantime we have suffered many hardships. We received poor and inferior quality food in Rio and Singapore. While in Capetown, we could have gotten good supplies, but the Steward's list was cut short by the Captain, as stated by the Steward at that time.

### FOOD NOT EDIBLE

After we reached Shanghai we received fairly good supplies from the Army, but these were short and limited. Since then we have been shuttling up and down the China coast, receiving our orders through the American President Lines, and our food is simply not edible.

We received 200 lbs. of Chinese butter which has such a strong odor that the crew was forced to remove it from the table before eating.

We also received moldy flour and coffee not fit to drink. The

breakers when the big beef comes.

This was precisely the system used to break the sailor's unions in the '21 strike and it worked then. But if they think it'll work again, then they better hang crepe on their nose—their brains are dead.

Steamboat O'Doyle

sugar we have is of the poorest grade. We have fruit juice on the average of once a week and have gone as long as a month without fresh fruit at all.

The Steward's orders have been cut short and the things he has received have been of the quality as described above, while



other ships in this port have been getting Stateside food and plenty of it. This was told to us by the Stewards Department and crew members of other ships.

There is also a beef on the food preparation. None of the food we ate is thoroughly cooked and several times our meals have been late. The reason for this is the coal we have will not heat the stove. It is of a very poor grade and was taken from our cargo and put into the bin as ordered by the Captain. The Steward has complained about this, but has received no results.

### SLOPCHEST EMPTY

Other beefs about slops and cigarettes. We received three cartons a month, each of a different brand. There have been no Camels for over three months. We can out of tooth paste, hair oil, razor blades and numerous other articles several months ago and haven't received any since. Our clothing was replenished one time with used Army material and was sold to us at extremely high prices.

Several crewmembers have needed dental care and have had to go to private dentists at their own expense. It seems that they should be entitled to free service from the Army or Navy, or the company should make arrangements to reimburse them. Prices

are extremely high in China and it is quite an expense to some of the boys.

The first three weeks in Shanghai we were tied to buoys unloading with no launch service. The only means of getting ashore was by Chinese sampans, which charged enormous prices. The Captain told the crew that they would be furnished with these boats (launches) at the crew's own expense and not through the company. This was objectionable and therefore we had to go ashore the best way we could.

We hope these beefs will be acknowledged and taken care of when we hit the States.

Roscoe L. Canada, Stew. Del.  
Jack Nuss, Deck Del.  
Jack McCreary, Eng. Del.

## SIU COURTESIES IMPRESSED MRS. SMITH

Dear Editor:

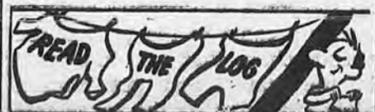
Your letter dated Aug. 6, and the copies of the Log which you sent me are very much appreciated.

Thank you for printing my deceased husband's picture along with my letter addressed to the crew of the SS William R. Davie.

I have had my name added to the Log's mailing list, and look forward to each issue of it. While my husband lived, I knew little of the Union's activities, but during my bereavement I found out much. Each and every Union man did everything possible to assist me, and their courtesy impressed me a great deal.

In closing, I would like to say that I shall look forward to receiving future issues of the Log, and heartily believe that it should be present in every Seafarers home.

Emily M. Smith



## 'STEAMBOAT' RIDES INTO THE NEW MARITIME ADMIRAL

Dear Editor:

Page Gilbert and Sullivan. The Merchant Marine has an Admiral!

Get out the sidebuoys! Pipe the Bosun's whistle, we've got an Admiral! Yeah, Brothers, it's true. "Admiral of the Merchant Marine" was the ironic title many of us gave to Brother Land, but to the amazement of many an oldtimer, this animal is no longer mythical.

Yeah, the Merchant Marine has finally done it. Commodore Knight of the King's Point Gadget Foundry has been appointed Admiral of the U. S. Maritime Service. This is certainly a paralyzer, but it was inevitable after the long procession of phony lieutenants, commanders, and commodores the Maritime Service has given us. These fake titles mean exactly as much, and have exactly the same legal basis as



the Grand Dragons, Whoop-doodles and Whodunits of the Order of Elks. Just who is this guy Admiral of?

Yeah, old Gilbert and Sullivan didn't know how right they were when they wrote:

"Now lansmen all, whoever you may be,

If you would rise to the top of the tree,

If you don't want to spend your days on a stool,

Be careful to be guided by this golden rule:

Stick close to your desks and never go to sea,

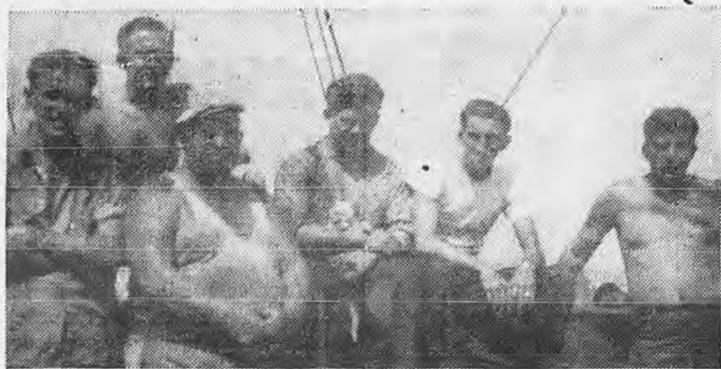
And some day you will be ruler of the Queen's Navee."

I remember a third mate fresh from Kings Point who insisted he be called Lieutenant. The Bosun, a real oldtimer, informed him that "the SIU doesn't recognize Maritime Service titles. You'll be plain mate on this ship."

And that must be our policy. Absurd as these titles are, we should realize that they are a dead giveaway of the naval system and strict discipline that the WSA and Coast Guard intend to force on us.

Many of our younger Seafarers have first-hand experience with the Maritime Service, as this was the only way they could get papers during the war. They are unanimous in damning the Prussian-type militarism of these five-star phonies. The SIU-SUP has always fought this scabby outfit, as it is essentially a device to flood us with sea-going strike-

WAR CONTINUES FOR THEM



Pictured are the members of the Black Gang aboard the SS Fitzhugh Lee who had a delayed war experience recently when the vessel collided with a mine off the Venetian coast. (See page 10 for story and other pictures.)

