

# SEAFARERS LOG



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

Vol. VIII.

NEW YORK, N. Y., FRIDAY, MAY 24, 1946

No. 21

## Vote Begins On Changes In SIU Shipping Rules

Voting began last Wednesday in every SIU hall in the Atlantic and Gulf District on a referendum for several amendments to the Seafarers International Union constitution and to the SIU shipping rules.

The voting period will extend through June 26.

The amendments to the constitution and shipping rules were drawn up at the Atlantic and Gulf District Agents' Conference, held in New York from March 18 to March 26, 1946, and passed by coastwise memberships meetings.

Following are the constitutional amendments and shipping rules amendments, on each of which the membership is voting "yes" or "no:"

### CONSTITUTIONAL AMENDMENTS

#### ARTICLE XIII:

"Section 2; Paragraph C: Any candidate for Agent or joint patrolman must have three years of sea service in any one or three departments. Any candidate for departmental patrolman must have three years sea service in their respective departments. Sea service, as specified in this article, shall mean on merchant vessels in unlicensed capacity.

"Section 2; Paragraph E: That he be an active and full book member and show four months discharges for the current year in an unlicensed rating, prior to date of nomination, this provision shall not apply to officials and other office holders working for the Union during current year for period of four months or longer.

THERE SHALL BE A SECTION ADDED TO ARTICLE XIII KNOWN AS SECTION 12 TO READ:

#### Article XIII:

"Section 12: After completion of referendum balloting, and final action taken by membership regarding same, used ballots to be held in Secretary-Treasurer's offices. The Quarterly Finance Committee elected at the first meeting after final action has been taken by membership are to recommend means and methods of disposing of ballots.

### SHIPPING RULES

SHIPPING RULE No. 8: Shall be amended to read as follows:

"Any member on the regular shipping list who has a shipping card more than three months old must re-register on the shipping

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WASHINGTON, May 23 — The AFL Executive Council today directed a conference of AFL maritime unions to be called as soon as possible to set up an AFL Maritime Council.

WASHINGTON—President Truman has submitted an executive order to Congress which would make permanent the functions of the Bureau of Marine Inspection under the jurisdiction of the United States Coast Guard. Under the Reorganization Bill as passed by Congress, the President may transfer the functions of a bureau from one department to another by Executive Order, if Congress does not disapprove by resolution within 60 days. President Harry Lundeberg and Secretary-Treasurer John Hawk are presenting the Seafarers' opposition to the Order which would place the civilian seamen under military rule. The SIU has led in exposing the plans of the Coast Guard to carry their emergency wartime control into the peacetime set-up, and is leading the fight now for Congressional rejection of the Executive Order.

## AFL Maritime Unions Plan Marine Section In Executive Council

Formation of a Marine Trades Department within the American Federation of Labor was called for by representatives of AFL maritime unions of the Atlantic and Gulf Coasts, meeting in New York on May 20. The resolution followed a similar petition by West Coast maritime unions meeting in San Francisco on May 14.

The decisions at the Pacific and Atlantic conferences request the AFL Executive Council to form such a department came without the ballyhoo and hoopla that marked the conference of CIO maritime unions at San Francisco recently — an event which proceeded to fall flat on its face after a hysterical preliminary buildup.

The resolutions of both conferences were presented to the AFL Executive Council in session in Washington early this week and is being considered by that body.

#### BIG DIFFERENCE

In addition to the quiet presentation, there was another marked difference between this move for a centralized intermaritime-union department and the CIO's interfaith rally, which our brother-publication, the *West Coast Sailor*, refers to as "one big Onion."

This is the section of the resolution which specifies that the Marine Trades Department shall WHEREAS, because of the extivity, jurisdictional disputes with its own organizations, and shall act as a coordinating body to promote the interest and welfare of the organizations within the Marine Transport Industry."

Attending the conference in New York were John Hawk, Vice President of the SIU, Atlantic & Gulf District; Paul Hall, Director of Organization and New York Agent, SIU; Earl Sheppard, Atlantic Coast Area Organizer, SIU; William C. Tanner, Gulf Area Organizer, SIU; Lindsey Williams, Field Representative, SIU; Joseph P. Ryan, President of the International Longshoremen's Association; Captain Harry Martin, President of the Master, Mates & Pilots; Morris Weisberger, Vice President, SIU, and New York Agent, SUP, and Fred M. Howe, General Secretary-Treasurer, Radio Officers' Union and Walter Holt of the ILA.

#### REPRESENTATION

At the San Francisco meeting were representatives of the Masters, Mates & Pilots, West Coast

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## FOUR SEAFARERS KILLED IN AIR CRASH

Four SIU members, homeward-bound after a ship payoff, were among the dead when a twin-engine air transport with motor trouble, unable to make a return landing at the fog-covered Byrd Airport, crashed and burned in a pine forest six miles south of Richmond, Va. All 27 occupants, including the pilot and co-pilot, were killed.

The plane, a Douglas DC-3, which is the same as the Army's C-47 all-purpose transport, plummeted into the Henrico County woods after unsuccessfully at-

## SIU Actions Get Results For Shipwrecked

Last week the *Log* carried a story about the shipwrecked seamen of the Joseph S. McDonagh, their troubles while awaiting repatriation at Lima, Peru, and the moves by the SIU to have the Overlakes Freight Corp., take care of them.

A couple of days ago Secretary-Treasurer John Hawk received the following letter:

"On behalf of the entire crew I wish to thank you for the efforts you must have put out in New York to get the results that nobody but a Union man could have gotten.

"It is the greatest feather in our caps to display our Union buttons and proudly say: 'If we had been unorganized seamen we would have been left stranded in South America.'

"We got the \$100.00 today (part of shipwreck clothing allowance), also the \$25.00 draw. (The company had been allowing the men to draw only \$10.00 a week before the SIU got on its tail.)

"It's great to know that we can always call on our old shipmates in New York and get help."

Tom Coyne

tempting a landing at the airfield a few minutes earlier.

The dead Seafarers are: HELVIE, WILLIAM N., a Chief Cook, of Lucydale, Ala. LANDRUM, FRED O., a Messman, of Whistler, Ala. TIPTON, HILTON A., a Messman, of Falco, Ala. MAY, DAVID, a Fireman, address unknown.

The men sailed from Mobile on the SS Mayo Brothers, a Waterman Steamship Co., vessel on March 30, bound for Antwerp, Belgium with a cargo of coal, and returned to New York on May 13. They were paid off on May 15 and boarded the plane, which was making a chartered run from Newark, N. J., to Atlanta, Ga., the next day.

#### MEN OUTSTANDING

The Captain of the ship, commenting on the tragedy, said that the four men were "outstanding," in the performance of their shipboard duties.

The Civil Aeronautics Author-

ity said that the plane, a Douglas DC-3, stopped at the Richmond airport around midnight. A storm was approaching the field when the charter plane took off a few minutes later.

Forty miles south of Richmond, the pilot radioed that he was having engine trouble and asked permission to return. The plane flew over the field, already blanketed by a heavy fog, at 12:52 A.M. It returned 10 minutes later flying at 500 feet, still well above the ceiling.

#### EXPLOSION

The transport roared away in the fog. Ten minutes later the airport tried vainly to resume radio contact with the plane. A farmer living near the spot of the crash said he heard the plane pass over and "the engines didn't sound right."

They coughed roughly a moment later. Then there was a sound "like the rumble of thunder," he said, his watch showing 1:05.

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## Coast Guard Reverses, Proving SIU Charge Of Arbitrary Action

Another outrageous mis-use of Coast Guard authority has come to light in the case of Brother Joseph "Doc" Sussman, whose papers were lifted by the Coast Guard, in Philadelphia, on February 18.

"Doc" had finished being paid off the SS John Bartram on February 15, when the Coast Guard officers who were on board called a boat and fire drill.

Since he was no longer a member of the crew, Sussman did not take part in the drill. While he was waiting below deck for the drill to end, a CG officer, Lt. Commander Bishop, came down to ask him what he was doing.

Sussman told the officer that he was not in the crew any longer and consequently did not

have to answer the drill call.

This did not satisfy the "brass hat" and one word led to another. The discussion ended with the officer threatening to lift Sussman's papers.

#### FAST WORK

All this took place at about 1:00 p. m. At 2:00 p. m., "Doc" was served with a subpoena charging him with, 1. Misconduct, 2. Refusal to answer fire and boat drill; 3. Not having his certificate with him.

The hearing before the Coast Guard Hearing Officer was scheduled for 3:00 p. m. the same afternoon.

At the hearing, Sussman based his defense on the fact that he had been paid off the ship at

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# SEAFARERS LOG

Published Weekly by the  
SEAFARERS INTERNATIONAL UNION  
OF NORTH AMERICA  
Atlantic and Gulf District

Affiliated with the American Federation of Labor  
At 51 Beaver Street, New York 4, N. Y.

HAover 2-2784

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Entered as second class matter June 15, 1945, at the Post Office  
in New York, N. Y., under the Act of August 24, 1912.

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## And Still More Proof

The long record of finking and scabbing by Harry Bridges and Joe Curran has many times been a subject for discussion in the pages of the Log.

We have pointed out innumerable times that the NMU and the ILWU have scabbed on other unions, and have even scabbed on their own union brothers on certain occasions. The story goes on and on, and marks a black spot in the history of American labor.

The newest charge of scabbing, against Harry Bridges and the ILWU-CIO, was not made by any AFI Union. It was hurled by Samuel Wolchok, President of the United Retail, Wholesale, and Department Store Employees of America, CIO.

Wolchok states that during the strikes against Montgomery Ward and Company in 1944 and 1945, Bridges ordered his employes to stay on the job and thereby "lessened the effectiveness of our strike action."

These are serious charges. Sincere labor leaders do not encourage their members to scab on other unions. They most certainly do not order their members to stay on the job when other workers strike to back up their just demands for higher wages and better conditions.

The sellouts perpetrated by Bridges and Curran are too many to be chronicled here. Now that Bridges has pulled his usual double-cross on a brother union, we hope the CIO will take action to rid the labor movement of this scab and parasite.

## Time To Retire

"Doc" Sussman's story on the front page is an example of how far Coast Guard control can go in ruling the lives of men who sail the seas for a livelihood. It is also a challenge to us to continue our fight to rid the merchant marine of such bureaucratic, irresponsible authority.

What happened to Brother Sussman has happened to other merchant seamen and it will continue to happen as long as the Coast Guard has the power to impose military rule on civilian employes in a civilian industry.

Since the end of the war, the Coast Guard has shown no intention of modifying or relinquishing its emergency powers. Far from it. They have continued to lift seamen's certificates for little cause, and on the whole have maintained their record of Gestapo-like repression and terrorization of the merchant seamen.

The fight to rid the maritime industry of military domination continues. Seafarers are united in their determination to resist the Coast Guard attempts to tell them when they can work, or when their families must starve. Apologies do not fill empty stomachs.



## 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.

- GALVESTON HOSPITAL**
- HOLLOMAN
  - R. V. JONES
  - TROMBLEY
  - HAYES (SUP)
  - WALZAK
  - WILLIAMS
  - MORRISONS
  - DYKES
  - CLARK
  - RIENZE (SUP)
  - STINTS
  - WITT
  - BANTA
  - WILLIAMSON (SUP)
  - VAN AIKIN
  - WILLIS
  - BUCKNELL (SUP)
- \*\*\*
- NEW ORLEANS HOSPITAL**
- H. ZIEMONS
  - H. S. CRUSE
  - LEONARD CAHILL
  - R. D. LUSKO
  - J. AMAYA
  - GUNNAR MODIG
  - JOHN O'NEILL
  - EDWARD CUSTER
  - WILBUR MANNING
  - J. DENNIS
  - W. F. LEWIS
  - R. M. NOLAN
  - JOHN QUINN
  - G. W. WIGGINS
  - A. C. STRUSHOLM

- JIMMY DAVIS
  - A. SKYLLBERG
  - LEROY DAVIDSON
  - WILLIS M. MORRIS
  - J. M. GURGANOS
  - NORMAN McDONALD
  - HAROLD TENNANT
  - WILLIAM RUPP
  - HENRY UGLIS
  - FRED SUMERLIN
- \*\*\*
- STATEN ISLAND HOSPITAL**
- V. PAINTER
  - R. M. BROWN
  - R. L. OLIVERA
  - AL LONGUIDES
  - H. C. HENRY
  - W. G. H. BAUSE
  - R. G. MOSSELLER
  - W. B. MUIR
  - M. J. GODBOUT
  - L. KAY
  - JOHN DALY
  - W. W. McCLURE
  - L. L. MOODY
  - L. R. BORJA
  - E. B. HOLMES
  - G. H. STEVENSON
  - C. G. SMITH
  - T. E. LEE
  - G. L. PERRY
  - G. KUBIK
  - L. A. HORNGY
  - H. NIELSON
  - J. L. JONES

## 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.)

- G. JANAVARIS
  - R. A. CENTRIC
- \*\*\*
- BRIGHTON HOSPITAL**
- A. CHASE
  - I. A. RODRIQUEZ
  - T. DINEEN
  - L. BRIAND
  - V. ALEXANDER
  - H. STONE
  - T. FORTIN
  - T. R. BOURQUE
  - R. FRENCH
  - H. O. HANSEN
  - L. W. GRAY
  - G. E. SUMMERS
  - R. BARRENSON
  - A. VOLODKEVICIUS
  - R. PERRY
  - W. HAWLEY
  - E. JOHNSTON
  - G. PHINNEY, JR.
  - H. GILLAN
  - H. W. PORTER
  - P. COSALINUOVO
  - J. COXWELL
  - S. F. PUZZO
  - J. HANLEY
- \*\*\*
- MOBILE HOSPITAL**
- W. CURRY
  - S. JOYNER

# Winning Of Isthmian Election Will Not End Seafarers' Drive

By EARL SHEPPARD

With more than two-thirds of the Isthmian Fleet already balloted in the NLRB-conducted election to determine the Union bargaining agent for that company, results have become more than satisfactory. At this writing, the Seafarers International Union is far in front of the opposition and company votes with a high percentage of the entire vote so far cast.

However, as the election enters the home stretch, the job becomes increasingly difficult. Yes, the voting is practically over and the results in favor of the Seafarers are certain. But much more remains to be done.

Seamen, who have already shipped Isthmian and voted for the democratic, militant Unionism of the SIU, should continue to sail Isthmian. Other Seafarers, who have not as yet been on Isthmian ships, should do their share toward making certain that this largest unorganized cargo fleet in the U.S. signs a written agreement with the Seafarers, guaranteeing SIU conditions and wages to all Isthmian seamen. This can only be done by Isthmian seamen keeping the fleet strong.

## UNION'S LIFE BLOOD

Organizational activity is the very lifeblood of the Union, and only through continuous activity in this field can our Union maintain its strength and grow stronger. To fully represent its membership, the Union must be constantly active, ever moving forward, and always energetically working to widen the sphere of activity and influence.

Organization is not limited to the unorganized fields alone, but is particularly important as a means of bettering the structure of the Union itself, and the conditions of the Union membership. Even after a company is organized, with a contract secured, organization is necessary to keep it strong for the Union membership. And it takes organization of the right kind to put across an educational program of the kind which SIU members desire and receive.

## WORKING CONDITIONS

The question of working conditions aboard the ships is a most vital Union matter. If a Union should let itself become disorganized to the point of letting beefs grow moldy in its files, then that Union would have failed to serve the purpose for which it was originally created.

Primarily, organization lies within the scope and structure of the existent Union. Each official must have assigned tasks and, to remain an official, must perform those tasks. The membership in all cases is the final arbiter, as it is the membership which assigns tasks to the officials.

When officials fail to perform their assigned tasks, then it becomes the duty of the membership to see that those who are remiss in their duty are removed for just cause in accordance with the Union constitution. Thus, the democratic processes of the Seafarers are always preserved with the members having the final say as they should have.

In the mere matter of collecting an hour's overtime, organi-



EARL SHEPPARD

zation is involved. The understanding of the agreement by members, delegates, and patrolmen or agents; a general knowledge of the issues involved; the function of the ship's delegate, shoreside patrolmen and the Port Committee; all of these things require a systematic organizational procedure.

