

SEAFARERS LOG

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

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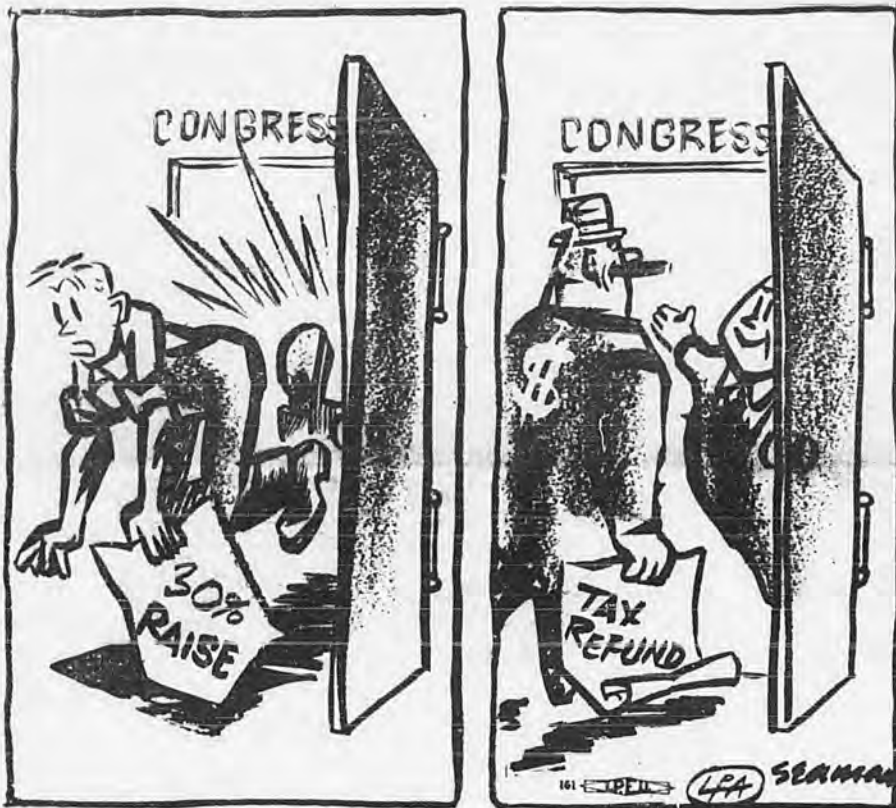
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No. 11

Just To Give You An Idea

New York—In line with the expansionist program of the Seafarers International Union, and the increasing support from unorganized seamen, the *Seafarers Log* this week goes to sixteen pages in order to better service its growing membership.

New York—In a letter addressed to all National Council members of the NMU, Secretary Ferdinand C. Smith asked them "to make recommendations regarding retrenchment and economy."



Commies Seek To Oust Curran From Leadership

The reaction of NMU President Joseph Curran to the public expose of communist domination in his union—after his private expose to the membership—is typical of the cover-up tactics employed by the NMU every time its inner machinations have come to light.

In the March 8 issue of the *Pilot*, NMU official organ, he charged a "smear," and an attempt by the press to "smash our union" and "drag our country into a war against the Soviet Union."

Meanwhile, the public press continued to spotlight the writhings of the NMU's inner cell.

The New York World Telegram charged that the commie machine in the NMU is prepared to make "No-Coffee-Time-Joe" walk the plank and install Harry Bridges on his uneasy throne via the "Maritime Unity Conference." The Telegram was the first to reveal that even Curran gagged at the communist domination of the Union and had appealed to the membership to save itself—and, incidentally, his Presidency—from the commie machine—dictating all policy.

The installation of Bridges, the Telegram said, would come about through a merger of seven Unions. This would combine all CIO dock workers, officers and unlicensed seamen, wireless operators and unlicensed personnel on the east and west coasts, the Gulf, Great Lakes and inland waterways.

'ANDSOME 'ARRY

Harry Bridges, the often-tried-but-never-deported czar of the CIO longshoremen, would be the kingpin in the amalgamation.

If this sounds far-fetched, consider these simple points:

1. The communists have no more use for Joe Curran. Even before he told the membership of his Union that the communists were climbing into the saddle, they were out to get him. That's the reason he went before the members with his story.

2. The NMU has been sounding off for "unity" among the maritime unions for months. The AFL and independent unions don't want any. So the CIO must seek to achieve that communist "unity" within its own ranks.

3. Harry Bridges wants to use

(Continued on Page 15)

Return Seamen To Civilian Rule, Says SIU To Truman; Coast Guard And Operator Control Condemned

Agents' Conference In New York City

The Agents Conference of the Atlantic and Gulf District, will be held in New York City beginning March 18. The Conference will discuss the postwar future of the Union, organization, up-grading schools, etc.