UPCHURCH SAYS ALL SEAMEN MUST BE ORGANIZED

Dear Editor:

I should like to utilize your time and this space to stress the importance of world organization, in regard to seamen.

Unless we, the American seamen, put into operation a plan to unionize all foreign seamen, such as the Hindus and Far East coolies who man English vessels for dirt-cheap wages, we will suffer a catastrophic denouement to a once perfect day.

The case illustrates an overt and international scab system. Another danger is in the English seamen's sympathetic response to the psychology of their ship-owners. Where the majority of American seamen fight the ship-owner at even the slightest opportunity, the English seamen feel that they are indebted to their "bosses."

But lo! Allow them to feel that they have the support of American Unions and their attitude will perhaps change in our favor. It is deeper than these words have shown.

It is not a threat to the democratic principles of our great nation, but it is a stop sign to the outrageous purge by the "bosses." The capitalistic dictators will become negotiators, their profits being great, but not at the expense of seamen.

If we're going to organize, by God, then let us completely organize. We can boast of organizing one company—but let us brag about organizing the world. That will be something.

Eric Ivie Upchurch

SIU MAN'S SISTER SAYS LOG KEPT HER INFORMED

Dear Editor:

I have been receiving your Seafarers Log for sometime now, and I feel guilty for not writing sooner to express my appreciation for it, as it surely enlightened our family during the long months while the war was on. Through this publication we always knew that my brother was safe while sailing in ships as a merchant seaman.

It was originally through the Seafarers International Union that we first contacted our brother after not hearing from him for a long time. I feel that the Seafarers Log deserves a lot of credit also, as it represents this wonderful Union. It is a perfect representation of "Together we stand, divided we fall."

Wishing you continued success with your great little newspaper.

Mrs. L. Orzech, Jr.

P. S.—My brother's name is Charles Daroba. He is a member of the SIU.

BROTHER WANTS INFO ON UPGRADING

Dear Editor:

I have just finished reading your editorial items, and "Clearing the Deck." Believe me, you sure hit the nail on the head.

I was very much surprised to see our old friends, the Coast Guard, pull a fast one on all of us. It makes me sick just to think of what they may try to do to us. I was talking to an NMU Steward here about the CG, and he said he would quit sailing. I told him it was a hell of a time to quit, and that I certainly didn't intend to do so.

I really got a kick out of hearing over the radio that the West Coast comrade, H. B., got a good taste of the SIU, and then yelled for arbitration.

By the way, could you give me any advice on upgrading? I would like to have my rating changed to Second Steward. I am now shipping as a Messman. Will I have to go through the CG red tape?

I can't for the life of me understand how it is possible for the CG to take over a civilian industry. This is a democracy—or is it? All the unions will have to fight to put the Coast Guard back in the wrecking business where they rate A-1.

The new contract is tops. In 1934, I was getting \$35.00 per month, and worked 16 or 17 hours a day on the old Standard Fruit Lines.

Time and the SIU have changed many things.

James J. McCormack

(Editor's note: On the upgrading, you will have to go through the Coast Guard. They give the examinations for ratings and you must pass these exams in order to get the higher rating).

SEAMEN DESERVE 'BILL OF RIGHTS,' SAYS SIUer's DAD

Dear Editor:

My son, a former merchant seaman, has sent me the Log, and I have read it from cover to cover. I enjoy reading it. Keep up the good work.

Merchant seamen have lived up to the most glorious tradition of the sea. There is no better calling. During the war they carried out their mission with great distinction, and have demonstrated their ability to meet the challenge. They played an important part in the achievement of victory in Europe and Japan.

Therefore, these men of the first line of defense should be given the Seamen's Bill of Rights. Yes, there were many anxious days, when we knew that savage fighting was taking

NMU MEMBERS WAKING UP, BROTHER SAYS

Dear Editor:

The old hue and cry of the NMU has been revived again, or should it be classed as their theme song? The SIU is being offered better wages, overtime and improved living conditions far superior to NMU. Why in the heck doesn't the NMU quit selling out on every beef, and cease trying to ride on the SIU-SUP bandwagon.

They certainly spend enough money on losing issues and then soft-soap their membership into believing that they are obtaining better things for them, but from the talk that quite a few members of the NMU are making, and in public, you can bet that their officials are in for a very sad and sudden awakening.

Yes, an awakening from their semi-coma and finding out that their members are trying to join the real union (SIU) by the hundreds. The above assertion can be proven by statistics and brother seamen.

SIU DEMOCRATIC

The Seafarers' is the up and coming, in fact, the only bona fide rank and file union in the maritime industry. The membership controls and runs it according to their wishes, and do not take orders from any desiring-to-be dictators such as infest the NMU.

The SIU and its parent organization in obtaining raises in pay, O. T. and better living conditions. They have spearheaded the parade in that fight and will continue to do so as long as there are merchant seamen.

The younger seamen and quite a few of the old timers, whom



it has taken a long time to get wise to the NMU setup, are trying to get into the SIU because they are disgusted with the commie tactics of their outfit. One young lad, though he had a few brews in him, emphatically stated that he was darned tired of seeing tin cans with labels on them, hats and donation boxes at the payoff table. He spoke the truth brother. He also stated that when he asked for a receipt he was informed the complete amount of the donation would be published in the 'PILE-IT.' Nough said.

WHO DID IT?

Changing the subject somewhat, the writer would like to know who payed John Hill off, as he was listing somewhat to starboard, with the phony \$5.00 bill? John has now decided that everything that could happen has happened to him.