The mechanism or inner workings of a Union is an intricate thing. After the beef takes place on shipboard, the departmental delegate takes the matter up with the head of the department, and if not settled, with the Master of the ship. Then the patrolman and delegate involved take up the matter with the Captain at

the payoff, and if not settled the beef is taken up with the Port Captain or company representative with the payoff being held up.

If no higher company representative is available, the beef then goes to arbitration with the arbitrator's decision final and binding on both parties involved. All this takes organization of the most intricate type, and that's the kind the SIU has always maintained.

## ADDED STRENGTH

Aside from the numerical strength which will be added to the Seafarers as a result of the Isthmian election, the actual job of organizing the ships has developed and educated many SIU members. Each ship's organizer and each shoreside organizer has certainly become a more valuable member to the Union through his organizational experience.

These men have not only developed themselves, but in addition have added new blood to the Union staff. With their acquisition, the Seafarers is in a much stronger position to move into other fields where organization is badly needed.

Certainly the future expansion picture for the Seafarers is one which grows increasingly stronger. With the strongest organizational structure in the entire marine field, the SIU will far outstrip any opposition which might be encountered.

# Peter Daniels Casts Solid Vote For SIU

During a recently concluded trip, the Isthmian ship Peter V. Daniels held two shipboard meetings in regular Seafarers style. When she pulled into Savannah, the Daniels' crewmembers were balloted in the election to determine a Union bargaining agent for Isthmian, and voted solidly for the SIU with the exception of one doubtful vote.

Holding their first meeting at sea on April 21st, Roy Kerr was elected Chairman, and Edward B. Smith as Recording Secretary. Darrell M. Cullers was elected Engine delegate; Roy Kerr for the Deck Department; and the Stewards Dept. elected John Schilling.

## SUGGESTIONS MADE

Under Good and Welfare a number of suggestions were made, among them one that all hands take more care in order to have the ship in better condition upon arrival in the U.S., plus several recommendations on the laundry and handling of linen, etc. Several other suggestions were advanced regarding sanitation and cleanliness in the mess-room and heads.

Crewmembers requested that more ventilators be secured for the foc'sles, and everyone agreed to hold tight at the payoff until overtime beefs were squared away. After suggesting that all men be notified sufficiently in advance before the next meeting was held, the meeting was then adjourned. All men were present with exception of those on watch.

At the second meeting held while the Daniels was at sea on

April 28th, Lagosh was elected as Chairman, and Schilling as Recording Secretary. Reports from the delegates were accepted and filed.

Suggestions were made that all linen be put in pillow slips and placed below by each crewmember before leaving ship, and that everyone make certain that his room was in good condition before leaving.

After a motion to return to

New Business, it was decided that the case of William Vetter and Edward Smith be taken up with the SIU hall to see if subsistence for these men could be secured for a period that they were aground.

After determining how many men were going to remain aboard after the payoff and the balloting or until the completion of voting for the entire Isthmian fleet, the

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## ISTHMIAN'S NEWEST — CAPE MEREDITH



Part of the crew of the newest addition of the Isthmian Fleet, the Cape Meredith, snapped near Pier 17, Brooklyn. Kneeling (left to right): William Brace, George Velie, Marvin Stewart and Frank Beach. Standing: John Stambaugh, Sam Rosenthal, Paul Schad, H. L. Daniell and Frank Vandervert. They're bound for Shanghai and the Far East.

# Bridges Accused Of Scabbing In Ward Strike By Clerks Union

Charges that the International Longshoremen and Warehousemen's Union, CIO, headed by Harry Bridges, was guilty of scabbing and back stabbing, were hurled by Samuel Wolchok, President of the United Retail, Wholesale, and Department Store Employees of America, CIO at the Union's recent convention.

The charges made against Bridges and the ILWU are prob-

ably the gravest ever made by one union against a brother union in public. There have been many rumors of the anger which Bridges actions caused, but this is the first time that they have reached the public press.

Wolchok said that his union first became aware of the alleged treachery in April, 1944, and that although sections of the ILWU, notably in St. Paul, voted to strike with the URWDSEA, Bridges ordered them to continue working during the entire week.

"There occurred one of the most disgraceful betrayals in the history of the labor movement," Mr. Wolchok went on to say. "The leaders of the ILWU ordered their membership to file orders transferred by Ward's from Chicago to St. Paul in an effort to break the strike. Scabbing is not too strong a term for such action. There is no question but that this stab in the back from one of our brother unions lessened the effectiveness of our strike action."

## THE KELSO VICTORY AT BROOKLYN



These seamen, from the Isthmian Lines' Ke'so Victory, waited patiently while the Log photographer snapped this shot on a lighter alongside their ship. Front row (reading from left): James Major, Ray Gaedt, Tom Coco, Jim Harrison, Pete Bennett and Bob Parks. Rear row: Charlie Rodriguez, Carl Barrett, John Harnes, Bob Niedermeyer, Bill Lundberg, Bill Siress, Boyd Peters and James Welch.

# Coast Guard Reverses Itself: 'Officer Lacked Jurisdiction'

(Continued from Page 1)

12:00 p. m. and was therefore not a member of the crew at the time the drill was held. He had the Purser from the SS John Bartram substantiate his story by showing records that Sussman's work had ended at 12:00 and he could not be expected to participate in any of the crew's activities.

The CG could offer nothing to refute these facts.

So far, it looks cut and dried, and the CG hasn't a leg to stand on.

## NO JUSTICE

But on February 18, the Hearing Officer handed down his decision. Brother Sussman's papers were lifted for six months, and his family was to be deprived of his earnings for that length of time.

That is the reason the SIU has opposed the Coast Guard control of merchant seamen. Here we have evidence that CG supervision means a continuation of military discipline, kangaroo courts, and victimization of union militants.

Brother Sussman and the Union were not satisfied. An appeal was immediately filed with the Commander, Fourth Coast Guard District, Philadelphia; and on April 10, the suspension of papers was reduced to three months.

This was also far from satisfactory and a further appeal was filed with Washington, D. C. On May 15, the United States Coast Guard completely vindicated Sussman. Here is the order which shows that the original suspension was a grave miscarriage of justice.

## VINDICATION

"The appellant's contract of employment terminated as of 1200, 15 February 1946, one hour before the alleged offense took place. The appellant, while aboard the vessel after the contract of employment ended, was no longer in the status of being in the service of his ship and, therefore, not acting under authority of his certificate. Accordingly, he was not subject to disciplinary proceedings under R. S. 4450 for the alleged misconduct and the Hearing Officer lacked jurisdiction thereof.

"It is ordered therefore that

the decision and order of the District Commander appealed from are reversed and set aside and the charge is hereby dismissed."

Yes, but who is going to pay Sussman for the three months he had to spend on the beach. And who is going to make up for the meals and other things that his wife and child have had to do without. **You can bet your bottom dollar that the Coast Guard won't!**

## END CONTROL

While the Coast Guard remains in control of merchant seamen, the military has the right to pick up a man's papers and thereby prevent him from making a living. The SIU will con-

tinue the fight against the right of the brass hats to tell civilians, merchant seamen, whether or not they can work.

The Log questioned a marine attorney, who prefers to remain nameless, on what redress Brother Sussman has for being deprived of his livelihood for three months, and for being sentenced unjustly.

This attorney said, "It is sure unfortunate, but nothing can be done. This has happened before, and will probably happen again. The poor seaman can't do a damn thing about it."

That's what you think, Mr. Lawyer. The SIU will not take this kind of treatment lying down.

# AFL Maritime Unions Plan Non-Political Marine Group

(Continued from Page 1)

Locals 90 and 40; American Merchant Marine Staff Officers' Assn.; International Brotherhood of Teamsters; California State Federation of Labor; International Longshoremen's Association; Seafarers International Union of North America, and the Sailors Union of the Pacific.

The text of the identical resolution adopted at both conferences follows:

WHEREAS, at the 61st Annual Convention of the American Federation of Labor at Seattle, Washington, a resolution was adopted and approved for the establishment of a Marine Trades Department within the American Federation of Labor, and

WHEREAS, among other things, the said resolution called for its referral to the Presidents of the National and International Unions involved for conference on the subject and to report back to the Executive Council of the American Federation of Labor, and

WHEREAS, because of the exigencies of the wartime emergency it was impracticable to effectuate the purposes of this resolution, and

WHEREAS, now that the degree of the emergency has abated that the intent and purposes of

the resolution adopted by the 61st Annual Convention of the American Federation of Labor are unpostponable and imminent, therefore be it

RESOLVED, that this conference consisting of representatives from the Marine Trades of the Atlantic and Gulf Coasts, affiliated with the American Federation of Labor, requests that the American Federation of Labor's Executive Council now in session in Washington, D.C., set up immediately a MARINE TRADES DEPARTMENT, and be it

FURTHER RESOLVED, That this Marine Trades Department shall not engage in any political activity, jurisdictional disputes within its own organizations, and shall act as co-ordinating body to promote the interest and welfare of said organization within the Maritime Transport Industry, and further that upon sanction being granted by the Executive Council of the American Federation of Labor, a constitution and by-laws to govern said organization will embody the above provisions.

## Swedish Delegates Visit New York Hall

The Swedish delegates who will represent their government at the International Labor Office's Maritime Conference in Seattle on June 6, paid a visit this week to the New York SIU hall.

SIU's Secretary-Treasurer John Hawk conducted the delegation through the building, outlining the functions of the Union's various departments.

The visiting delegates, all from Stockholm, were Harald Obrink, Arne Bjornberg and Gunnar Boos, Counsellor to the shipping department of the Royal Board of Trade. They were accompanied by Olof Kaijser, Swedish vice-counsel in New York, and Ernest Raberg, New York representative of the Swedish Seamen's Union.

The visitors stated that they were very much impressed with the SIU hall and the operation of the system devised by the Union in handling its affairs.

Harry Lundberg, SIU president, will represent the AFL at the ILO Maritime Conference.

# HERE'S WHAT I THINK...



**QUESTION:** What sailors' superstitions have you met during the time you have been sailing?



STEVE BILLIY, Second Cook:

I always thought that the time of superstition was long past, but I was wrong. We had a cat on board the Forbes Road, and this cat was just a general nuisance. When we were two days out of New York, a couple of men dumped the animal overboard. Everybody said that we would have had luck, and damned if we didn't! First the Chief Cook died in Trinidad and everybody started to worry. Then a total of five men were hurt. That really blew the lid off. I'm not superstitious, but if anybody tries to dump a cat with me around, he's going to have trouble.

ABRAHAM GOLDFARB, AB:

I've heard of two favorite superstitions, but I don't take stock in either one. Sailors will tell you that whistling in the wheelhouse brings bad weather—sort of whistling up a storm. Another favorite one is that if you don't pay your honorable debts to women for services rendered, misfortune will follow you. I remember one man who's big toe was crushed in a shipboard accident, and as he was being taken away, he said, "I knew I should have paid that gal in the Philippines."



DARRELL McFADDEN, Util.:

The most superstitious seaman I ever saw was a Puerto Rican who was playing his mandolin in the fo'c'sle one night. The Steward came in and told him to stop because the Captain was quite sick. The next day the Captain died. Well, sir, that mandolin player got the idea that his playing had something to do with the Captain dying. He really believed it and, by God, he wouldn't sleep in the fo'c'sle for the rest of the trip. I don't know how he figured the fo'c'sle had anything to do with it, but he wouldn't go back in there again.



DONALD ENGLE, Chief Cook:

There was a cat born on a ship I was on, and it jumped ship in Houston—wanted to do some catting around, I guess. It was the ship's 13th trip, and the Steward said it was really bad for a cat born there to leave. Half way across we sprung a leak; all hands had to move stores. In the North Sea the Maie got off course and nearly ran into a mine field. We ran aground at the mouth of the Elbe. We ran short of stores coming back, and we didn't have any sugar most of the trip. And we had to wait more than a week for the payoff. Just coincidence, I don't think!



# Four Seafarers Killed In Crash

(Continued from Page 1)

All but a few of the bodies were burned beyond recognition in the explosion and fire that followed the crash. They lay scattered in a small area along the muddy banks of Doran Creek.

It is believed that the ship made an almost vertical dive before striking the rain-soaked woods. The wreckage was strewn in a relatively small area. Three of the bodies, however, had been thrown clear across the creek with the others huddled around the smoking fuselage.

An official of the Viking Transport Air Company, operators of the plane, said the ship normally was engaged in charter runs carrying merchant seamen from the East Coast to the Gulf ports. Most of the passengers were sea-

men bound for Houston or intermediate points.

## NEEDED REGULATION

It was revealed that there are hundreds of these charter planes in the U.S.A., obtaining passengers and cargo wherever they can and flying them anywhere.

After Aug. 1, under new regulations, these planes will come under the same strict supervision which the Civil Aeronautics Authority now exercises over the operations of the big airline companies.

At present all that is required of a charter company is that its planes be checked once a year, and its pilots, most of whom are ex-Army Air Forces men, have the necessary commercial licenses.

# Baldwin Rammed In Fog Off New Jersey

NEW YORK, May 20—The 32-man SIU crew of the Abraham Baldwin got the order to abandon ship early yesterday morning when their vessel was rammed by the freighter Santa Olivia about six miles off Barnega Light on the New Jersey coast.

Only one casualty was reported. Chief Cook George Opilla was tossed against the fo'c'sle bulkhead as a result of the impact. Suffering a possible broken arm, he was later taken in an ambulance to the Staten Island Marine Hospital.

The collision, which occurred at 12.26 A.M., in a dense fog, pointed up the fact that the seamen's hazards are no less in peacetime than they were in war. The Baldwin, a 7,176-ton Liberty ship operated by the Mississippi Steamship Co., was en route from New York to Philadelphia to pick up cargo. The 8-297-ton Olivia, a C-2 type vessel of the Grace Line, was coming into New York from the Delaware Capes.

The Olivia punctured the Baldwin's starboard side between the No. 2 and No. 3 holds, flooding them both almost immediately. The black gang shut down the ship's plant.

A few minutes later the Baldwin's Captain, Edward M. Foster, issued a general alarm and ordered all hands to the boat deck.

At 12:30, with the stricken Liberty listing about 25 degrees and slowly settling by the head, Cap-

tain Foster gave the order to "abandon ship."

Calmly, the crew competently lowered away the No.'s 1 and 3 lifeboats, setting them down on the drizzle-swept, heavy sea without a mishap.

With visibility zero, the crews of the lifeboats rowed around for almost two hours before they

located, and were able to get safely alongside the Olivia. Aboard the freighter, the Baldwin's crew were received and treated hospitably by the crew of the Olivia.

When dawn broke a volunteer crew of six men, whose request for a launch was rejected by the Coast Guard, rowed out to the

crippled ship.

The Baldwin having taken a list for the worse, Captain Foster would not allow the men aboard. He said that the men's lives would be endangered on the vessel.

The Baldwin was later towed to the Todd Shipyards in Hoboken.

Captain Foster, who has been a Master for 32 of his 47 sailing years, gave high praise to his crew. "They were cool, orderly and efficient," he told the Log.

"For men who hadn't had a boat drill they conducted themselves as well as any I have ever seen. You can quote me when I say I pronounce every man aboard a hero.

"I had a first class crew," the Captain continued.

"Sure, we have our differences occasionally, but deep in my heart the interests of my men come first," he said.

The crew bore out this statement, saying that the Skipper was a square-shooter, considerate of the men's welfare.

Chief Mate W. S. Benoit equally lauded the Baldwin crew. "Never did my sailors lose their heads," he said. "I'd say they are a credit to the American merchant marine."

Hugh Rogan and Sam Sakter, Steward's Utilitymen, were in the fo'c'sle, as were most of the men, when the collision came.

"Our ship seemed to bounce as she was struck," they said. "Probably due to the fact that she was empty. A good thing, too. If we were loaded, we might have been cut in two.

"But there was no excitement or confusion as the crew went to the boat deck and waited for the abandon ship order. Everything went smoothly."