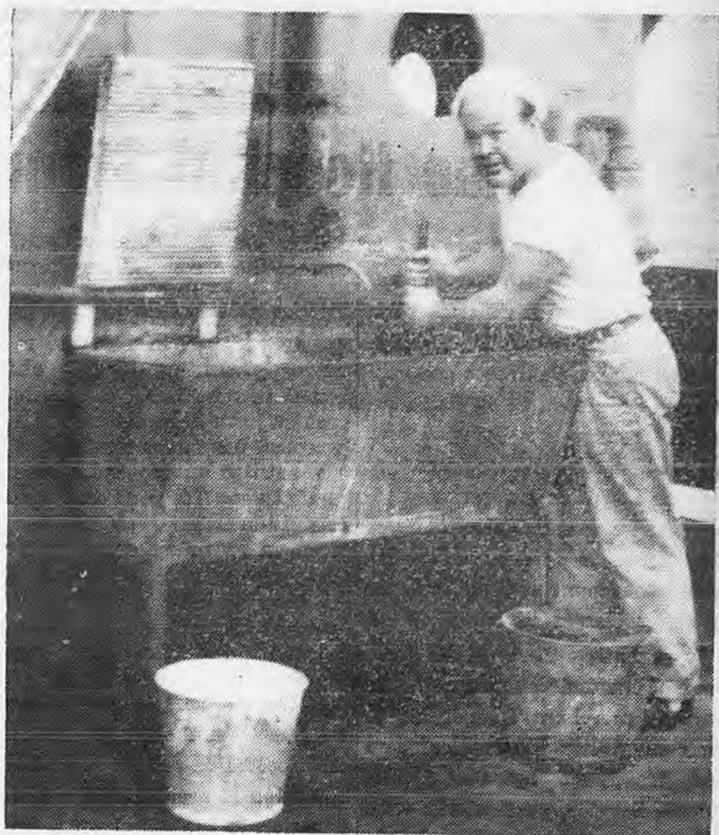
Some of the brothers sent him to Ben Rees, "the smiling dispatcher" in the Port of Norfolk.

place in Europe and in the Pacific. My son, and your son, as merchant seamen, were doing their bit for their flag and country.

Let's not forget them! They deserve the highest praise.

Fred L. Miller

WAS HE WHISTLING, TOO?



Here's a shot, sent in by Brother I. H. Pepper, of an unidentified Bosun at work aboard the SS Meyer Lissner. This should send all other stories to the contrary right down the sink.



BROTHER HAS PLAN TO SAVE TIME AT MEMBERSHIP MEETINGS

Since the members of a trial committee are really representatives of the Seafarers' membership when they sit in judgement of a case, wouldn't it be a timesaver to accept the verdict of the committee as final without the concurrence of the membership at a meeting?

The concurrence of the membership has really no importance because there is no evidence presented and there is no debate for or against the member under charges. There isn't time for a full trial at the meeting and the membership's decision without one is hollow.

The trial committee has all the facts at hand and has time to listen to controversy on each case.

A right to appeal before the membership could be allowed to a member dissatisfied with the committee's review of the case. This I believe would allow 20 or 30 minutes more for important topics at each meeting.

Fred Powel, Book No. 48165

Answer

You are correct when you say that it would be a timesaver to accept the trial committee's report. However, the SIU Constitution provides that a committee's verdict must be presented to the membership for concurrence. Though the process may, at times, prove cumbersome, it still is the most democratic method of handling the situation.

Rees hurt his feelings still further by telling him where he could obtain sympathy. Better luck next time, Brother Hill.

The Captain on an Alcoa vessel ordered D. A. Bain to paint some bits on the fore deck (incidentally Bain is in the Belly-robbing Dept.) and Bain politely informed him that he wasn't a bit painter, but just a Union man. That's D. A.'s best selling story.

Paul Carter has shipped out on the SS Sea Carp (or Sea Cow) as 2nd Cook and Baker. He has gained 11 lbs. (245 now) and living on subsistence. Ah well, maybe so Paul, but you are a Floridian and they not only catch big fish down there, but they tell some tall fish stories.

Joe Grimes

LOG MAILED FREE TO ALL SIU MEMBERS

Dear Editor:

I would be much obliged if you would mail to my home, the Seafarers Log for the next four weeks. I am a pro book member of the Pacific District SUP.

If there is any charge for this service I would be only too glad to pay for it.

Walter Brown Jr.

(Editor's Note: Every member of the Seafarers International is entitled and urged to have the Log sent to his home absolutely free. Send your address to Seafarers Log, 51 Beaver St., New York, N. Y.)

# MORE DISCUSSION ON HOSPITALS

## Letter Takes Union To Task For Marine Hospital Stand

To the Editor:

The Public Health Service has recently received several communications transmitting clippings from the *Seafarers Log* containing articles alleging that merchant seamen are being denied medical care and treatment at marine hospitals for various reasons. The articles also indicate that there is discrimination towards merchant seamen in favor of other classes of beneficiaries.

Apparently, there is a great deal of misunderstanding on the part of merchant seamen as to their eligibility for medical care and treatment by the Public Health Service, particularly with reference to the former regulatory provision that application for treatment must be made within 60 days after their last period of sea service. Since the Public Health Service Act was approved July 1, 1944, new regulations have been promulgated extending the 60 day period to 90 days. In this connection, there is enclosed a copy of the new regulations approved June 29, 1945, attention being invited to Sections 2.311 to 2.323 which contain the general provisions for the medical care and treatment of merchant seamen.

There appears to be a feeling on the part of some merchant seamen that they are contributing to the support of the marine hospitals. While it is true that the original Act of Congress approved July 16, 1789, provided for contributions of seamen, such a practice was abolished entirely in 1884. From that time until June 30, 1906, the marine hospitals were supported from tonnage taxes. However, since 1906 the marine hospitals have been supported entirely by annual Congressional appropriations.

As for the other classes of patients of the Public Health Service we are, of course, obliged to receive such persons into Public Health Service hospitals by reason of their having been designated as beneficiaries by Congress. However, no policy has been prescribed which would cause any of our hospitals to discriminate against merchant seamen beneficiaries, particularly when they constitute a major group and are the original beneficiaries of the Public Health Service.

It is our desire, of course, to correct the erroneous impressions which the published articles necessarily have created and your assistance is desired in the matter of presenting to this office actual instances where merchant seamen have been denied medical care and treatment to which they are entitled under the law and regulations. If you can secure this information, please set it forth in as much detail as possible giving the names of the seamen, the dates or approximate dates, the locations of the stations involved and the basis upon which denial was made in each particular case. After the matter has been thoroughly studied, we would like to secure your cooperation in presenting the actual situation to the merchant seamen through your publication.

Respectfully,

R. C. Williams  
Asst. Surgeon General  
Bureau of Medical Services

WHO GOT IN FIRST?