## SAFE AND SOUND AFTER SHORT, EVENTFUL, TRIP



The war may be over, but the seamen's life continues to be one of the most hazardous of all possible occupations. On this page we have pictures of the crew of the Abraham Baldwin which was rammed off New Jersey less than thirty-six hours before this picture was taken. Above, from left to right, James Fisher, AB; M. Van Ryskwyk, Bosun; Urho Wiitainoja, Deck Maintenance; and William Meyers, OS.

## Vote Begins On Shipping Rules

(Continued from Page 1)

list and take out a new shipping card and date.

"Members more than three months in arrears in dues or assessments and less than six months in arrears in dues or assessments shall register and ship from the same list as Tripcard and Permit Men do.

"Former members, more than six months in arrears in dues or assessments, after approval by membership action, shall take the first job assigned to him by the shipping dispatcher."

**SHIPPING RULE NO. 14:**  
Shall be changed to read as follows:

"Members who have shipped and later quit or get fired and who do not report back to the dispatcher within 24 hours after shipping, shall lose their original date."

**SHIPPING RULE NO. 25:**  
Shall be changed to read as follows:

"Men shipped on regular job whose ship lays up in less than 15 days after original employment date shall have his shipping card restored."

**SHIPPING RULE NO. 35:**  
Shall be deleted and substituted to read as follows:

"1. All Tripcard Men and Permit Men who have their dues paid for the current month shall register on a separate shipping list other than the regular shipping list and shall ship from this list as Tripcard and Permit Men in a rotary manner.

"2. All Tripcard Men and Permit Men shall be shipped only after book members do not take jobs. If no member on regular shipping list takes jobs after three hourly calls, then Permit Men or Tripcard Men shall be al-

lowed the privilege of throwing in cards for the job.

"3. Tripcard Men and Permit Men shall be allowed to make either one complete round trip or not less than 60 days continuous employment on same vessel."

Shipping Rules relative to the clauses regarding Eastern Steamship Company, the Colonial Navigation Company, the Savannah Line and the New England Steamship (Clauses 1, 2, 3, and 4) to be deleted in its entirety.

"Shipping Rules relative to the Resolution adopted at the 1943 Annual Election Ballot to be deleted in its entirety."

## The Patrolmen Say

### More Red Pencil

Because they wanted something to do, the Skipper and Chief Engineer of the SS William Prouse, South Atlantic Steamship Company, red-penciled 80 percent of the overtime. Ray Gonzales and I had to meet with the company officials for three hours, and really battle with them for the entire time, before we succeeded in collecting all the legitimate overtime for the three departments.

To further complicate matters, the company representative, who was supposed to settle the beefs in the Stewards Department, was a tough nut to crack. Well, all's well that ends well.

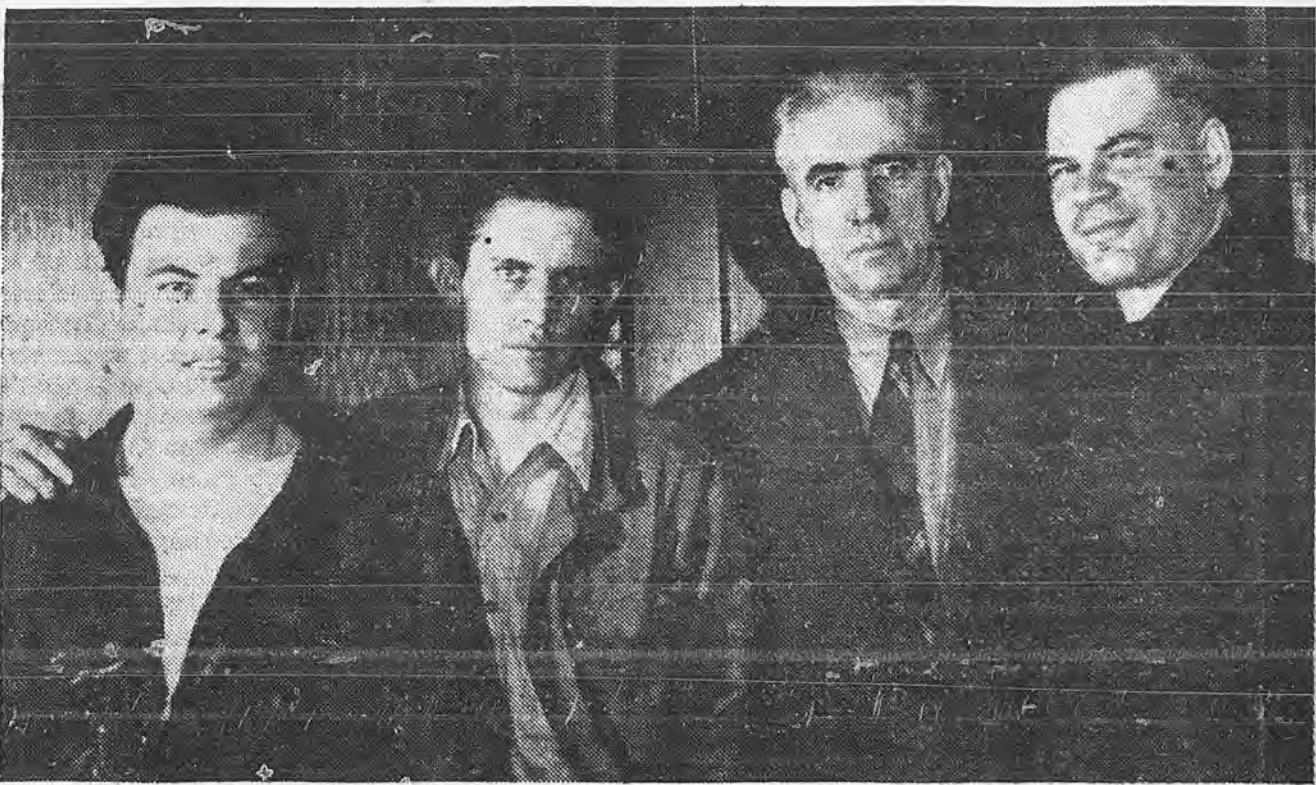
Needless to say, the Captain, the Chief Engineer, and the Company representatives all got a good taste of militant unionism.

James Purcell

## Make Isthmian SIU!



Five more members of the crew of the Abraham Baldwin. In the usual order, James Hand, Deck Engineer; Richard Reed, Oiler; George O'Neill, Wiper; W. Yant, Oiler; and A. M. Steinel, FWT.



Seafarers are sure hardy. Just off a ship which was rammed in the dead of night, the crew is already looking for another vessel to ship out on. From left to right, Lawrence Hall, OS; Tex Suit, AB; Hugh Rogan, Steward Utility; and Sam Sakter, Steward Utility.

## TALKING OVER THAT BEEF



Three SIU members—from left to right: Alec Seltzer, Steward Patrolman Fisher and Willie Walker—talking over Brother Walker's beef aboard his ship, the Hampden-Sydney Victory. Final result? Patrolman Fisher "persuaded" the Skipper to cut the log against Walker in half!

Brother Fisher, by the way, is an original member of the Seafarers, and participated in the early strikes of the Union. Typical of the men who have built the SIU, and considered an expert in Stewards Department affairs, he is presently assigned the task of correcting the Stewards Department manning scales and is working on that problem with Assistant Secretary-Treasurer J. P. Shuler. Incidentally, Fisher wants to say that the Stewards Department of the Hampden-Sydney Victory brought back a typical SIU ship—a clean ship, and with the beefs all lined up.

## Union Slop Chest Committee Asks Membership For Suggestions

The committee to investigate the means of establishing a Union-owned slop chest was formed at the May 8 business meeting at Webster Hall in New York.

During the past two weeks the Slop Chest Committee has taken every available opportunity to talk with officials and members of the Union, particularly on the question of raising capital to finance the initial outlay.

There were three major proposals:

**1—To take funds from the general treasury.** This proposal has met with various objections. The main one is that the shipowners with whom we may have to bargain in the all-too-near future would welcome the sight of a weakened SIU treasury; right now they have a hearty respect for our big treasury; this helps us in our collective bargaining.

**2—Creation of a cooperative by means of the sale of stock.** Some members do not favor this plan because they feel that the burden of the purchase of stock would rest upon a few willing members, while all, including ships' officers, would benefit from the slop chests. In addition, the profits would not accrue to the SIU, as recommended by the sponsors of the chest plan.

**3—An assessed loan for the entire membership.** This is the plan which most Seafarers favor. At the time the member paid his \$10.00 assessment to the boarding Patrolman or the Branch Agent he would be issued \$10.00 in slop chest coupons. It was

further proposed in this connection that slop chest goods be sold only for coupons. The keepers of the slop chests would be empowered to issue coupon books only when their cost is collectable from the draw list at pay-offs, or, in the case of passengers, when means for payment is guaranteed by the Master. In this way the keepers will not be compelled to handle any cash.

The boarding Patrolman and every hall would be supplied with coupon books for sale for cash. Five dollar books are suggested to keep down bookkeeping expenses.

The chairman asks that all suggestions and comments from the entire membership of the Union be submitted to the committee on slop chests or to the Seafarers Log, so that all of the issues can be brought before the membership.

### NOTICE!

#### To Stewards Of Ships In Port:

As soon as your ship anchors, order sufficient milk, bread, and vegetables for all the men on board.

If this does not arrive, notify the Union Hall.

When the food is delivered, it is to be put into the ice-box immediately. The Deck Department is to cooperate in this work.

### The Beginnings

At the beginning of 1938 the seamen of the AFL were operating under Federal Charter 21420 with officials appointed by the Federation. This move had been made in order that the structure of the International Seamen's Union could be held together while organizational plans were being formulated.

In October 1938 the AFL granted an International Charter to the Sailors Union of the Pacific and the Seafarers International covering unlicensed seamen and affiliated crafts.

Organizers of the SUP were sent to the East Coast and they set about immediately to resurrect the union. A seven point organizational program was proposed and accepted by the membership on the Atlantic and Gulf coasts.

To enable the organizational program to be concentrated, two districts were established with Atlantic Headquarters in New York and Gulf headquarters in New Orleans.

#### VOLUNTEERS

Rank and file organizers, many of whom received no wages or remuneration in any form, went to work under the direction of a



small force of trained officials and in the short period of one year the membership grew from the original two thousand who had refused to give up and join the NMU to six thousand.

Profiting by the strength gained through the four thousand new members, the Seafarers International Union was able to negotiate and sign several new contracts which guaranteed employment to the enlarged membership.

In the Spring of 1939 the Eastern Steamship Company, alarmed at the growing strength of SIU, declared war on wages and conditions and the SIU answered with a strike.

#### VICTORY!

This strike, although lasting only 11 days, ended in a victory for the SIU with the Eastern yielding to the major demands. The important result of the strike was that this marked the beginning of a period of stabilization and expansion for the Union. The membership had proven their strength in action and were ready to face anything the future held.

In August, 1939, an organizational conference was held in Savannah and a proposed constitution and shipping rules were drawn up. These proposals were submitted to the membership and a referendum vote of the membership resulted in their being overwhelmingly adopted.

The constitution and shipping

rules voted upon and accepted in September, 1939 were in essence the same broad democratic documents today governing our course.

#### LEAD IN MARITIME

With the outbreak of war in Europe in the Fall of 1939, the SIU jumped into the picture and led the entire maritime field with demands for adequate insurance and war risk bonuses.

Negotiations were opened in Washington and the NMU officials who had done nothing previously, immediately put in their appearance. Following their usual sell-out tactics, the NMU signed a separate agreement accepting a 25 percent bonus while the Seafarers, still fighting for more, had actually been offered 50 percent by Maritime Commission and company officials.

The SIU refused to accept this sell-out agreement brought about by the NMU fink agreement and answered with a series of job actions in the winter of 1939-1940.

Thus the SIU officials taking office in 1940 found the Union enmeshed in a full scale battle, with the NMU openly aligned on the shipowners' side and attempting to put finks aboard struck SIU ships.

#### BONUS RAISED

The militancy of these job actions brought about the desired results and the SIU was successful in getting the Mediterranean area bonus raised from thirty dollars to fifty dollars monthly, an increase of twenty dollars.

The SIU also forced a raise in base pay on offshore ships of ten dollars monthly, with ten cents an hour additional pay for overtime. The NMU meekly accepted a ten dollar crumb tossed them by the shipowners with no increase in overtime rates on shore ships. On coastwise ships, finky NMU officials accepted a five dollar raise with no overtime increase.

The SIU was growing fast in strength, membership and prestige. So, with the view of streamlining the apparatus, an Agents Conference was held in Atlanta, Georgia, during June, 1940.

A resolution was proposed amalgamating the Atlantic and Gulf Districts and establishing headquarters at Washington D. C. This proposal was submitted to a referendum vote and was approved by the membership.

#### "YELLOW DOG"

An organizational campaign was immediately launched on both Atlantic and Gulf.

The P. & O. Steamship Company, operating passenger and car ferries between Cuba and the United States, alarmed at the growing strength of the SIU attempted to force the SIU off their ships through the use of a company union with a "yellow dog" or company-dictated agreement.

The NMU swinging right into line with the P. & O. began issuing false membership books to all P. & O. employees thus adding confusion to what had been an issue between the company and the SIU.

The first victory was won by

the SIU when the company was forced to pay three thousand dollars to SIU members who had been discriminated against.

This was rapidly followed up with a twenty-five dollar a month wage increase and the overtime rate increased fifty cents an hour, from thirty to eighty cents an hour.

Inspired by these gains, the crew of P. & O. ships joined the Union and the SIU immediately filed for a labor election to determine who would represent the crews.

The NMU RECEIVED ONLY SIX VOTES AND THESE FROM NEWCOMERS DELIBERATELY PLANTED ON THE SHIPS. It was later proven that the majority of the NMU pledge cards were phony.

An agreement was signed which was the best in the industry, and which paved the way for the signing of the agreements with the Waterman, South Atlantic and Mississippi companies.

#### ELECTIONS WON

In the Fall of 1940 the SIU again led the way and won a bonus increase of twenty dollars a month, from thirty to fifty dollars, on the Orient and Australian runs.

NLRB elections were held early in 1941 on the Calmar, Ore, Robin and Baltimore Insular Lines.

The NMU was unable to secure enough pledge cards to even participate in three of the elections, and they were soundly defeated on the Bull Line, the only place they could get on the ballot. The SIU won all the elections hands down and signed contracts.

While the NMU was still drawing ten cents less per hour overtime, the SIU again led the way and won a twenty dollar monthly bonus increase on the South African run.

At the Agents Conference held during May, 1941, in Washing-



ton, D. C. it was pointed out that due to the rapid increase in shipping it would be advisable to reopen the books which had been closed for a year.

In addition, the conference recommended that headquarters be moved from Washington, D. C., to New York, so that closer contact could be maintained with the membership and affairs of the union.

These recommendations were indorsed by the membership and the office of the Secretary-Treasurer was moved to the same location as the New York Branch, 2 Stone Street.

At this time the SUP added impetus to the bonus fight, by gaining a sixty dollar a month bonus on round the world runs.

(Continued Next Week)



## New York Police Gestapo Tactics Complicate Seamen's Problems

By JOE ALGINA

NEW YORK—It's starting to look as though seamen don't have any rights at all. At least the New York City policemen act that way. Last Tuesday night, May 14, some of our men were waiting in the Launch House at City Island for transportation back to their ships, when they were set upon by about 20 policemen and severely beaten with nightsticks.

If it isn't one thing, it's another. First we have to watch out for NMU goons, and now we will have to protect ourselves against the Police Gestapo.

We sent a protest to Mayor O'Dwyer, and a copy to Police Commissioner Wallender, and we sure hope they take action to punish the cops responsible, and to make sure that this doesn't happen again.

more lines will follow this excellent procedure.

Tankers are showing up on this coast, and that means plenty of jobs for men who like to sail free and easy.

Ex-piecard Tex Suit made the shortest trip on record, eight hours and 26 minutes, on the Abraham Baldwin before she was rammed early last Sunday morning. Make sure you collect all your overtime, Tex.

## Baltimore Beats Company Stall In Settling Beef

By JOHNNY HATGIMISIOS

BALTIMORE—Things are still going along swell down here with shipping continuing at full blast. It seems like all rated men are coming here to ship out, the other ports apparently having been slowed down somewhat by the coal strike. We're hoping, though, that business will soon be buzzing in all the ports.

We had a very good beef with the Smith and Johnson Company when the SS Fitzhugh Lee docked here. It proved, as it always does, what can be done when a bunch of good men stick together.

We had everybody from the Port Captain to the Messman right here in our Agent's office. The company tried to stall us off by saying that they wanted their New York office to settle the matter.

That story didn't stand up with us, however, for the ship paid off in the Port of Baltimore and we intended to settle the beef right here. And settle it right here we did.

There shouldn't have been any argument at all, as the agreement clearly states that men will have shore leave when discharging or loading cargo. And that launch service would be provided for them.

Well, it's all settled now, and that's the way we intend to settle beefs on ships docking in this port.

The Isthmian drive is going along very successfully. We owe hearty congrats to our organizers ashore as well as the volunteer organizers aboard ship. It won't be long now. Isthmian will be SIU! And where could they find a better or stronger Union? I, for one, would like to see it. The SIU has fought for each and every man, and will continue to fight that way.

My personal opinion, of course, is that Baltimore is still the best port for shipping as it really is. We'd like to see some of the old faces around here—we have plenty of jobs for all.

wrote it, but we found a poem tacked on the bulkhead down here and it is practically the same one. There are a few lines different, but not many.

Judging from the color and texture of the paper it must have been posted a couple of years ago. We don't know who wrote it or who tacked it up.

## Carson Deck And Engine Gangs Cooperate To Unload Finky Steward

By LOUIS GOFFIN

JACKSONVILLE — The beef we had concerning the finky Steward on the SUP ship, the SS William Carson, Grace Line, was finally won. We were able to unload him, and the ship sailed with a full crew.

The cooperation of the deck gang and the engine crew was 100 percent on this beef, and it is such cooperation that will always win legitimate beefs.

The Chief Mate and Third Mate on this ship backed this beef to a successful conclusion. Both are good, Union-minded men. Any of the SUP men who ever sailed with Mr. Dunne know that he is strictly okay.

### EYE ON NMU

Incidentally, while we had our men off the Carson, we had to keep a weather eye on the NMU hall to make sure that they didn't start their finky tactics of trying to scab on us.

The fact that the MFOWW men stayed on board is probably why the ship wasn't finked out by the NMU.

We would like to take this opportunity to thank the MFOWW men for their cooperation.

We had a long talk with Emmet Townsend who is International Representative for the ILA



in this section of the country, regarding the formation of an AFL Maritime Council, and we have his assurance that the ILA and the Teamsters will cooperate with us on any beef that requires their backing.

### BUSINESS NORMAL

Well, the storm is over and the lull has set in. In other words, shipping and business is back to a normal level.

We expect the SS Irvin S. Cobb in from Savannah; however, this ship may sign on in Savannah, and we may not have anything to do with her while she is in this port.

Since the business slowed down, our temporary Patrolman left for Philadelphia. We want to thank him for helping us out in an emergency.

At present we are operating alone, as we are having trouble in getting a girl to handle the office for us while we are on the waterfront.

Girls that we have employed

in the past just do not cut the mustard. We will continue to try to employ a girl who can handle the Hall in the proper manner, and until we do, we will have to manage alone, with the occasional assistance of one of the seamen.

## Puerto Rico Beachcombers Happy Under New Maintenance Contract

By BUD RAY

SAN JUAN—In the past few weeks I have had quite a few old folks coming in to ask where their sons were, and why they had stopped sending funds. Also there have been a lot of women with children come to the Hall, and stop me on the street and ask me to get in touch with their husbands as they are in dire need of funds.

Now if any of you have ever seen poverty and hungry women and children you will know how this makes me feel, and I for one can't see why a seaman's family should go hungry.

So in the future, when any of these cases come in, I am going to write the article up in the Log and your shipmates will know just what kind of a husband and son you are—so those of you who are forgetting that you have some one depending on you at home, take heed.

### SHORESIDE STRIKE

We can look for a big strike of transportation workers here in the near future if the Insular Government does not change its attitude and let private enterprise operate.

They have passed a ruling that only government buses can operate in the San Juan district and the independent operators are getting hot.

Already the government controls the power and water, and water rates for a family of two runs \$3.00 a month. The owner is supposed to pay the water bills and if they don't pay, off goes the water.

That is what has happened here at the Hall. Drinking water we can get at 8 cents a gallon, but it sure is going to raise hell with sanitary conditions and there isn't too much sanitation here in San Juan at the present.

The government is also trying to go into the steamship business and if that happens it is going to be tough for private operators to get any business out of the Island. So there should be a good argument if and when this comes up. To yours truly all this government control stinks a little pink.

### RICE AND BEANS

Plenty of ships are coming in with a few jobs so the list keeps moving. Since we got the contract with Bull there has been an

## NO NEWS??

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

- CHARLESTON
- MOBILE
- NEW ORLEANS
- GALVESTON
- PORT ARTHUR

average of 35 men a week going to work painting and scaling, and all hands are happy with some talking of never going back to sea as long as they can get their rice and beans.

Income still is slow because the Patrolmen up yonder are on the ball and they leave nothing for me down here, not even a small beef. But that is the reason the SIU has grown to be one of the



biggest labor union's on the East coast. The members get what they pay for—representation and conditions.

So on to a bigger SIU... Tell the facts wherever you gather. Isthmian men are going SIU because they know in this organization they get what is rightfully theirs, and it is all done by and for the membership.

## South Atlantic Gets Five Ships

By ARTHUR THOMPSON

SAVANNAH—This week might well be called South Atlantic week here in Savannah. Practically all business and news has to do with South Atlantic.

Five freighters were turned over to them by the WSA (Waste Ships Administration) on bare boat charter. The Duke Victory which used to be an SUP ship; the Irvin S. Cobb, which was a Robin Liner; the James Swan, and the R. Ney McNeely which were already sailing through that company.

The fifth ship is the Frederick W. Galbraith, another SUP vessel which is in St. John, New Brunswick.

The last two Hog Island freighters they had, the Tulsa and the Shickshiny, were sold to the Cia de Navigacion Argentina, Odero.

We also have the Robert Fechner, which is crewed up and practically ready to sail. The last

South Atlantic ship is the Alexander Brown and she's bound for the boneyard. Outside of this we have only one ship in port, which is the Francis Parker; another SUP for which Waterman SS Co. is acting as agents.

According to the above, shipping is good in Savannah, but by the time this appears in print the story may be different. We hope it continues good, but we can't be sure.

During the past week we shipped 90 members. This is something of a record since the war, but we'd like to see it doubled.

In spite of all this shipping we still have about 50 members registered, but we are short of rated men.

In a recent issue of the Log we read a poem entitled "Merchant Sailor" and the Editor wanted to know who wrote it. It was found in the New Orleans hall.

Well, we don't know who

## More Jobs Seen For Near Future In Port Boston

By JOHN MOGAN

BOSTON—Business and shipping continue fair. There are plenty of ships lying in the stream awaiting assignments, and of course, once they get assignments there will be a goodly number of jobs on the board.

In Portland, the same situation prevails, although it now appears that many of the ships up there will be loading grain in the near future, very probably in St. Johns.

Quite a few SUP arrivals in the last couple of days, two of which are scheduled to payoff. Also in Portland are a couple of West Coast ships and an occasional tanker or two. These ships take care of a considerable number of our deck dept. members.

### SHIPPING GOOD

All in all, the shipping is pretty good, especially since there is a big turnover of crews on the unassigned stuff. And, as is always the case, these tied-up ships are productive of more "beefs" in the course of a week than the average ship coming in from a six-months' trip.

The delegates have plenty of running around to do in order to take care of things in approved style.

### MEETINGS GOOD

Meetings are very well attended lately, and the boys make the rafters ring on occasion. The spirit is good, the sentiment for our Union strong, and all complaints that are made under Good and Welfare are made with a view toward improving conditions for seamen and strengthening the structure of the Union.

We are having some bother in arranging terms on these "run jobs" to New York. At the last meeting a Committee elected from the floor recommended that these jobs be taken if each unlicensed personnel receive a hundred minimum for "run jobs" North of Hatteras.

Waterman has finally decided to tow their Thomas Jefferson as a "dead ship." But the agreement negotiated with Seas Shipping Company by Secretary-Treasurer Hawk is good enough to win approval of all hands if this can be negotiated with Waterman also. (Editor's Note:—It has!)

### DISPUTES SETTLED

Everything else is progressing smoothly; all overtime disputes are being handled promptly and satisfactorily, with that part of it which cannot be handled at the point of production being taken care of at Headquarters with dispatch.

We received the disputed overtime from Galveston on the SS Joseph Dinand, (Eastern) to be handled here. This has been done, and we are awaiting only the Ship's Log to settle the black gang beefs.

Thus far, only the gangway watches for those men who stood the 12 to 8 watch and then didn't turn to until 8 the next morning are uncollectible—for the reason that they did not work over eight hours in any one day.

On the other hand, the member who stood the five to twelve had no trouble collecting, as he had worked all day. Other beefs on this ship will be squared away as soon as the "log" arrives.

## CHECKING THE ISTHMIAN SCORE



These seamen from the William D. Hoard are checking the latest estimated returns on the Isthmian election results. From left to right: Isthmian Organizational Director Earl Sheppard, Otto Pedersen, H. D. "Chips" Buckalew, Buck Roberts and Bill Nihem.

## New Tampa Hall Will Be Ready Within Few Weeks

By BOB HALL

TAMPA—Shipping seems to be coming to life again in this port. The phosphate strike is over, and the Powellton and Freeport Seam are running back in here; both are in Port at this time.

If all ships were as easy to get squared away as these two, it would be a pleasure. There are only a few oldtimers on these ships but they keep the scow humming in good old fashion. It takes a good bunch of Delegates to do this.

We still haven't moved into our new building. We could have moved into the top part last week, but would have had to have the phone moved and then, ten days later moved to the lower deck, carrying the phone and furniture again.

So we decided it best to wait

until we could take possession of the whole shebang at once. We got word yesterday that the people below would be out the last of May or the first of June; then we will move in.

There are still rumors of the P&O starting up soon—that will be a glad day for these P&O boys here, some of whom have been on the beach for months waiting for this day to come.

### COMING BACK

We have had our smallest week since Agent Simmons took over the port. That is largely due to the tie-up caused by the coal and phosphate strikes. We hope for an early recovery.

Some of the boys are dropping back this way: Buddy Bragg got in a few days ago and is waiting to ship; Roland Velasco is again with one of the local cab companies; George Burns is operating

a parking lot, and Poppa Williams, a real oldtimer, is waiting to ship again—he has been making these short runs regularly.

It looks like the Street Car Motormen and Conductors will be on the beach after Aug. 1st, as they have sold out to the Bus Company. These guys with 30 years service are going to be in a bad spot, since the Bus Co. has said it isn't going to hire men too old.

That comes from having a weak local here. They had a damn good man at the head of their union here, but some of the company-minded lice had him moved out because \$55.00 a week for his wages was too much. They are now trying to get this man to take over again but he tells them it is too late now, and something should have been done weeks ago.

## WITH THE SIU IN CANADA



VANCOUVER — Brother Hans Nabl has just returned after fourteen months on a United States vessel, the Elijah White. He reports that there is absolutely no comparison between conditions on U. S. ships and Canadian vessels.

He is convinced that if more Canadian seamen sailed on U. S. ships, and found out for themselves the difference in working and living conditions, they would not be so apathetic about conditions on their own vessels, and would take more interest in their Union's affairs.

He believes that Canadian seamen will never achieve the conditions enjoyed by their brothers across the line until they are all members of the SIU. Moral: **Seamen, get into the SIU.**

### BEEF SETTLED

W. F. Grant, a member of the Marine Engineers, shipped at Vancouver as First Engineer on the Charles Keffer. He ran into a little bit of trouble at the payoff in Portland, Maine, when the WSA refused to live up to the agreement and pay Grant his transportation back to his port of engagement.

The MEBA was unable to help

him, and referred the matter to the SIU Branch at Vancouver. We immediately referred it to Brother John Hawk, in New York, and within a few hours the matter was settled and Grant received his transportation. Many thanks, Brother Hawk.

### LIVES UNIMPORTANT

Reports from Honolulu indicate that everything is okay with the Amur after completing the first leg of her journey to her new home on the China Coast. Everyone who knows this old rustbucket is surprised at her progress, but are nevertheless keeping their fingers crossed.

Why the authorities of any country allow such rustbuckets to clear for sea from any port is hard to understand. Of course, under this dog eat dog system of

ours, human life has no value. Everything is measured in dollars and cents. We wish all crew members of this vessel a safe voyage and a speedy return home.

### SAMPANS AWFUL

Many reports are being received here in regard to the conditions on the Chinese Sampans; conditions of maintenance in China prior to repatriation, and conditions of repatriation itself.

These matters have been referred to headquarters, and must be taken care of. The American President Lines must be made to live up to their contracts, and quit playing stooge to Chiang Kai Shek.

It is reported that two of our Brothers are enjoying the Rum and Senoritas at the Port of San Juan, Puerto Rico. Their ship, the William Dunbar, has been laying there for some time, due to engine trouble, and from what we hear, the boys are in no hurry to leave.

They are really enjoying a swell vacation. Does anyone know of a better place? Well, have a swell time Sid and Joe, there are lots of the boys who would like to be with you.

Hugh Murphy

## Peter Daniels Goes Seafarers

(Continued from Page 3)

meeting was adjourned at 3:10 P.M. Twenty-three men were present.

Shoreside organizer Tannehill praised the entire crew of the Daniels, mentioning that ships organizer R. Kerr was a real sparkplug during the entire trip. He also stated that the crew had considerable difficulty with the Skipper, whom they nicknamed "Wild Bill" McCarthy. This bucko had put the Chief Cook in irons and threatened other members of the crew with irons upon the least provocation.

In direct contrast, the Chief Mate was a good officer, and as a result the deck gang did their utmost to co-operate with him in cleaning up the gear and putting it in first class condition.

Crewmembers declared that the Daniels was in poor shape when they shipped on her. They accounted this to the former crew which was NMU. The crew stated that it was some job to put the gear in shape, clean up the lockers, and otherwise put the vessel in shipshape condition.

Delegate Kerr's message to the SIU, "It is up to us to continue sailing Isthmian ships until a written contract has been signed. All Isthmian seamen should send in their suggestions which they think should be incorporated in this contract, to the negotiating committee immediately."

His message continues, "Sailing Isthmian, I fully realize that SIU members are losing money in wages and overtime when they work for this outfit. But looking to the future, your Union will have made a long step forward in consolidating the shipping industry, when they have Isthmian under an SIU contract."

## The Patrolmen Say—

### Officers Country

I paid off the SS Soney Creek, Pacific Tankers, and it is with great pleasure that I report how clean and orderly this crew kept their quarters.

The only beef was about the electric refrigerator for the crew messhall, and the company representative promised to obtain one, or an ice-box, before the boat sails on the next trip. If an ice-box is put on board, the man who ices it up will be allowed one hour overtime each day.

One of the Messmen came to me and complained that the Chief Engineer refused to allow the Saloon Messman to eat in the Saloon. I went to this old character and told him that the man who cleaned the Saloon had a right to eat there.

The Chief maintained that the Saloon was for officers only, and the Messman had to eat elsewhere, or get off the ship. There was no sense arguing with a man like that so I told him that if the Saloon was for officers only, and the Messman could not eat there, then the officers would have to serve themselves, and clean up afterwards.

This brought him to his senses, and he agreed to allow the Messman to eat in the Saloon after the officers finish. If this bird fails to cooperate in the future, we will make it very hot for him.