This cartoon, drawn by an SIU member expresses vividly the picture painted by many Seafarers of the special considerations accorded those of the preferred caste in seeking admission to the Marine Hospitals. There may be some denials, but the fact remains that the occasions when "gold braid" take their regular turn are few and far between.

## Patients Like This Hospital

Several articles and letters have appeared in recent issues of the *Log* criticizing certain Marine Hospitals and their practices. Now, it gives us a great deal of pleasure to print a letter coming from five Seafarers who are patients at the Norfolk Marine Hospital. These Brothers are loud in their praise of this hospital, and have nothing but praise for the Staff. It goes to prove our contention that it is possible to operate a hospital on a humane and considerate basis and satisfy the patients.

Placelined Norfolk, Va. and dated July 28, 1946, the letter reads as follows:

"The Marine Hospital in Norfolk receives plenty of praise from our Brothers and deserves all of the praise that it receives. In fact, we suggest that the dieticians from such hospitals as Staten Island and Ellis Island be sent down here to go to school under a lady who really knows her job—how to feed people and feed them correctly.

### GOOD FOOD

"We have yet to see a meal served without a choice of milk, fruit juice, and coffee—and all three of them if you so wished. With most meals, we have the choice of two vegetables, and usually the choice of two meats. Never have we seen anyone refused if they went back for seconds, and when they receive the seconds a big smile goes with them.

"Our praise of this hospital does not end at the dining room. All of the nurses, doctors, and aides deserve praise also. Since 1923, when one of us sailed his first old Mississippi tug, we've been in most of the Marine Hospitals in existence. Brothers, we know a good hospital when we see one, and this is one!

### OUR SYMPATHY

"So, Brother Paul Parsons, tell the boys in Ellis and Staten Island Hospitals that they have our sincere sympathy.

"The only beef that we have heard in here is that the Brothers do not get the *Log* every week, and we understand that's because Brother White and his Patrolmen are so busy taking care of these sea-going cow ranches that they can't make it out here every week.

"We suggest that the *Logs* be mailed each week to the Hospital Library. Then some SIU member can pass them around to all of the boys."

The letter was signed by Jack Rankin, Oscar N. Pile, William K. Paul, William Otis, and E. Judy. A postscript followed the signatures, "This goes for other members who are out on passes."

So, it shows that it is possible to satisfy the merchant seamen who are unfortunate enough to be in Marine Hospitals. These boys don't want special care, or extra special treatment. All they want is decent food, and to be treated as human beings. That's all the seamen want.

## Situation In Marine Hospitals Will Not Be Cleared Up By Excuses And Delaying

For the past several months the *Log* has been publishing rafts of articles and letters from its readers slamming the Marine Hospitals. It has done so because it is part of the fight to get a square deal for the seafaring men. When there have been reports of praise for the hospitals the *Log* has been quick to put them in print. In fact, we wish they outweighed the unfavorable reports. Unhappily, they do not.

The Seafarers' criticism of the conditions existing in the Marine Hospitals is not indiscriminate, nor is it based on isolated cases of unfairness. The criticism comes from the men themselves—the men who have tried to gain admittance to the hospitals, the men who have been confined, and their resulting personal experiences, some good, many bad.

Elsewhere in this issue are two letters and an article representing different viewpoints on the Hospital issue. One of the letters is signed by several men confined in the Norfolk Marine Hospital, and is in praise of the treatment accorded them in that institution. The article deals with the case of a Seafarer, down with TB, who has spent the last four years in three Marine Hospitals. This Brother has several complaints, but he also points out the good features of the treatment he is receiving. He has high praise for the hospital's director and his assistant. In this regard, the story is typical—credit where merited, denunciation where due.

### SECOND LETTER

The second letter presents a defense of the Marine Hospitals and takes the *Log* to task for the barrage of criticism it has fired at these institutions. The letter is from Dr. R. C. Williams, Assistant Surgeon General, Bureau of Medical Service, of the U. S. Public Health Service, which administers the Marine Hospitals.

Dr. Williams says that our campaign to correct the inequities existing for merchant seamen have created an "erroneous impression" and calls upon us to set forth specific instances.

We should like Dr. Williams to know that although we will point up any and all cases of mistreatment of seamen that come to our attention, we recognize that many of these do not represent the policy of the Public Health Service. And we are aware, too, that when confined at the hospitals complain of poor and inadequate food, the hospital workers are generally not at fault since they also are fed the same fare. As a rule the medical directors of the various hospitals seem to be doing the best they can under the policy laid down for them. The *Log* has found some very cooperative, as was mentioned in the May 17 *Log* story on the Staten Island Hospital. We know, too that the hospitals are understaffed.

### BIG BEEF

Our major beef centers around the ruling that a seaman, in order to be eligible for admittance to a Marine Hospital, must apply before the expiration of 60 days after his last period of sea service. Dr. Williams says that, under a regulation approved July 1, 1944, this period was extended to 90 days. If this is so, then many of the hospitals have not been so informed—60 days still seems to be the rule in most of them.

Specifically, Dr. Williams, a story appeared in the Aug. 2 issue of the *Log*, citing the case of a seaman from the SS Beaver Victory. Eugene Stewart was badly burned aboard the vessel in Baltimore, and after considerable delay an ambulance arrived to take him to the Marine Hospital in that city. While the burned tissue was dropping to the floor, Stewart remained untreated for approximately 90 minutes while

hospital authorities checked to see if he was eligible for treatment.

There is the case of Benno Zelinski who had lost his seaman's papers and was refused admittance to the Staten Island Marine Hospital on March 9 because he hadn't received duplicate papers from the Coast Guard.

Henry Snider lost a leg during the war while serving aboard a merchant vessel. Because of this he is unable to serve again. But he cannot receive treatment at a Marine Hospital because it is more than 60 days—and more than 90 days, too—since his last discharge. The same situation holds true for John Colvin.

Thomas Gissenno was unable to gain admittance to the New Orleans Marine Hospital because of the 60-day clause.

The list is long, painfully long. It proves nothing to cite them all. The fact that a ruling exists denying to the seamen the right to treatment because 60 days have elapsed since his last sea service is discriminating enough.