William Hamilton



Membership Pleased:

# Philly's New Hall Paces SIU Growth

## Philly On Beam; And So Will Be Some Seafarers

PHILADELPHIA — We had been hearing about the improvements at the Philadelphia Hall for some time here at the Log, so early this week we grabbed a rattler out of New York and dropped down to case the joint.

We walked up Seventh Street from Arch, an industrial neighborhood, which seemed to be mostly garment factories. There



J. (RED) TRUESDALE

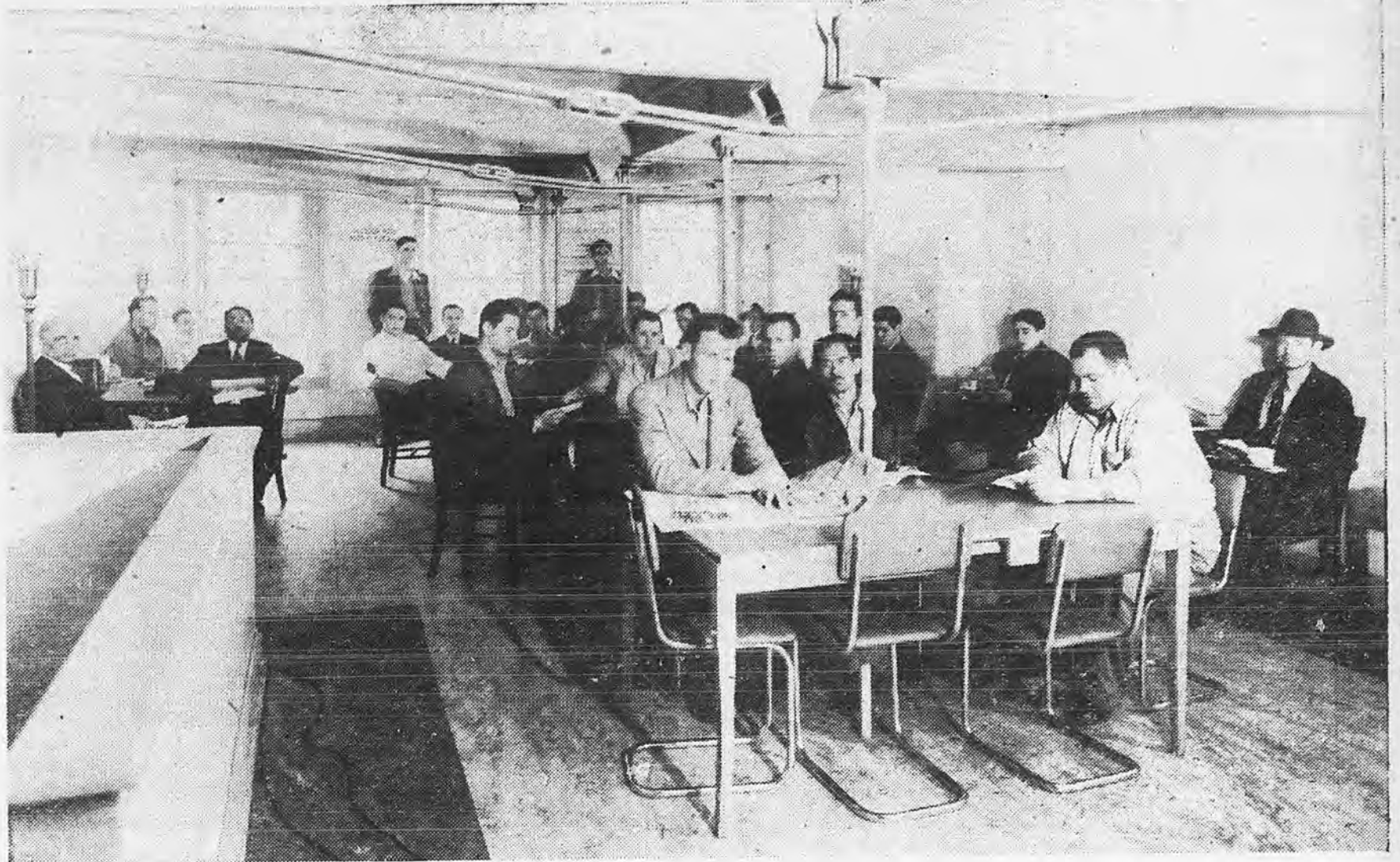
was nothing to get excited about when we got there, just an ordinary looking three-story building. But inside, on the first floor, where the Dispatcher keeps humping throughout the day, there was a steady hum of business.

The recreation room on the second floor was much less noisy, but also full of Seafarers, sitting around the reading tables, playing cards, snoozing, batting the breeze, or just plain loafing. Agent Red Truesdale told us it was like that day in and day out.

Then he took us up to the third deck, which is the Philadelphia Hall's pride and joy—or will be. There wasn't much there to see yet, but there will be when the new gym is finished. Red pointed out to us where the various gym installations would be. The Philadelphia membership is building the gym themselves.

There are a lot of oldtime boxers—and by oldtime, we mean bigtime, too—who are donating material: a boxing ring, sandbags, punching bags, pulleys, gloves and bars. It's really gonna be something.

Red told us they were planning to have a Grand Gym Opening and Philadelphia Hall Three-Ring Circus and Jamboree in a couple of weeks when the gym is completed. He said to pass the word to the membership that all Seafarers are welcome if they can manage to get down to the City of Brotherly Love on the date of the opening, to be announced soon.



Happy Seafarers, their faces scrubbed bright and clean for the photographer, pose for their picture in the new recreation room of the Philadelphia Hall. Agent Truesdale reports business good in the port, despite the two-month-old towboat strike. "There's an awful lot of coal and grain to be moved to Europe from this port," he said. "When the coal and tow strikes are settled we expect even more members to be using the facilities. So we're trying to rig a comfortable layout for them."

## Seafarers Who Ship Out Of Philly Hall Are Highly Pleased With The New Setup



Blackie Gardner, Oldtimer of many ratings: The hall here in Philadelphia is so far above anything that we have ever had before that there is no comparison. This is the reason that so many men are being attracted to this really up-and-coming port. I met a flock of oldtimers hanging around to enjoy the recreation facilities. We have a good business administration here, and I think the recreation hall is the equal of anything in the organization.

Bill Knopf, an up-and-coming AB: I think the setup we have here in Philly is tops. I like the idea of the recreation room being located on a separate floor from the dispatching and business offices. It gives you a chance to get away from the board and all the turmoil between calls, and that's important when you want to relax. If a fellow just wants a place to lounge around in, the recreation room of the Philadelphia Hall is the place for it.



Hank Gawkowski, AB and newcomer: When I joined the Seafarers International Union I had no idea that a Union hall was just like a home away from home. I always figured they were just something a seaman had to accept as some unpleasant part of the time between trips. But you can wait around here for a job with all the comforts of home. A fellow sure gets a lot for his two dollars a month in this organization. He sure has no gripe here in Philly.

Brother J. W. Tingle, Chief Steward and an Oldtimer: To a fellow like me, who still smarts from the sting of the miserable squalor of the fink hiring halls of pre-union days, this hall means a lot. It's swell to know that you belong to a Union strong enough to provide its membership with real comfort while waiting for jobs at the highest pay and best conditions in the industry. I think all members should make an effort to keep the new gear spic and span.



## Philly Stands Up To The Bar, But Not For A Drink

By J. TRUESDALE

PHILADELPHIA—Despite the fact that the towboat strike is now well in its second month with a settlement apparently as far off as it was the day the men hit the docks, business in this port hasn't been hurt too much. In fact, it was a pretty good week for the Seafarers.

Contributions to the ever-im-

proving Log continue brisk too, with another generous response this week by the Brothers coming in here.

These Seafarers have been urging all crews paying off in all ports to make similar contributions to enable our paper to become tops in the entire labor movement.

Somebody ought to make with

a Magna Cum Laude for us or with whatever the hell they give you when you qualify to practice law before the bar. Because we no sooner finished beating a half dozen logs on the Robert Toombs, when zingo! — we get slapped right in the puss with the cases of the two guys who were attempting to smuggle in the two dolls on the Coyote Hills.

We couldn't quite see why two seamen would want to go to the Hills with girls, so we went to work. The boys are clear now, so don't be surprised if we wind up on the big court bench with the nine old men.

Shipping is fair here with some 200 men being dispatched to jobs last week. And—oh yes! Here's an answer to the Log editor's

question last week as to the whereabouts of his Beachcombing Columnist. Frenchy Michelet is in town after making calls at seven SIU Halls in two months.

I understand that he's out to personally buttonhole everybody in the organization and convince 'em that there ain't a bit of truth in what Shuler says about his cooking.



# SHIPS' MINUTES AND NEWS

## Days Off In Port Sought

The crew of the Lindenwood Victory has recommended to the SIU negotiating committee that new contracts with shipping companies provide for a full day off in port at each port of call made by a ship, instead of the "mutually satisfactory arrangement" of relief contained in present contracts.

The full day off is to be accrued by each crewman for every seven days at sea. In the event he doesn't get the day off in port he is to be paid overtime.

The resolution was drawn up and passed at the shipboard meeting of the Lindenwood Victory at sea on April 26, with Joseph Dames acting as chairman and Bernard Roy secretary of the meeting.

### HERE'S TEXT

The text of the resolution follows:

That Section 14 of Article II of the agreement between the Seafarers International Union and the Alcoa Steamship Co., Inc., the A. H. Bull Steamship Co., the Baltimore Insular Line, Inc., and similar sections of other contracts held by the SIU with all other companies be changed as follows:

That the present article, which reads:

**Section 14. Relieving for time off.** Mutually satisfactory arrangements for relieving each other in order to secure time off in port may be made between unlicensed personnel and the senior officer of the department involved.

### THE CHANGE

Be amended to read as follows:

**Section 14. Time off in port.** For each seven days at sea, or a major portion thereof, each member of the unlicensed personnel shall receive one full day off in port at each port of call made by the ship. That Saturday afternoon and Sunday shall not be considered time off under this clause. In arranging such time off, mutually satisfactory arrangements may be made between the unlicensed personnel and the senior officer of the department involved. In the event that it is impossible to have such time off for any reason, each member of the unlicensed personnel shall receive eight hours overtime for each such day off he fails to receive.

We therefore offer this clause for your consideration in the negotiation of the new contracts of the Seafarers International Union.

## MEN OF BRADY CREW POSE FOR PICTURE IN FLORENCE



Brother Ray Roberts, Deck Delegate aboard the John G. Brady writes that the crew has had a swell time knocking around ports in Italy (see letter, page 12, col. 1). Here they record their stay in Florence. At top, from left, are Dan D. Criser, AB; Frank Pallandro, Bosun; John Dowdy, AB; Ray Roberts, Deck Maint.; Walt Kronner, Wiper, and Tony Adomastis, AB. Kneeling are Bill Watson, AB; Jean Auger, AB; Wait Russell, OS; Ed Tholen, U. S. Army, and Bill Isabelo, Chief Cook (sitting).

## Giddy Gus' Guff, Gags Get Goats

"Giddy, giddy, gout," said the Captain of the SS John Merrick, in effect. He was talking about shirts.

"How's that?" a confused crew member asked.

"Giddy, giddy, gout," the Captain repeated. "Somebody's shirttail is gonna be out."

So the crew member went down to the shipboard meeting on April 18. There was a lot of discussion about ship's welfare. Finally the crew member who'd been talking to the Captain spoke up.

"Giddy, giddy, gout," he said. "How do you feel in the head, Brother," someone asked.

"Okeh," said the seaman. "Giddy, giddy, gout. Somebody's shirttail is gonna be out."

### STERN STUFF

Chairman M. De Barros turned to him sternly. "Look, friend, this is a ship's meeting. This is serious business. Leave us finesse the double talk. You can go recite your nursery rhymes in the shaft alley. Only make sure you don't disturb the rats. Some of them are sensitive. Like us."

The crew member, who for the sake of his reputation ashore shall remain anonymous, laughed.

"I'm only telling you guy's there's a shortage of white shirts."

"Yeah," said Secretary G. Manning, "and sugar, and bourbon. And those poor shoreside civilians are short of other things, too. They're like the snake who couldn't find a trench. They haven't got a pit to hiss in. Like Brother De Barros said, this is a ship's meeting. Stow it."

"I mean in the slop chest," said Giddy Gus. "There are only 12 white shirts. The Captain says the only way to give everybody a crack at them is to draw names out of a hat."

"But giddy, giddy, gout; somebody's shirttail is goinna be out. See what I mean."

### PICKERS PICKED

After Giddy Gus picked himself up he joined the voting on the suggestion. The meeting agreed to follow the Captain's suggestion: the three Delegates were elected to draw the names.

To the members of the crew of the Merrick, "spit" is a horrid word; it is a worse act. In fact, it is ten times worse than putting your feet on the mess-room chairs, throwing cigarette butts on the inside companionways or sitting on the mess-room tables.

The meeting voted to impose a \$1.00 fine on members who spit on the decks, 10 cents fine for the other offenses. Fines are to be used for Log donations.

The other business consisted of Good and Welfare suggestions.

One of them wasn't, but should have been:

"If anyone says 'Giddy, giddy, gout,' we'll toss that bum right out."

## Digested Minutes Of SIU Ship Meetings

**JOHN GORRIE, March 11—** Chairman J. Redden; Secretary W. Adamson. Agreed that all crew members should act and work for the good and benefit of the Union. One minute of silence observed for departed brothers. Bosun brought out that since ship is still operating under WSA, it is to be blamed for the shortage of shirts. Motions carried: to have delegates of each dept. act as committee in determining why there is still rationing of cigarettes; to have entire crew clean spare messroom as it is to be used as a recreation room. BR utility volunteered to see that job was done.

### Fair Exchange Is No Robbery

Problem: The Second Cook and Baker aboard the Edward D. Logan was unable to bake.

Solution: The Saloon Messman had Cook's papers. So he was promoted to Second Cook and Baker. The Second Cook was demoted to Utility Man. The Captain agreed. The crew's meeting, chaired by George by George Curran, with Ross Hargraves as secretary, agreed.

That was that.

**CHISHOLM TRAIL, March 3—** Chairman Earl Wilder; Secretary Don Cuttle. Election of ship's delegates. Set of fines drawn up for infraction of mess hall rules, money to be turned over to SIU-SUP men in the hospitals, the crew being evenly divided. Discussion on mess halls, excessive noise, clothes soaking in laundry trays in

heads. Suggested that all hands clean up mess halls after coffee time, also watches at night after eating. Bread and food being thrown around mess halls will not be tolerated. Crew members not to be allowed in mess at chow time or after without a shirt. Deck Dept. discussed being relieved on time. All concerned agreed to comply with the request.

**F. M. QUINONES, Jan. 29—** Chairman Muche; Secretary Salonen. Motions carried: To have proper laundry put aboard for crew; to have drinking fountain installed in engine room; to procure new mattresses for all bunks. Discussions on keeping messhalls and heads clean; Painting of messroom; fixing place to dry clothes. Crew wants books, radio and fan for messhall.

**ALBERT P. RYDER, Feb. 6—** Chairman R. Winning; Secretary J. Austing. Motions carried: Honor system to be em-

ployed in cleaning shower room; menu board to be moved to either end of mess tables. Due to shortage of salt and pepper shakers, Steward agreed to make some out of small jars. It was left to discretion of dishwasher in leaving out dishes and cups for night watch.

### You Just Eats On The McCarthy

The opinions of gourmets, connoisseurs and delecticians to the contrary notwithstanding, conversation is henceforth discouraged at the crew's mess aboard the T. J. McCarthy, the minutes of the April 28 meeting reveal.

The Steward's Department says too much talk is causing delay in running the crew through the meal production line, and the Ship's Delegate has suggested members "discontinue any drawn-out conversations at the table."

There is no mention of who will pass out the bicarbonate of soda after those hurried, unconversational meals.

**VENORE, March 31—** Chairman Fields; Secretary Houghton. One minute of silence observed for brothers lost at sea. OS was instructed in calling watch on time. Man is to tell relieving watch where work is being done, and to wait until properly relieved. Called for cooperation of crew in keeping gunners' mess clean. Clothes are not to be left indefinitely in laundry tubs, buckets to be used for soaking. Washing machine ordered.