### CHANGE NEEDED

And at long last there is growing recognition of this fact. Members of Congress are now considering ways and means of correcting the failure of the Government to provide adequate treatment for seafaring men. The following members of the legislative branch of the Federal Government have stated their feelings in letters: Senators Knowland of California, Magnuson of Washington, Hoey of North Carolina, Overton of Louisiana, Morse of Oregon, Pepper of Florida, Reed of Kansas and Connolly of Texas. Also Congressmen Morrison of Louisiana and Patterson of Florida.

Until the inequity is adjusted, the *Seafarers Log*, as organ of the SIU, will continue to publicize the plight of the merchant seaman with regard to the hospital situation.

## Attention Members!

### Seafarers Sailing As Engineers

All members—retired members and former members—of the Seafarers International Union who are now sailing as licensed Engineers: Please report as soon as possible to the Seafarers Hall at 51 Beaver Street, New York City. Your presence is necessary in a matter of great importance.

READ YOUR LOG!



# BULLETIN BOARD

## —Unclaimed Wages—

### Mississippi Shipping Company, Inc.

This list comprises unclaimed wages as of December 31, 1945, some of which may have already been paid. If you still have a claim, write to Mississippi Shipping Company, Hibernia Bank Bldg., 13th floor, New Orleans, La., enclosing your z-number, social security number, date and place of birth and present address.

Oliver, Basil R.	59
Oliver, Benjamin P.	33
Oliver, Edward H.	2.38
Oliver, Ralph D.	18.06
Oliveria, Erwin F.	2.25
Oller, Ernest	2.84
Oller, Juan	8.29
Olmstead, George S.	5.35
Olofson, Edmund C.	19.28
Olsen, Charles	5.08
Olsen, Hans	12.96
Olsin, Alf O.	12.92
Olson, Carlton L.	3.56
Olson, Edwin J.	8.91
Olsono, Ernest A.	9.40
Olson, William David	5.35
Olson, William L.	9.27
O'Malley, Alfred	2.25
O'Malley, L. B.	2.88
Omercalesk, Robert	6.75
O'Neil, R.	3.23
O'Neil, Thomas G.	2.79
Oninby, J.	2.42
O'Quinn, John W.	4.84
Ori, Richard	9.00
Orlande, Hurshel O.	1.98
Orlando, Hirshel A.	8.53
Orlando, Salvatore, A.	4.66
Orme, Nathan	6.45
O'Rourke, James G.	3.02
O'Rourke, J. H.	1.43
Orr, J. R.	3.22
Orris, Wm.	3.56
Ortega, Alfred Jr.	3.81
Ortiz, B.	43
Ortiga, Robert T.	3.55
Ortiz, R.	15.83
Ortman, Chester Paul	.03
Orvin, D.	2.25
Oryall, Floyd A.	98.75
Osborne, Paul	9.70
O'Toole, Jim	.59
Ouillette, Edw. J.	2.25
Overholt, Charles D.	.90
Owens, Irving N.	5.69
Owens, John S.	4.13
Oxley, Chas. A.	37.94
<b>P</b>	
Paaao, Wm.	9.05
Pace, John R.	.53
Pacetti, Hubert L.	2.25
Paciewicz, Stanley V.	1.34
Pachico, John A.	1.93
Padometo, A.	2.23
Paglinghi, Frank	2.23
Pagram, Cooper A.	13.50
Padolin, Isia	5.21
Page, Frank	5.59
Page, Waldo	23.50
Paliga, R.	7.50
Pallant, Hayed T.	2.25
Pallay, Stephen A.	1.98
Pallaro, S.	7.11
Pally, J. J. Jr.	1.98
Palm, Robert	.37
Palmer, C. T.	2.00
Palmer, Elwyn, N.	8.26
Palmer, Francis G.	11.88
Palmer, John	1.50
Panbingo, S.	2.68
Panhurst	10.23
Panlon, M.	.01
Pantak, Lawrence	.45
Panter, Bruce A.	4.79
Pantoja, Jaime	5.83
Pappas, John	4.31
Parrata, Rafeel	20.30
Parish, Charles J.	148.99
Parish, Edward A.	55.21
Parker, Chas. W.	4.30
Parker, Everett Lawrence	4.45
Parker, Floyd	2.25
Parker, James	2.42
Parker, L.	31.03
Parker, Lee	9.24
Parker, Norman R.	.59
Parks, Thomas A.	7.13
Parnell, James H.	2.82
Parodes, Rudolph W.	3.38
Parrett, Thomas R.	2.97
Parrish, William	7.19