(Continued on Page 11)

# Digested Minutes Of SIU Ship Meetings

VENORE, April 14 — Chairman Field; Secretary H. L. Houghton. Comment on fine Union spirit members have shown with regard to donations to Log. One hour disputed overtime in Engine Dept. to be left to Patrolman. Motions carried: Deck, Engine and Steward Depts. to line up at pay table in the order to expedite payoff; dept. delegates to see Ch. Mate about number of needed wind cuties; dept. delegates to see Ch. Mate about obtaining dutch cleanser and oxalic acid for cleaning laundry; to consult authorities about more juices. Steward claims present rationing inadequate; to request metal bread box to keep night lunches from getting wet and soggy; cut down slamming of doors, etc. One minute of silence for brothers lots at sea.

Name: Siu C. Say;  
See, Say SIU!

It's SIU, you say? Sure, but it's Siu C. Say. And don't sink sat — pardon. And don't think that we can't prove it.

It says so in the minutes of the SS Ward Hunt, that Siu C. Say sails as Steward. And what could be more appropriate than Siu being the Stewards Department delegate.

The minutes also tell that the following motions were carried at a recent meeting: that all beefs be turned over to the delegates; that all tripcard men be allowed to join the Union; that cash only be accepted for the transportation which the crew is asking.

Brother Thomas Kustas was chairman and Brother John Dugina was secretary of the meeting held on May 4.

BELL RINGER, April 27 — Chairman E. Torres; Secretary C. B. Martin. Inspection made of ship's laundry and found it "filthy." Motions carried: to fine \$5.00 anyone not cleaning laundry after use; the electric iron be repaired or replaced. Men are breaking out with rash, claiming soap they're using contains lye. Steward says soap was only kind available. A seat should be left at supper table for man on watch. It was ordered that a percolator be obtained.

WILLIAM HARPER, April 14 — Chairman H. Fruge; Secretary J. Speegle. Members met in messhall to decide on trip-carders. Delegates have completed list of disputed overtime ready for Patrolman. Crew wants these terms in new agreements: standing agreement for all companies; seamen's compensation for time ashore due to lack of shipping; 40 hour week for all members; raise of 30 percent in base pay. Motion carried: Crew to make list of necessary repairs and turn over this list to Patrolman and Ship's Delegate for next crew. Foc'sles unfit for use because



of wet paint; sleeping quarters not provided at start of trip, therefore crew will turn in for lodging.

JOHN GORRIE, April 21 — Chairman J. Redden; Secretary W. Adamson. One minute of silence observed for Brothers lost at sea. Motions carried: previous meeting's minutes accepted as read and to be published in the Log; to draw up a letter for publication in the Log expressing appreciation for the way Captain of ship has treated crew. All men to take up and keep after Isthmian and cooperate in voting this outfit into SIU.

JOHN GALLUP, April 21 — Chairman H. Terrell; Secretary W. A. Belcher. Election of officers. Motions carried: Previous minutes read and accepted; that Deck Maintenance be required to sail at rating not above OC, otherwise his card be taken up; crew to eject any member coming aboard intoxicated on payoff day; to collect all books and tripcards in order to have a list of payments due ready for the Patrolman; condition of Engineer Dept's foc'sle to be reported to Patrolman.

BENJAMIN WILLIAMS, Feb. 22 — Chairman J. J. Cabral; Secretary A. Gresham. Nomination of officers. Motion carried: To divide proceeds of the fines equally among the Log, and SIU and SUP men in hospitals. Tals made by Bosun, Deck Engineer and Ship's Delegate to non-union men on past, president and future of SIU.

JAMES GUNN, Feb. 24 — Chairman and Secretary not note). Resolutions put before crew by Bosun were voted out. Announced that Mate had promised more overtime. Steward Dept. claim that deck and engine men were working in the refrigerator was settled. Wippers advised to keep their quarters and heads clean. Dissatisfaction voiced over condition of Stewards Depts. shower and hed and messhall. Fines show that men are not cooperating.

BENJAMIN A. FISHER, Feb. 6 — Chairman Bob High; Secretary James Davis. Motion carried: To connect laundry tubs for crew to wash clothes. Delegates reported conditions satisfactory within their respective departments. Discussion on ship's cleanliness, radio and dish cabinets. One minute of silence was observed in memory of the departed brothers.

MEMNON, April 14 — Chairman Brookshire; Secretary Johnston. Minutes of previous meeting read and accepted. Overtime to be squared away before sign-off. Motions carried: Delegates to see Captain about absence of key to CO2 Room—in case of fire it would be difficult to get to fire apparatus; that list of articles needed for galley be submitted before next crew sails; that everyone leave quarters in clean condition before leaving ship. Ch. Engineer turned off power receiver whenever he felt like it. Delegates spoke about this to Captain who said it was his order. All agreed that Ch. Engineer had improved towards end of trip. Trip was satisfactory, with crew militant and cooperative and a credit to the SIU.

## Kyska Crew Members Meet Flying Dutchman

A fruitless search for a schooner tossing helplessly in a heavy sea was revealed by one of the SS Kyska crew who was a member of the search party.

Mischa Sygall, Bosun, told the Log that on a recent trip, two days out of New York, the Kyska sighted the schooner signaling for help.

A five-man searching party was immediately lowered over the side in a lifeboat. But by the time the boat hit the water, the schooner was out of sight.

For five hours the small boat prowled the heavy seas in a vain attempt to sight the stricken schooner. Finally, the search was abandoned. The Kyska stayed on the spot for 12 hours until the Coast Guard arrived, then resumed her course. Nothing was heard of the schooner, Brother Sygall said.

The Kyska tied up in New York and paid off on March 17.

WILLIAM HARPER, March 3 — Chairman T. Goodwin; Secretary J. Chase. Patrolmen to be notified of acting Steward's refusal to attend meeting. Ship's delegate to contact Captain to have Wiper soogie alleyway of Engine Dept. and crew's quarters. First Asst. Engineer thinks this work does not belong to Engine Dept. Motion carried: For purpose of fines failure to keep messhall clean includes leaving cups, coke bottles, glasses and refuse on tables. Captain instructed to include ham in night lunches about three times a week.

T. B. ROBERTSON, March 24 — Chairman R. Roberison; Secretary William Brodbeck. Discussion by full book members on prospective worthiness to Union of trip-carders. All were approved. Following recommendations were made: To have a clean ship at the payoff, to call Chief Mate's attention to need of repair in men's foc'sle, to have ship fumigated in port if possible, to demand better coffee upon entering port.

# SEAFARER SAM SAYS:



## CUT AND RUN

By HANK

Andy Bierilo, Don Miller, Rod Johnson and a few more, are getting ready to ship out as soon as the jobs come up on the board. . . John Petillo is in town right now. We heard he's been doing some good work organizing!

Could Weston Hayes, who sails as Reefer Engineer, be down in Georgia now, looking for a farm to buy for himself? . . . Oiler Raymond Durkopp and Oiler Bill Todd should be seeing the SS Tulsa in one or two months, after her Persian Gulf run. We sure would like to see our shipmate, Blackie Cecil Nelson again, if he ever comes up this way. He's certainly a swell shipmate. . . We haven't seen Steward Casper Schweikhart in New York for some time. He must have shipped out of Norfolk again.

The Brothers who know Edward Hansen were sure glad to see him here in New York last week. Brother Hansen has been sailing the seas for 30 years, you see. Well, 30 tough years of beefs, ships, good shipmates and good times is really something to proudly smile about. . . Frenchy Huf, who came up from the Gulf on a tanker, is waiting to go down there again. . . John S. Lukas, Book 49741, has certainly been sitting out his beef for some time in the hall. For two and a half months he's been waiting for a ship to Greece, probably to see his relatives. Furthermore, John and his shipmate, are willing to hit another port on this coast if there's a ship there now or due soon. We hope somebody helps these men somehow.

Tommy King, who has been on the West Coast for two years, and Claude V. Morgan, Chief Cook, are in town after being on the Robin Sherwood. . . Joe Faulkner, that Gulf Steward, has shipped out for happy reasons. . . "Casablanca" Johnny and George Lang are in, planning a trip together again. Where's it going to be this time, fellas? . . . Another oldtimer of a West Coaster, Frank Nering, is in town right now.

Baker Archie King, who is famous for his excellent pastry, grabbed a Victory last week, going to South America. As the Brazilians would say it—"O marinheiro Americano esta a bom padeiro!" No fooling, either—that's just what they would say. . . Looks like Ray Sparrow, and that overcoat on his arm, shipped out. We haven't seen him in more than a week and a half.

"Roughhead" Jonesy, from the Gulf, is with us again. There's lots of Gulfers and West Coasters in town, Jonesy. Have you seen any of them yet? . . . Hope this paper goes to the Azores. The ship on which Mickey Moran was on left without him after Mickey was drydocked in a hospital there. He had his arm or leg broken from an accident you see. Swift recovery, Mickey, and smooth sailing to the States, too.

Another one of our oldtimers, Jimmy Reynolds, who got married last year, is "tugging" over the idea about grabbing another tugboat. Well, heave that monkey fist, Jimmy, and give them your line. . . We were glad to see Oiler Raymond Durkopp, one of our militant shipmates from that Tulsa trip to the Persian Gulf in '45. Ray told us his last trip was a good one except for one wild performer who was showed the true score and the right road to take, indeed!



# THE MEMBERSHIP SPEAKS



## BRADY BALL CLUB WAS WHEELED OUT FOR ITALIAN GAME

Dear Editor:

Just a few lines to let you know that the good ship John G. Brady (South Atlantic SS Co.) is still moving and that her whole crew is still right on the ball. Since my last communication was right before we hit our first port, Genoa, Italy, I'll bring you up to date.

We came out of Philadelphia loaded with coal bound for Italy and after a pretty hard crossing we hit Gonoa. We discharged part of the coal there, where I might add we had one good time. We spent two days there and left on the morning tide for a little town down the coast to discharge the remainder of the cargo. The town is called Piombino. There is not very much there (population 75 percent male, 25 percent female.) We spent three days there just wandering around when the Deck Engineer, Brother Roy Garner, got hurt and the Old Man sent word through the agent for medical assistance. There is an Army outfit about ten miles outside of town, who answered the call with an ambulance. They took Brother Garner to the hospital in Leghorn, and had to put his leg in a cast. He'll be laid up till June with it. We went over to see him and took some smokes and money, its tough, but what can you do.

The ambulance driver was a soldier, and he ate chow with us



on the ship. It seems they have a small bomb depot out there for the disposal of explosives and to kill time they have organized a ball team which they thought pretty good. Well, that's all we had to hear. We went into a fast huddle and came out with our own idea of a hot team. The soldier loaded us into the ambulance (pretty tight fit) and off we went.

It was April 22, the day after Easter, and the Chaplain was holding services. We postponed the game till the next night and adjourned to their club. They broke out some cokes and American beer so we finished off the night in high fashion.

Ah, but Tuesday night after supper was when we really shone. We went back to the camp 20 strong all set to uphold the high standards of the Union, ship, and all we hold dear. But alas, it was not enough. We list by a couple of runs, 25 to be exact; they wouldn't even let us score.

We left Piombino the next day with the well wishes of the 686th Bomb Depot with us. We went up to Leghorn to load Army cargo for Bari, and then home we hope.

You know most of these GIs



over here are pretty good fellows; they will always give you an even break if you get fouled up, (which some of the Brothers do no matter how good they try to be).

The boys were uptown the other night and hopped a ride back with Corp. Ed Tholen who not only brought them back to the ship but offered to take them to Florence with him on Sunday. After a dusty ride we arrived and started sight-seeing (places of interest to a sailor ashore of course) and all hands had a good time. An enclosed picture will bear me out. I hope Brother Michelet reads this and realizes what a what a good trip he missed. All kidding aside, Frenchy: we wish you were here and the best of regard in what ever you are doing now.

You know Brothers, Frenchy is quite a writer; in fact he is publishing a book to be on the market around August. It's called "Port Of Call." I am sure from my own personal knowledge of Frenchy and from his article in the Log, that he has a future in the writing field, so you'll not be disappointed in his book.

Best of luck to all the Brothers down Philadelphia way, best regards from Big Frankie Polando and Danny. The best to all and we hope to see you soon.

Yours truly  
Ray Roberts,  
Dk. Delegate

## BROTHER FORCED TO SIGN SLIP BY USS BUREAUCRATS

Dear Editor:

The USS forced a squeeze play and I signed a damned slip requesting them to remain open. If they are sending my name to the hall as reference in their request for \$\$\$, tell them to go to hell, and make mention of this note.

Paul John Wilkinson

## WELL, BROTHERS: WHY DON'T YOU WRITE THE LOG

This is it. Right here is where you can blow off steam or do a little gum-beating. Every week 62,000 Seafarers and others turn to this page to read what you are doing, thinking and saying.

Maybe you've an idea for Union action, or a tip that will save your Brothers trouble. Surely, you and your ship-



mates, while plowing around various ports o' call, have run into things interesting or laugh-getting. Seafarers and ships—where they go, what they do, their laughs and their beefs—are news. Write 'em up.

## MORCIGLIO THANKS SIX BROTHERS WHO SENT CONDOLENCES

Dear Editor:

I would like to thank Brother Mariano Gonzalesz Enrique Cortez, Julio Pelo de Cana, Rafael Santiago, Chips Peter Guizdich, Bosun Herman Christensen and AB Lee Ables.

I read in their letter to the Log that they sent their regrets about my hospitalization here in San Juan Puerto Rico.

I would like to give them my regards through the Log.

Francisco Morciglio, Jr.

## Make Isthmian SIU!

## MEMBERS LIKE THE OFFICERS ON MOORE PARK

Dear Editor:

We have just completed a five-month trip on the MV Moore Peak. To the Brothers who have sailed under Captain Richards and Chief Engineer Ourssler, we needn't mention that we had a pleasant trip. These two gentlemen were always ready to help an yof of the boys on any matter. Fresh food was ordered more than frequently. Money was always right on hand.

Their many kindnesses were too numerous to mention. While we are about it, we would like to mention that we hold Brother Pete Perroti, Steward, in high regard.

Flowers were not considered unusual on the ables on this trip, and the candy we had on Easter Sunday made this trip a little pleasanter. Yes, Brothers, never pass up the opportunity to sail with these men.

The Crew

## PHILLY BRANCH BEATS 'EM ALL, BROTHER AVERS

Dear Editor:

I have been reading in the Log for the past few months how each branch has been bragging about how they have the best halls on the coast. But let me tell them something: I have been in quite a few halls on the East Coast and Gulf, and I have yet to see one that comes up to the Philly Hall since they added the new recreation room.

I believe the Philly, officials deserve the highest praise and thanks for the swell job they have done.

A Philly Brother (wha has not been shipping out from there, but who will make sure I do from now on.)

## Log-A-Rhythms

### The Gunn Psalm

By The Crew

The First Assistant is my shepherd;  
I shall always want.  
He leadeth me beside the old engine;  
He restoreth my urge to jump overboard.  
He anointeth my head with red lead  
Till my temper boileth over.  
His rod and his staff discomfort me.  
Yea, though I walk through the alley of the shaft  
I shall oil no bearing.  
For I have no oil with me.  
Surely his wrath and his curses  
Shall follow me  
All the days of the trip  
For he is the power  
And the wind and the noise forever.  
(This is from the crew of the J. Gunn. The First is NG.)

## CREDIT UNION OPERATION BY SIU EXPLAINED

Dear Editor:

The Credit Union angle was not properly explained in the last issue of the Log, as pictured by the SS Hall crew. If its benefits were brought to light I believe they would agree that a Credit Union would be a welcome addition to the Atlantic & Gulf District.

The Union does not operate the credit union, it is a corporation owned, operated and controlled by individual members of a voluntary basis.

The primary purpose of a credit union is to encourage members to save their earnings, create their own strike fund and to put their money where it will help Brother members instead of some uptown banker. Many members will borrow from the savings of others but at the end of the year when the profits are divided the men that saved get the dividends.