Parsons, Irving H.	3.44	Petersen, Nobel L.	69	Pregeant, Abel L.	38.86
Parsons, James C.	24.45	Peterson, Carl E.	28.24	Preshall, Chril	19.32
Parsons, Johns H.	1.34	Peterson, J.	14.81	Press, W.	1.80
Parsons, Theo E.	.99	Peterson, Lawrence R.	13.54	Preston, George W.	.71
Partain, J. W.	5.94	Peterson, William J.	3.96	Price, William G.	2.97
Pascente, Joseph	5.94	Petit, Michael	3.46	Price, Winfred L.	50.23
Paska, John	7.52	Petrea, H. A.	.01	Prichard, Chad.	8.74
Pastarana, Damaso	5.07	Petrianos, Stevros J.	26.04	Priddy, Donald J.	18.17
Pasziet, John G.	4.21	Petro, Paul	.33	Priest, Wells E.	.79
Pate, Arthur E.	2.25	Petrusich, Joseph	12.33	Prieve, E. P.	.01
Patin, Ralph	1.58	Petterson, Algot	3.71	Pringie, P.	1.27
Paton, J. D.	5.49	Pfenninger, Paul R.	.75	Probst, Keiner	14.22
Patrick, Charles A.	.03	Pharo, Joseph	5.64	Prokoff, Lewis	4.27
Patterson, E. A.	.99	Phelos, Allen D.	8.08	Prude, Claude	1.42
Patterson, Ernest O.	14.58	Phillips, C. E.	3.00	Prytulak, Harry	.89
Patterson, Frank	2.25	Philips, Chas. W.	8.41	Pudinski, Leon	5.97
Patterson, Vincent J.	.69	Phillips, Horace	4.50	Pullen, R. W.	3.38
Pattison, Robert A.	2.25	Phillips, Lloyd	18.17	Ptokis, J.	27.57
Patton, Edward C.	15.14	Phillips, Michael G.	1.34	Purcell, Francis C.	1.37
Paugh, Dorsey	2.84	Phillips, Richard B.	1.39	Purdie, J. J.	6.14
Paiuoda, Edward T.	2.13	Piacitell, Vincent M.	3.76	Purdy, Wilbur C.	2.67
Paul, Morris	28.41	Pichacki, M.	1.79	Purdee, Earl L.	9.27
Paulson, William E.	5.72	Picou, John W.	15.42	Purvis, Thos. W.	.75
Payne, Archie B.	2.75	Picou, Rene	4.90	Put, Henry	12.92
Payne, Clinton	2.25	Piedra, Charles A.	74.41	Putnam, Wm. H.	23.98
Payne, Gordon L.	5.03	Pierce, Renwood	2.23	Puum, Konstantin	.84
Payne, Milton	5.80	Pierre, S.	1.69	Pyhus, Alex	11.88
Payne, Oscar A.	1.34	Pietrzak, Stanley V.	5.16	<b>Q</b>	
Peace, Wm. T.	1.58	Pigg, Walter W.	1.34	Quanico, Isabelo	12.67
Peak, Alan P.	.74	Pihl, Royal P.	9.34	Queensbury, Edw. N.	9.50
Pearce, Harry	4.50	Pilgrim Floyd	9.00	Querin, John	.59
Pearson, Jack W.	7.13	Pilini, John	2.25	Quillan, Edgar J.	7.52
Pearson, Wayne W.	.74	Pilutis, Victor J.	1.98	Quinly, D. F.	1.27
Peay, W. E.	1.75	Pinkham, Joe	2.08	Quinby, Wm. S.	2.23
Pebocae, George	8.03	Pine, Sherwood	2.06	Quinn, Earl	1.78
Peck, J. H.	1.14	Pino, Beltram	9.39	Quinn, John O.	8.40
Peck, Nohea O. Jr.	.89	Pinto, Anton	2.68	Quinn, Robert E.	.69
Peckham, Dale O.	16.98	Piracy, Alden D.	11.25	Quinones, Anastacio	4.82
Peckham, Sherman B.	38.52	Pirog, Anthony T.	19.66	Quinonez, Felix G.	.90
Pede, T. M.	14.00	Piscatilla, A.	2.25	Quintana, John H.	.59
Pedersen, Bjourne	.95	Pizeck, Guido	31.79	<b>R</b>	
Pedersen, Carl G.	2.23	Placador, Joseph	3.56	Rabinowitz, Benjamin	4.40
Pedersen, H.	10.52	Plaza, Henry	29.96	Rabinowitz, Seymour D.	7.42
Pederson, Johannes	4.90	Plumbe, James O.	22.34	Rablatz, E. V.	3.66
Pedersen, Otto	2.67	Plunkett, Thomas G.	3.12	Rachuba, Frank	.57
Pedersen, Peter J.	4.98	Podgornik, Baldomire	2.45	Rackley, Paul W.	16.00
Pedlar, Wm. B.	.45	Polask, J. W.	7.52	Rackliff, John Perez	15.16
Pedroza, F. M.	44.71	Palome, Rein	14.46	Radford, Mike	1.07
Pekkola, Oliver H.	12.92	Politis, Gustave	4.50	Radzvila, Frank	40.10
Pelikeze Stanislaw	8.69	Polkus, Anthony	4.58	Rafferty, Patrick	.69
Pellay, Wm.	34.97	Pollock, Leonard D.	2.23	Ragas, Norman	2.31
Pellerin, Victor	6.54	Poloski, John Joseph	.35	Ralford, Kenneth M.	3.10
Pelletier, Joseph	15.14	Pomkaez, Frederick	7.99	Ralph, Merrill, T.	.59
Pelletier, Joseph G. Jr.	.89	Pomson, J. H.	3.12	Ralston, Edward S.	1.48
Peltamaa, Onni	5.10	Ponson, John H.	2.84	Ranerta, S.	.20
Penny, Chas.	22.73	Pooley, Henry Wiley	2.82	Ramey, Harold	12.61
Pepin, Beverly B.	16.52	Pope, John M. Jr.	1.79	Ramirez, Mateo	1.37
Percelay, Earl M.	3.76	Pope, M. S.	4.22	Ramos, F.	13.79
Percival, Robert Lewis	10.90	Poplin, Dillard G.	40.33	Ramos, Jose	9.30
Perdue, James W.	9.45	Popovich, John	2.39	Ramsey, L.	2.25
Perez, Adolfo	1.06	Porter, Fred W.	11.74	Rancic, Leonard	29.13
Perez, Andries E.	.89	Porter, R. G.	.90	Rando, Frank Jr.	2.85
Perez, Julio	1.52	Porter, Vernon L.	3.56	Randolph, Claude N.	3.16
Perez, Rafael	16.63	Porter, William W.	.33	Randolph, Wayne G.	2.11
Perin, eGo. D.	6.75	Porter, Wilson Woodrow	3.63	Raney, Julius D.	2.25
Perkins, Jack M.	5.51	Powell, Conley H.	1.91	Rank, Dean O.	.33
Perkins, J. W.	4.45	Powell, Jefferson D.	3.22	Rankin, W.	1.27
Perkins, Mac. M.	5.38	Powers	6.28	Ranweiler, Henry M.	5.44
Perkinson, Hiram E.	.69	Powers, Louis J.	50.65	Raposa, George	19.09
Perpente, Edward J.	11.30	Powell, Odell P.	3.23	Rappaport, A.	33.18
Perr, W. C.	.01	Powers, Richard W.	1.78	Rappport, Harris K.	1.98
Perrigo, T.	.94	Pradat, T. A.	2.38	Rappmundt, Paul	2.23
Perry, J. M.	14.00	Prall, Robert E.	1.48	Raspante, Joun D.	1.78
Perry, Saul	4.06	Prater, Herschel L.	2.25	Rassmussen	3.23
Peret, Mitchell	.70	Pratt, William C.	.74	Rast, Howard W.	1.98
Peters, Clyde A.	2.41	Preach, Frederick E.	21.33	Raterby, Alex	45.86
Peters, F.	16.09	Precious, Donald A.	.71	Rateliffe, Robert	11.14