An elected credit committee goes over each applicant for a loan and, as they also are shareholders, proper security will be assured. The Pacific Seafarers Credit Union on the West Coast is nearly three years old and never has it been proposed that there was any backdoor shipping to assure the paying of a loan. The credit union and the labor union are two separate organizations as are the affairs of each.

A credit union is founded to serve the interests of the members of a certain union and cannot exist unless actively supported by its members. The credit union is on the level because it is the cooperative action of the members and not open to any outsiders.

One more point and a further safeguard is the fact that all credit unions are under State and Federal laws the same as the uptown banks and a strict accounting of funds must be shown on request.

Arthur Burke

**COMPANY PUTS MEN IN PORT ON DAILY PAY BASIS**

Dear Editor:

The crew members of the SS Lindenwood Victory would like to call to your attention a beef which not only affects a number of us, but also some of the members of the crews of other vessels.

A number of us who joined the ship during the month of February were deprived by the company of a full month's pay, and received instead only 28 days pay for this month. The company claims that the ship was on port payroll for this period, and that, therefore, the pay was to be computed on a daily basis. Thus, for instance, a crew member who joined the ship on February 21, and who was on board



for the signing of articles as of March 21, received eight days' pay for February and 20 days for March, a total of twenty-eight days' pay, although he had been on the ship for a full month.

But in contradiction to this claim of the company's is the fact that the crew received its pay on the 15th and last days of the month, and that those who were on the ship previous to February 1, did receive a full month's pay for that month. Thus, through a "convenience," or rather a trick of company bookkeeping a number of men were deprived of two days' pay.

A careful reading of the contract reveals that only two methods of payment are agreed upon by the company and the Union. One, that of standby pay at ninety cents for the base hour, and the other a flat sum per month, such as \$155.00 per month for oilers. No provision is made anywhere in the agreement for computing the pay of those who remain on the ship a full month or more, on a daily basis.

We would like to point out that due to the number of 31 day months in the year, we already lose five days pay per year on the monthly basis. Were we also to be deprived of the last two days of February, this would increase our loss, in the favor of the company, to seven days pay per year.

While the vessel was in the port of New York at the time, we called this matter to the attention of Brother Algina, who stated that he would investigate it. A few days later Patrolman Hart, who visited the ship, told us that the matter had been taken to the Commissioner, and that he had ruled in the favor of the company. Brother Hart also informed us that if we wished to take further action in this matter we could call it to the attention of the New York meeting and that the beef would still be collectable. As this ship is paying off in Newport News and it seems that none of us may return to New York at this time, we ask you to give this letter the same consideration that we are certain

you would give to us, if we were present in person.

It seems to us that calling a matter of this sort to the attention of the Commissioner was an error on the part of the Patrolman who did so. A beef of this type, concerning the computation of wages and the interpretation of the wage clauses of the contract, is strictly a matter for the negotiation of the Union and the company and should not be left to the arbitrary ruling of a company stooge in gold braid who calls himself a Commissioner. We therefore urge that the brothers recommend to the port committee that they once again take up this beef, and this time, put the pressure directly on the company.

We are attaching to this letter a list of the members of the crew who have the two days' pay coming. And once again, Brothers, thanks for the attention you give to this beef.

The crew of the SS Lindenwood Victory Approved by the crew meeting of April 24, 1946.

**BEACHED BROTHER WANTS TO KEEP UP WITH SIU DOINGS**

Dear Editor:

Enclosed is my card for the Log, which I would like to receive every week. You will no doubt notice the absence of my book number. This is due to the fact that I lost all my papers, including my Union book, and as yet have been unable to recover the originals or obtain duplicates and I do not remember my book number. However, I am a member and shipped mostly from Savannah, Charleston, Norfolk and New York.

I am unable to go to sea at the present time, even if I had my papers by I am very much interested in keeping up with Union and shipping news and hope to be back at sea soon.

I think this idea of mailing the Log to all members who want it is a wonderful idea and will be very popular. It will enable



many fellows who are unable to attend meetings or to ship out to keep up with all Union activities and shipping news—at least until they are able to ship again.

I for one know it is doing me a big service and keeping me from losing out altogether.

With many thanks for the Log and for hopes of an even bigger and better Union in the future.

Lester T. Thorpe

**BROTHERS THANK GORRIE CREW FOR SICK DONATION**

Dear Editor:

We, the undersigned, wish to use this medium to thank the crew members of the SS John Gorrie, for their donation of \$9.12 to us in the Savannah Marine Hospital.

Archie L. Sosibee, Wm. Hightown, Charles E. Cronin.

**PERRY CREW BACK AT LAST**



Back from a trip that lasted from May 2, 1945 to March 30 is the crew of the Arthur L. Perry. Here is the Deck Gang of the ship, shot just before she paid off at Frisco. They signed on at New York, made the Philippines, Guam and Tinian before she finally headed back to the States. No identification of the men came with the picture. Sorry.



This space is devoted each week to the Seafarers' problems. If you have what you consider a legitimate beef against the Union, the company or any combination of circumstances, let us hear about it. We'll try to get the lowdown, and answer it here. Beefs must bear members' names and book numbers.

**BOSUN RAISES SOME QUESTIONS ABOUT DECK DUTIES, OVERTIME**

Here are a few questions I would like to get straightened out. I'm Bosun on the James Wynne with a crew of three OSes, five acting ABs and two men we picked up at Rio.

1—I maintain that the Deck Delegate is supposed to let me know how much overtime each man has so I can even up the overtime as much as possible, giving the man with the smallest amount of overtime the most extra work until it is more or less evened up.

Answer: You're perfectly right, Brother. You're supposed to keep the overtime as even as possible. And the more even it is, the less trouble you'll have all around in the long run, less kicks from the men, and less trouble for them from the company, which will be better able to see the need for the overtime if it is spread out fairly evenly.

2—The men claim that only an OS can stand gangway watch. I say that the Mate can, at his discretion, put either an AB or an OS on the gangway watch.

Answer: No, Brother, and for a good reason: The ABs should be kept in reserve for going aloft and over the side, and the gangway watch should be stood only by the Ordinaries, so you'll have the ABs available.

3—I say that the Bosun is here to supervise the work and does not necessarily have to do the work himself. The men claim if I actually do the work, carry stores, etc., I am not supposed to put down for overtime.

Answer: You're partly right and partially wrong on this one. The Bosun, as a member of the unlicensed personnel, should give a hand on the work when necessary. This is sometimes the case when you're loading or unloading and are shorthanded. In such a case you are entitled to overtime; but only if you actually do the work—not for supervising.

**CLIP JOINTS FLOURISH IN ITALY, AFRICA**

Dear Editor:

I read in the Log some time ago the article about the clip outfits that are victimizing seamen on the West Coast with photographic deals where the pictures weren't delivered and transportation by auto across country, where the seamen were dumped off a short way out, after they had paid out their money.

I would like to add something to this and tell you about my experience at Savona, Italy, so more seamen won't be clipped by the guy "cable company" operators there.

This was last January, when I was aboard the Luckenbach Lines' Howard T. Ricketts, an SUP ship. We'd no sooner gotten in port than a bunch of guys came aboard with briefcases full of cable blanks. I guess they'd greased some palms to get aboard right away, because they were swarming all over the ship as soon as we tied up.

They said the rates were about \$7.00 for ten words, and since I'd been away from home for a while, I sent off six or seven short cables. There was plenty of money aboard, and several other guys went in for several cables. I guess they must have taken better than 200 bucks off that ship.

They had some official Italian title for the cable company, and they had regular cable blanks, so I didn't suspect anything until I got back to the States, and checked with my family and the friends I sent cables to. None of them had received any. I check-



ed with some of the others who were on the ship, and their folks hadn't received any cables, either.

There's another racket being pulled on the seamen who come into Oran, Algeria. Guys come aboard with pretty bottles of perfume, which they say is real expensive good stuff. They charge \$10.00 for a little two-ounce bottle of it, which would be cheap enough if it were the real stuff. But all it is in alcohol and water, with a little scent that last long enough for the guys to sell it and get clear of the ship.

It seems to me that seamen should investigate anything that has any possibility of not being strictly on the up and up before they pay for it.

Louis L. Brown

Editor's Note: Thanks for passing along this information, Brother Brown. If any of you other Seafarers have had such experience with foreign or domestic clip joints, let us know, so we can warn the membership.



# Bosuns Underpaid; Four Of 'Em Scream

Dear Editor:

In looking further afield for more material to substantiate the claim that a Bosun should be better compensated than at present, I have run across several pertinent facts: One is that we have in the past been too inconsistent in our negotiations. When I say we, I mean our entire organization: SIU and SUP.

What is needed is a strong permanent committee of men who know the score and who can meet with the dollar-hungry ship owner and operator, on their own ground and bring home the bacon, in the form of superior agreements and conditions.

Under the present system, proposed at the Agents Conference, of having three responsible men to be permanent members of this Committee, I personally think that we have taken a forward step in the right direction. All we have to do, is to let these men know what we want; what conditions can be bettered by new contracts; what should be added or eliminated as the case may be.

### UNFAIR WAGE

In writing this article, I am proposing that the membership do something about the unfair wage paid to a crew member, who should be getting much more money than he receives: The Bosun.

Comparing several agreements (Standard of California, and Deconhill, and Tidewater-Associated) I find that one agreement, the Standard of California, places the Bosun on the same wage plane with the Pumpman, paying each \$183.00 per month. In the other two, Tidewater-Associated, and Deconhill, he is paid \$15.00 less than the Pumpman who receives his \$183.50, while the serang gets \$167.50.

That seems to me a very unfair discrimination, for as I see it, the Pumpman on a Standard scow does the same work as a Pumpman on one of the other tubs. The Company and Union must have agreed to see eye to eye on this score, but I can't imagine a Bosun on a Standard wagon, doing more work than a Bosun on one of the other contracted tankers. To me, this condition looks ripe for a change.

### IT'S DANGEROUS

In the Deck Department itself, there is a dangerous system of pay differentials. The ABs get only \$12.50 less than the man who has the whole responsibility for the smooth operation of the entire Deck Department. The man who has to please both crew and the temple of knowledge, topside. In most cases, the ABs know that in all probability, when the payoff comes they will have as much, if not more money than the Bosun, for practically all of the overtime worked by the Deck Department is worked while the Bosun and daymen are on regular working hours.

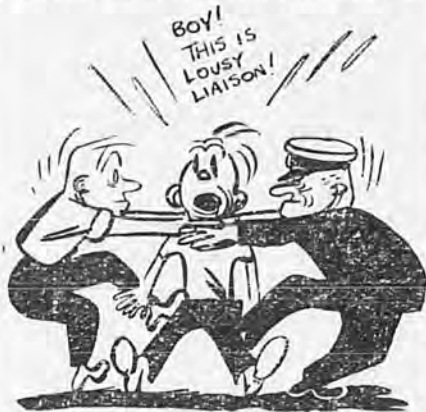
Working under such a mental hazard, it is no wonder that Bosuns who are Bosuns are hard to find when the jobs are on the board. They don't want the jobs at the present rate of pay when they can make more money and sidestep the headaches, and responsibility. If we were to have the Bosun receiving a substantially larger payscale than the ABs, many a man who is better qualified to be serang, would take the job. Then, we could in-

sist on a man taking a job as Bosun showing three years on deck, in order to qualify.

Today, we are only too happy to get anyone with or without a good AB ticket to take the job. One way of increasing the total earnings of the Serang would be to have him paid overtime, at anytime when two or more men are working overtime along with the watch on deck.

### EVEN MESSMEN

Another items that has aroused my curiosity in the past has been the fact that a messman often pays off with more money than a Bosun, and has not one respon-

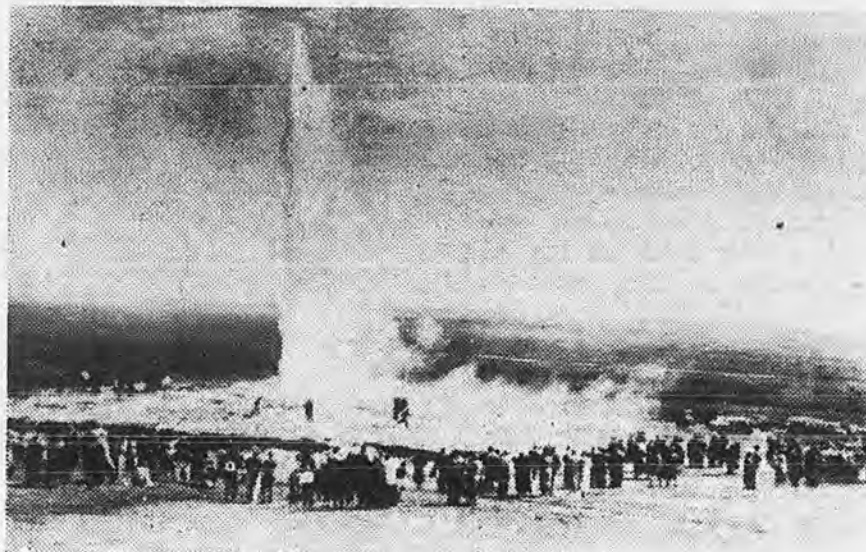


sibility, other than doing what he is told.

In regard to the difference between a Junior Engineer's wages and a Bosun's wages, something is screwy. There must be some mistaken values placed on a Junior Engineer, and his responsibility. A Bosun is in direct charge of invaluable gear and equipment, while, as I have seen every time that I went down below, the main occupation of a Junior Engineer is leaning against the Log Desk to keep it from falling to the floorplates.

For such important work as this, and that of handing tools to the Engineer when port watches are on, he is paid at the rate of \$182.50. If this is justice, why in hell isn't the Bosun looked

## SOUVENIRS OF TRIP TO ICELAND



When Seafarer Edmund Erikson, OS aboard the Buntline Hitch, visited his home town of Reykjavik, Iceland, on the SIU ship's last trip he brought back some evidence: Top, a shot of the great hot geyser about 200 kilometers from the capital city, and, below, a picture of the statue of Lief Erickson, discoverer of Iceland and the North American continent, which was presented to Iceland by the U. S. on the one thousandth anniversary of the Althing, the Icelandic parliament.



out for. Surely he must be worth at least as much as a Junior.

Brothers, it won't be long before we will be on the negotiating table, with the operators to iron out our differences, and our negotiating committee will need something concrete to work on. If you have anything to say on this deal, how about spilling it. Our officials aren't Houdini's nor mindreaders. They can't know what you are thinking unless you yourself spill it out. Our best means of getting our beefs off our minds, is to bring it out in the Log. That is what our paper is for, so use it. BLOW YOUR TOP!!

In closing, I want to get over point about the importance of a Bosun job. It can't be overstressed that the Bosun has the lives of the men working for him in his hands. He makes safe working conditions or poor working conditions. If he is qualified, you never see the Mate on deck.

This condition is somewhat similar to a hypothetical one where a large manufacturing concern is paying their operators,

we'll say, \$1.00 per hour. They pay their foreman only \$1.05. Can you imagine a large concern, such as my imaginary one paying such a small differential.

The men themselves must have someone to lead them, someone whom they know is the boss and is getting compensated for his knowledge. The same condition applies to the sea-going institutions: the ships, where the Bosun is talking the place of the foreman, the deck hands the place of the operators. There is no incentive for a Bosun to protect the interests of the money-hungry, dollar-conscious operator. If on the other hand he was being amply paid, he would have more reason to see that the work was properly done.

Jim Walsh, "Windy," Don Hall, W. R. Brightwell, Charles Haymond. (The Four Bosun's of the Houston Hall.)

## Tampa Peggy Proves A Militant Member Of The SIU Aboard The Powellton Seam

Dear Editor:

We, the crew members of the SS Powellton Seam feel as though this might make an interesting picture for a forthcoming issue of the Log.

Enclosed with the minutes of our last meeting, you will find a group picture of the crew and the ship's mascot. It is about the mascot that we want you to notice.

She is a little Irish setter. Joining our ship in Tampa, Fal. two trips ago, she has proven herself a good seaman and a future candidate for the official ship's mascot.