## SIU HALLS

NEW YORK	51 Beaver St. HANover 2-2784
BOSTON	276 State St. Bowdoin 4455
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	9 South 7th St. Phone LOmbard 3-7651
NORFOLK	127-129 Bank Street 4-1083
CHARLESTON	68 Society St. Phone 3-3680
NEW ORLEANS	339 Chartres St. Canal 3338
SAVANNAH	220 East Bay St. 3-1728
MOBILE	7 St. Michael St. 2-1754
SAN JUAN, P. R.	45 Ponce de Leon San Juan 2-5996
GALVESTON	305 1/2 22nd St. 2-8448
TAMPA	1800-1811 Franklin St. M-1323
JACKSONVILLE	920 Main St. Phone 5-5919
PORT ARTHUR	445 Austin Ave. Phone: 28532
HOUSTON	1515 75th Street Phone Wentworth 3-3809
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St. Garfield 8225
SEATTLE	86 Seneca St. Main 0290
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair St. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
CORPUS CHRISTI	1824 N. Mesquite St.
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.

## NOTICE!

The following members get in touch with the Galveston Agent by mail or personally, as they are holding the wrong receipts.

Receipt No.	
A. Gapinski	A62735
R. A. May	A62736
B. L. Bryant	A62737
H. W. Martin	A62738
E. A. Kays	A62739
C. Ross	A62740
E. Hoffman	A62741
J. Martin	A62742
D. Doloa	A62743
A. Manuel	A62744



### "BIRD" KIRKPATRICK

Your beef has been settled in your favor. Write to Calmar SS Corp., 25 Broadway, New York 4, giving your full name and social security number.

J. E. Sweeney,  
Boston Patrolman

Rave, Harold	8.26
Raverta, Stanimer	13.01
Rawding, Harry E.	16.78
Ray, Rex C.	.75
Rayda, John	5.00
Rayne, James V.	4.27
Reagan, Wren	5.00
Rech, Warren	.74
Recker, Edward A.	3.55
Redler, Louis H. M.	.69
Reed, Charles	4.98
Reed, Claiborn E. Lee	9.90
Reed, Ernest	.79
Reed, Harry J.	5.10
Reed, Hollis E.	28.91
Reed, John A.	2.14
Reed, Robert E.	8.26
Reeder, A.	4.81
Reed, Thorman	1.42
Reese, Miles H.	2.83

# AFL President Lauds N.O. Marine Council

NEW ORLEANS — Following the offer of the members of the New Orleans AFL Marine Council to load and man a ship carrying relief supplies under the auspices of UNRRA, a telegram of commendation was sent by AFL President William Green to the chairman of the Council. The telegram follows:

**Manny Moore**  
Chairman, New Orleans  
AFL Marine Council

I commend N. O. AFL Marine Council upon the action it took as reported in your telegram dated August 15. Your patriotic and humanitarian action will receive the full and complete support of all the officers and members of the AFL. The public generally will commend you most highly upon this excellent service which you have offered to the nation.

**William Green,**  
President AFL

At the time of this writing, only one reply to the offer had been received. Speaking for Fiorenzo LaGuardia, Director of UNRRA, Mr. Lowell W. Rooks, Deputy Director General and Chief Executive Officer of UNRRA, wired acceptance. No reaction has yet been received from President Truman or from the War Shipping Administration. The telegram from Mr. Rooks follows:

**Steely White, SIU of N. A.**  
New Orleans AFL  
339 Chartres Street

Sincerely appreciate your offer August 14 to load and man a vessel carrying UNRRA relief supplies to overseas destination. We are now consulting WSA and operators and will communicate with you shortly reference reaction interested parties.

**Lowell W. Rooks**  
UNRRA, Wash., D. C.

So far, the plan has the enthusiastic support of the people of New Orleans and Louisiana, coming as it does after the failure of the N. O. UNRRA Drive. The fact that labor has taken the lead in the fight to save the starving people of the world, has brought many words of appreciation from State and civic leaders.

The offer to work and man

ships with relief supplies free of charge was made last week at an enlarged meeting of the N. O. Marine Council. Present at that time were representatives of all Council affiliates plus Pat Ryan, AFL Gulf Organizing Director; U. S. Congressman F. Edward Hebert, 1st District Louisiana; and J. C. Aldige, Jr, representing the Mayor of N. O.

Support was pledged by all present, and plans were laid to implement the offer with concrete action. Captain F. B. Ryan told the meeting that the MM&P will donate services for the voyages and similar promises were made by C. J. "Buck" Stephens, Acting SIU Agent for New Orleans; Council President Chittenden, for the ILA; and Manny Moore, for the Teamsters.

Right now the issue is up to President Truman and the WSA. The N. O. AFL Marine Council has made its offer, and they are prepared to follow through as soon as the "go ahead" signal is received.

## Isthmian's Cape Junction Goes SIU By 90 Percent

During the past several days, two more Isthmian Lines ships were voted and their crews chose the Seafarers as the Union of their choice by a whopping majority. Voting at Boston, the crew of the Cape Junction registered a vote of slightly better than 90 per cent for the Seafarers International Union. The extremely small balance of 9 per cent was doubtful.

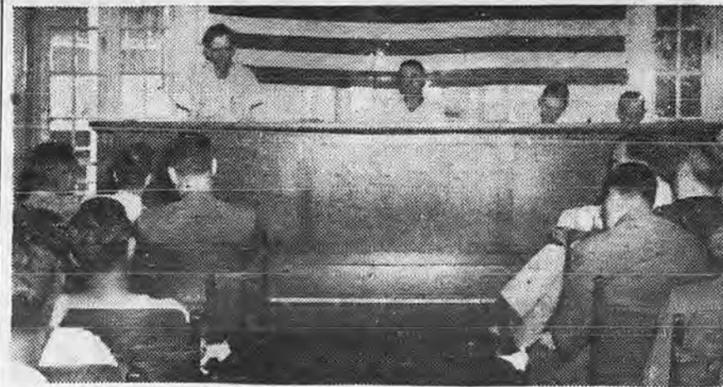
The other vessel, which was balloted at San Francisco, was the Monroe Victory. Crewmembers of this Isthmian ship voted approximately two-to-one for the Seafarers. With these two ships voted, there now remains exactly four more Isthmian scows to yet register their choice of a Union. These ships are the Pere Marquette, Robert C. Grier, Atlanta City, and the Steel Inventor. They must be voted by the deadline of September 18, of their vote will not count. All are expected to be voted.

Several new additions have been made to the Isthmian fleet recently. Among these are the Marine Arrow which is scheduled to go to Hong Kong, Shanghai, and Taku Bar; the Sea Shark headed for Manila, Iloilo, and Sebu; Argonaut scheduled to visit Shanghai and Hong Kong; the Eagle Wing which will go to Manila, Iloilo, and Cebu; Towanda Victory on an intercoastal run; and the Cape Sandy which goes to Honolulu, Hilo, Kahului, and Fort Allen.

### FRANCISCO MORAZAN

Seattle organizer Al Maniscalco sent in a somewhat belated report on certain occurrences on the Francisco Morazan which are quite enlightening. According to Maniscalco, NMU organizers went down to Pier 89, Seattle when the Morazan arrived on July 24, and tossed a number of bundles on the ship. These bundles didn't contain the usual NMU bilgewater propaganda. No, they contained free sweatshirts for the entire crew.

Six NMU organizers plus the



An enlarged New Orleans AFL Marine Council meeting heard Pat Ryan, AFL Staff representative directing the Gulf Organizing Drive, chime in with a few words of agreement when it was suggested to donate services to man and work a relief ship carrying UNRRA supplies to starving people of Europe. At the left of Ryan is A. F. Chittenden, Council President.

## Killer Makes SS Lewis Trip Interesting And Thrilling

The bad feeling between the Skipper and the First Mate of the SS Arthur Lewis, Robin Line, finally erupted on the morning of December 9, 1945, in Honolulu, and resulted in the shooting of the genial Captain A. S. Fithian. This was reported by the crew of

the vessel which came into New York harbor last week.

Six shots, fired by the unsteady hand of Mate Francis O'Leary, took the life of a Master, described by his SIU crew, as "a good Joe."

All of the bickering that went on between the two ranking officers was caused by the First Mate's failure to show up in port in time to take his normal watch. This forced the Skipper to log O'Leary in practically every port of call in the Pacific Islands. As a result, bad blood sprang up, and came to a head in Honolulu.

### SHOT SLEEPING

In this port, O'Leary went ashore and drank what was described as "a great deal of liquor." He came back to ship, and went directly to the Skipper's cabin, where he found him asleep. Without a word of warning, O'Leary pulled his gun and fired six shots into the prone body of the Captain. He then went to his own cabin where he fell into a drunken stupor.

Two hours later the Navy Patrol came aboard and removed him, in company with 14 SIU crewmembers, who were held as witnesses. Before the vessel sailed, these men were replaced by other SIU men.

At the trial held shortly after the shooting fray, First Mate Frances O'Leary was found guilty and sentenced to from 10 to 20 years imprisonment. The crewmembers who were held as witnesses were then repatriated home by airplane.

### EXCITING TRIP

When the Lewis docked recently, Ray Gonzales and Jimmy Sheehan went aboard her to settle the payoff, and they were told the whole story by the crew. It was the consensus of opinion that the Skipper was a very fine man and an excellent officer, while the First Mate was a bucko character, and was thoroughly disliked by the men.

Not all the activity was topside this trip, however. On March 18, Deck Engineer D. C. Calhoun was busted to Wiper for "inefficiency" after the Chief Engineer had entered a statement in the log book that "this man knows his job and is competent."

This statement was all that the Patrolmen needed, and on the strength of it, Calhoun collected DE pay for the entire trick, plus having the log against him lifted.

All the other overtime beefs were settled to the complete satisfaction of the entire crew.

## LABOR MARTYRS MOURNED YEARS AFTER MURDER

This week, 19 years ago on Aug. 23, 1927 in Boston Nicola Sacco and Bartolomeo Vanzetti were murdered by the State of Massachusetts. They were innocent men murdered through a frame-up solely to get rid of them and their radical ideas.

On Sept. 11, 1920, a paymaster and guard were murdered during a payroll robbery in a suburb of Boston. Sacco and Vanzetti were immediately arrested and charged with the crime.

At the trial, which was a farce and a miscarriage of justice, it was definitely proven by many witnesses that on the day of the murders Vanzetti had been working in Plymouth, and Sacco was in Boston on business, and the evidence that put them at the scene of the crime was soon perforated and destroyed as a mass of lies.

The prejudice and vicious intent in mind was clearly shown when Judge Thayer, who presided during the trial, said "he was going to get those bastards good and proper. The Department of Justice's hands were not clean either when affidavits were introduced showing that for many months they had been watching the two men with the hope of getting a basis upon which to deport them. They also stated that a murder charge would be a good way of getting rid of them permanently. They further stated that the actual crime had the earmarks of a professional job.

### GANGSTER CONFESSES

What makes the whole affair a damning indictment of injustice and legalized murder is that a year and a half before the men were executed, Celestino Maderios, a professional gangster, confessed to committing the crime. The murder bullets tallied with his gun and his story of what took place fitted perfectly. However, the snowball was gathering momentum and even a confession was not going to stop society in its mad drive to crucify these innocent men.

Sacco and Vanzetti went to their deaths with people demonstrating and protesting in their behalf throughout the world. Their memory burns bright today in these words of Vanzetti.

"If it had not been for these things I might have lived out my life, talking at street corners to scornful men. I might have died, unmarked, unknown, a failure. Now we are not a failure. This is our career and our triumph. Never in our full life can we hope to do such work for tolerance, for justice, for man's understanding of man, as now we do by an accident.

"Our words—our lives—our pains—nothing! The taking of our lives—lives of a good shoemaker and a poor fishpeddler—all! That last moment belongs to us—that agony is our triumph."



Captain F. B. Ryan takes the floor to announce that volunteer Master and Mates, members of the MM&P, will match the SIU and the ILA and donate services for a relief voyage for UNRRA.

## Attention Members!

### Seafarers Sailing As Engineers

All members—retired members and former members—of the Seafarers International Union who are now sailing as licensed Engineers: Please report as soon as possible to the Seafarers Hall at 51 Beaver Street, New York City. Your presence is necessary in a matter of great importance.