You can't tell her anything about belonging to SIU. Unionism is right up her alley. When coffee time rolls around, she is one of the first to hit the mess-room. At the present time, we think she is being classified as an extra standby as she has the freedom of the ship, and on a couple of occasions has been



The picture is supposed to show Tampa Peggy, but your picture editor either needs specs, or the Powellton boys have a dog that is kin to Frank Fay's invisible rabbit, Harvey. Visible are John Drury, Chief Cook; Charlie Varn, Oiler; Bosun George Lally; Steward A. C. Simpson and Bosun Charles Cramp.

found asleep in the wheelhouse. As yet she has not been logged . . . this may be due to the good nature of our cooperative Master, Captain Malcolm Fleming. SIU can well be proud of this ship at this time. It is just about 100 percent for the Seafarers, as it should be. We will keep you posted on the events aboard this ship. Fraternaly yours, The Crew Members P. S. We call her Tampa Peggy.

## BUTTON GWINNETT DELEGATE SCORES CIGARET RATIONS

Dear Editor:

We of the Button Gwinnett crew are asking the Union if something can be done about rationing of cigarettes aboard our ships. We sailed from Houston with a plentiful supply on board and were rationed to one carton per week per man. Many of the crew smoke more than this ration each week.

We requested more and were given two cartons on March 30 and April 8. The rationing continued until we were about a week out of home port, then each man could have five cartons. A lot of good this did, just as we were arriving in the U. S. where cigarettes are now plentiful.

Upon leaving Italy, several of the crew had taken notice of the amount of cigarettes in the slop chest and inquired where they all went to. We found that four or five cases were gone. It is well known aboard this ship that the Captain sold these cigarettes in Italy for his own gain.

The crew is requesting an investigation. We believe the Purser is innocent of this and we do not feel he should be hung for being misguided, as it is his first trip.

He has been muzzled. We had asked for a price list to be posted and never received any. This is not intended to condemn the Purser, as he has been misled.

Captain Foster has gone out of his way many times and in many ways in activities against our Union's rules and agreements. He has continually condemned the Union and its activities aboard ship. He continually gives the Delegates hell about our "God-damned meetings," as he puts it.

I asked the men aboard ship how often they wanted to hold meetings. They said at least every week, on Sunday. These meetings would be to acquaint the men with the Union's activities and the rights given us. I told them we would hold one every Sunday, and no man could stop me.

We have a crew aboard this ship that is a credit to our Union and never once during the trip has there been an argument. This crew painted this ship from top to water edge and she is arriving in port like a new vessel, even though it has been a short trip.

The Captain is still grumbling and complaining, as he has since the beginning of the trip. He does this day in and day out, since he cannot be reasoned with on any matter. It is also interesting to note the following:

We are carrying some priests from Italy as passengers. These priests have been swell to the crew in every way. They even said masses and services on holy days for those that cared for them. In return for this the Captain has been selling them cigarettes for \$1.50 a carton when even the crew was willing to give them to the priests.

The crew requests that these things be printed in the Log.

Bill Thompon, Ship's Delegate (The letter is also signed by 27 crew members.)

**Make Isthmian SIU!**

# BULLETIN BOARD

B

## —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, 339 Chartres St., New Orleans, La., enclosing your z-number, social security number, date and place of birth and present address.

Bartneh, P. E.	3.17
Barton, Cilieve C.	.53
Barton, Russell C.	2.84
Bartter, T. W.	.41
Basar, Michael Charles	4.01
Basch, Henry W.	8.26
Basmente, Frank S.	.99
Basore, James E.	\$ 4.13
Bass, D.	11.25
Bassett, Wm. L.	1.34
Batemen, William M.	5.94
Bates, V. L.	6.75
Bates, William I.	2.14
Battem, Samuel T. Jr.	1.37
Battle, James M. Jr.	5.03
Battle, Martin J.	2.85
Battle, Winston E.	.99
Baudy, Thomas A.	20.09
Bauer, Helmut E.	5.75
Bauer, Walter E.	2.47
Baval, Bernard	4.11
Baxter, Richard D.	5.60
Baxter, Robert	17.56
Baxter, Thomas	.10
Bayer, Edward S. Jr.	25.52
Baylor, Robert	7.11
Bozemore, Reginald	.71
Beach, Virgil L.	.94
Beall, Thomas S.	4.26
Bean, K. G.	2.25
Beard, E. L.	5.25
Beard, John E.	8.26
Bearwood, J.	1.20
Beasley, G. C.	42.00
Beatus, Salo	11.88
Beaumier, Louis C.	1.98
Beaumont, Robert	2.23
Bebuk, Chas.	4.73
Bebuk, Jeannes	1.98
Becker, E. H.	2.09
Becker, Theodore	14.48
Beckley, Richard	.42
Bedeford, James W.	2.75
Bedin, T.	4.50
Beecroft, Charles	.04
Beeler, Howard	5.75
Beem, H. J.	5.94
Beeson, W. E.	18.00
Begn, J.	9.80
Behmlander, Lawrence A.	7.57
Behrnes, R. C.	14.00
Beicht, J.	6.75
Belkofsky, Ed.	6.50
Bell, C. F.	9.00
Bell, Edward J.	1.78
Bell, Edward L.	.99
Bell, Ernest	35.53
Bell, E. O.	8.29
Bell, Garland O'Bryan	1.98
Bell, John H.	6.54
Bell, Roland R.	9.16
Bell, William C.	.74
Bell, William R.	J. 4.51
Belkinger, Royal A.	18.55
Belmarci, Norman	1.63
Belmonte, Wm. L.	7.69
Belsom, Sidney M.	16.45
Bemis, Clyde M.	.89
Bemis, Kenneth E.	.89
Bemowski, Ernest R.	1.79
Benajxen, J. C.	1.58
Bender, Alexander	4.50
Bender, Edward Henry	7.57
Bendixon, John C.	1.48
Bendixon, J. P.	.63
Benefield, Timothy S.	3.46
Berger, W. A.	14.00
Bergold, George	9.50
Bennett, Arthur R.	11.02
Bennett, Daniel C.	11.71
Bennett, Earl A.	3.95
Bennett, Harry C.	.71
Bennett, J.	.10
Bennett, Joseph H.	7.00
Bennett, Roger G.	.60
Bennett, Wm.	.26
Bennett, Wm.	44.70
Benoit, Roger S.	.76
Bensching, Robert K.	11.26
Bensley, E. J.	3.57

Benson, Lloyd Francis	6.87
Bensussan, Isidore	.99
Benvenuto, Nicholas	1.72
Berd, Wm. E.	10.89
Beren, Paul J.	.79
Berger, Frank H.	98.75
Berger, Henry Walter	2.06
Berger, Morton J.	3.76
Bergeron, Druby J.	.99
Bergmann, Hank K.	2.23
Bertstadt, Raymond	9.50
Bernard, Virgil	3.55
Bernay, Harry	3.89
Bernier, R.	2.25
Bernstein, Robt.	.89
Berry, Antonio	47.47
Berry, George W.	2.13
Berry, James A.	1.37
Berry, Nolan	3.10
Bert, Adel	2.30
Berthold, George E.	4.97
Best, George	3.76
Bette, Theo F.	3.50
Bettis, Robert T.	8.17
Bevens, T. L.	7.50
Bevil, George S.	.89
Benneward, John M.	7.56
Bey, Arthur A.	.28
Beyer, Chester C.	9.06
Bianchi, Constantino	1.37
Bias, B.	.75
Biedma, Peter B.	27.99
Biggers, Earl G.	2.97
Bigham, G. F.	.08
Bilac, Louis L.	31.03
Billock, Norman	2.25
Bilous, Wm.	4.50
Bingham, James L.	9.24
Bird, Wm. D.	57.19
Birrer, Robert	.45
Birt, Albert H.	21.25
Bischoff, Guenther P.	.89
Bishop, Archibald C.	27.20
Bishop, Ernest A. Jr.	.45
Bishop, Roy	.10
Bishop, Walter E.	19.48
Bishop, Wilfred T.	9.50
Bittner, Robert J.	44.39
Bitts, D. R.	16.94
Betts, Mack	.35
Bizal, Joseph	2.13
Bjurstrom, M. L.	2.25
Black, James	2.88
Black, L. H.	.01
Blackburn, G.	5.00
Blackman, Richard S.	7.87
Blager, Francis J.	1.60
Blair, Ralph M.	.69
Blake, C. J.	6.75
Blake Chirstopher J.	4.52
Blake, W. R.	5.25
Blalock, Pat. D.	5.79
Blanchard, Lloyd L.	.71
Blecker, William	.33
Blessing, Wm. R.	3.55
Blevins, Maurice F.	14.79
Blevins, Richard R.	4.91
Blichert, Fred	2.99
Blodgett, Donald C.	9.45
Bliss, Linn	2.23
Blocher, Leo L.	3.12
Bloedgett, Jessie Raymond	5.07
Bloeman, Gomer	1.34
Bloch, John H.	1.98
Blowquist, K. E.	5.46
Blue, Calvin B. Jr.	20.88
Blum, Murray	19.63

Blum, M. M.	5.56
Bluvas, Edward B.	5.00
Boatwright, A. J.	2.25
Bodekin, F.	3.67
Bodine, Virgil W.	1.58
Boehm, John J.	5.94
Boehm, John P.	9.70
Bogdonoff, Michael G.	6.49
Boggs, Norman	16.13
Bogstie, Mere V.	2.23
Bohren, Fred W.	3.56
Bohun, Teo.	1.34
Boissoneault, Joseph R.	8.05
Bolam, Stanley	113.81
Bold, N. S.	3.52
Boler, Jesse E.	34.00
Bolticoff, Basil	150.00
Bolton, Thomas J.	7.52
Bomira, V.	2.92
Bone, Vincenae	2.47
Bonecutter, J. D.	3.51

### Money Due

SS JOHN B. LENNON  
John N. Connolly has check for \$33.05 from Smith & Johnson held for him at Norfolk branch.

### NOTICE!

FREDERICK SCHMALENBERG  
(Book No. 43345)  
Get in touch with New Orleans Branch. There are charges pending against you.

### NOTICE!

When in New York bring your Union book to the Hall, sixth floor.

George Fiance	24653
Alex Stevenson	23771
Oswald Christiansen	21896
William A. Greiger	23567
Wiliam A. Hunt	24444
Alonzo Parker	1172
Henry Watson	6166
Edwin A. Westphal	46203
Johannesk Grimsland	21493
J. Knowles	G65
John Blanchard	G90
J. W. Malcolm	202
Wesley A. Morse	1252
Robert E. Gordon	159
William J. Graley	7442
W. P. Murphy	23913
Raymond Ferreira	G117
V. D. Mahan	25089
James Edward King	24796
Joseph S. Kornek	1825
Benj. J. Lawson	894
Jose Palayo	3625
Marion Sharpe	6428
Stanley Mielinsky	24218
Roger L. Williams	7285
George N. Clark	4916
Lee Don Brannen	22268
Aubrey A. Rankin	22852
Perry E. Payne	22636
Charles M. Gaven	23987
W. S. Sims	47817 or 45165
Louie Pugh	265
J. C. Thompson	24560

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NEW ORLEANS	339 Chartres St. Canal 3336
SAVANNAH	220 East Bay St. 3-1728
MOBILE	7 St. Michael St. 2-1754
SAN JUAN, P. R.	45 Ponce de Leon San Juan 2-5996
GALVESTON	305 1/2 22nd St. 2-8448
TAMPA	1809-1811 Franklin St. M-1323
JACKSONVILLE	920 Main St. Phone 5-5919
PORT ARTHUR	445 Austin Ave. Phone: 28532
HOUSTON	7137 Navigation Blvd. Phone Wentworth 3-3809
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St. Garfield 8225
SEATTLE	86 Seneca St. Main 0290
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair St. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.

### PERSONALS

HAROLD PHILLIPS  
Please get in touch with Miss Mary W. K. Miller in Baltimore.

BOB MORROW  
It is necessary to hear from you to start legal proceeding—Peggy.



### NORFOLK

#### INDIVIDUAL DONATIONS

D. I. Russell, \$2.00; G. L. Nonce, \$2.00; H. Faggart, \$2.00; H. L. Bougue, \$2.00; W. Thompson, \$2.00; R. Ferguson, \$2.00; N. H. LeBougarys, \$2.00; G. E. Annes, \$2.00; D. J. Copeland, \$2.00; F. M. Nunerth, \$2.00; J. B. Gull, \$2.00; W. D. Hersberger, \$2.00; L. L. Walters, \$2.00; M. E. Hunt, \$2.00; H. W. Kenedy, \$2.00; J. O. Harrington, \$2.00; G. N. Price, \$2.00.

W. E. Patterson, \$2.00; M. E. Skinner, \$2.00; C. C. Hicks, \$2.00; S. R. Groome, \$2.00; S. L. Jackson, \$2.00; J. Pontyka, \$2.00; A. C. Johnson, \$2.00; W. L. Arney, \$2.00; W. F. Roper, \$2.00; J. W. Short, \$2.00; R. F. Larsen, \$2.00; B. A. Allen, \$2.00; G. R. Williams, \$2.00; D. J. Sibley, \$2.00; J. L. Sibley, \$2.00; C. Daniels, \$2.00; A. C. Earnhardt, \$2.00; V. G. Hedrick, \$2.00; J. B. Jefferson, \$2.00; W. L. Jen-

kins, \$2.00; W. S. Yee, \$2.00; A. G. Loving, \$2.00; J. B. Berrier, \$2.00; V. L. LaVamway, \$8.00; A. M. Sutherland, \$2.00; M. C. Yules, \$1.00. Total—\$91.00.

#### PHILADELPHIA INDIVIDUAL DONATIONS

Crew of SS W. Foard—\$52.75.

B. Poole, \$2.00; H. Stevens, \$2.00; G. McGeher, \$2.00; J. Beard, \$2.00; F. Lawson, \$15.00; C. Rabowsky, \$2.00; J. Loyd, \$2.00; W. Faulkner, \$4.00; L. Hammad, \$2.00; W. McWilliams, \$2.00; T. Clark, \$2.00; W. Ladd, \$2.00; C. Winfield, \$2.00; J. Kerns, \$2.00; D. Pauich, \$2.00; B. Rider, \$2.00; J. Portor, \$2.00; L. Waites, \$2.00; W. Clark, \$2.00; W. Dearwel, \$5.00; E. Antonelli, \$20.00; G. Lammors, \$3.00; J. Liverman, \$3.00; L. Tattertor, \$3.00; B. Winston, \$3.00; M. Levey, \$3.00; Harrison, \$12.00; W. Calverly, \$2.00; E. Robinson, \$3.00; J. Walsh, \$2.00; F.

Tickler, \$2.00; J. Burke, \$1.00; M. Kerry, \$1.00; D. Mumphery, \$3.00; G. Warren, \$3.00; S. Pierce, \$2.00; P. Smith, \$2.00; F. Allen, \$3.00; E. Barbee, \$2.00; R. Hightower, \$1.00; J. Staton, \$3.00; J. Smith, \$1.00; L. Guelintz, \$9.00; A. Heisler, \$1.00; L. Phillips, \$2.00; A. Michalski, \$1.00; H. Monroe, \$2.00; R. Purviss, \$2.00; L. Hinton, \$2.00; W. Selby, \$2.00; R. Hill, \$2.00; Kozak, \$1.00; W. Young, \$25.00; D. DeLong, \$2.00; K. Barnes, \$25.00; T. Boswell, \$2.00; E. Purcell, \$2.00; H. Mutz, \$2.00; E. Comtois, \$2.00; E. Hansen, \$2.00. Total—\$274.75.

#### BOSTON

INDIVIDUAL DONATIONS  
B. T. Williams, \$1.00; E. Bauschke, \$1.00; C. Silver, \$1.00; W. Heaton, \$1.00; H. Port, \$1.00; L. Albert, \$1.00. Total—\$6.00.

#### NEW ORLEANS

SS Cape Trinity—\$2.00.

# Isthmian Seaman...

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 UNION REPRESENTATION • BEST OVER-  
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