The results and decisions of the Conference will appear in future issues of the *Log*.

NEW YORK, March 11—President Truman was called upon to halt the transfer of the function of the Bureau of Marine Inspection and Navigation from the Department of Commerce to the Maritime Commission, in a letter sent by the Seafarers International Union. The letter signed by Vice-President John Hawk, requests that public hearings be held on the proposed enabling bill, Bill No. 9, so that the views of all parties concerned may be presented.

"We object to the intrusion of the United States Coast Guard into the affairs of the Merchant Marine, a civil activity," said Hawk. "We fear the effect of such

an intrusion, and encroachment, upon the rights and gains we have won over the course of many years. We fear that such control can and may be exercised in such a way as to injure and emasculate the labor organizations which have thus far been responsible for the great improvement in the lot of the American Merchant seaman."

ALL-OUT CAMPAIGN

Stating that he spoke for 60,000 members of the SIU, Brother Hawk declared: "This subject is of the greatest importance to our organization. We feel that we have been deprived of the opportunity to urge our views on the legislative bodies of our Government... in the deliberate and careful manner which is provided for by our legislative procedure." The Seafarers' letter is part of the SIU's intensive campaign to have Coast Guard controls entirely eliminated from merchant seamen's lives.

The complete text of Mr. Hawk's letter follows:

By virtue of Public Law 263 of the 79th Congress, the President

(Continued on Page 15)

SIU Offers Program To All Maritime Unions To End CG Power Over Civilian Seamen

A joint action program to end the tyrannical jurisdiction of the U.S. Coast Guard over merchant seamen has been proposed to all maritime unions by the Seafarers International Union.

Up to this point, the SIU has been waging the battle against Coast Guard abuses single-handedly.

The time has now come, SIU Secretary-Treasurer John Hawk pointed out in a letter to the other unions, to end this control by a unified program of action.

Here is the proposed program sent to the other unions:

1. All merchant seamen to refuse to surrender their certificates to Coast Guard representatives when presented with a copy of charges and subpoena to appear before a Coast Guard Hearing Unit.
2. To accept a Coast Guard subpoena only in the presence of their respective Unions or an authorized representative of the joint committee.
3. To attend no hearing without a Union representative or joint committee counsel.
4. The joint committee to take such court action as may be necessary now or at any future time.
5. In the event of charges being brought in any foreign port, either neutral or allied, or in any occupied territory, to insist that the hearing be postponed until the arrival of the ship in a port within the continental United States where

full Union representation can be assured.

TO ALL UNIONS

Hawk's letter was sent to the Masters, Mates and Pilots Association; Marine Engineers Beneficial Association; Marine Firemen, Oilers, Watertenders and Wipers of the Pacific; American Communications Association (Marine Div.); Commercial Telegraphers Union (Marine Div.); National Maritime Union; Inland Boatman's Union, and the Marine Cooks and Stewards Union of the Pacific.

To bring about this action by other Unions, Hawk addressed this message to Seafarers:

"You, as a member of the best

(Continued on Page 15)

SIU May Strike Bisso Tugs

NEW ORLEANS — Tugboat workers in this area will go out on strike on March 18 unless the New Orleans Coal and Bisso Towboat Company agrees to negotiate in good faith with the Seafarers International Union. All amicable means have been exhausted, and strike action has been voted by the membership. The deadline for the strike was set for March 13, but on petition of the New Orleans Steamship Association, action was postponed to March 18 to allow them to bring pressure on the company.

Other AFL unions on the waterfront, the International Longshoreman's Association, the International Teamsters Union, and

the Masters, Mates, and Pilots Union, are supporting the SIU in the struggle to negotiate good working conditions for the tugboatmen.

The authority to negotiate in behalf of the tugboatmen is contained in a union shop agreement which was reached between the company and the Seafarers on October 5, 1945.

"We are in more or less of an armed truce now," said Steely White, SIU New Orleans Port Agent, "awaiting action from the company. If the Steamship Association cannot get Bisso to negotiate with the SIU on legitimate terms, the harbor is going down next week."

SEAFARERS LOG

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HARRY LUNDEBERG - - - - - President
105 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - Secy-Treas.
P. O. Box 25, Station P., New York City

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Time To Go

The United States Coast Guard has exercised control over merchant seamen long enough. Using the war emergency as an excuse, this military branch of the government has coerced and dominated the seaman, and attempted to build a dictatorial machine which would have the power to tell seamen whether or not they could work. Such Gestapo-like methods are un-American.

The unlicensed personnel had been treated fairly by the Department of Commerce, under whose jurisdiction they were prior to the war. Even if the transfer of authority was necessary, as a wartime measure, surely the need no longer exists, and any retention of such authority is distasteful to the seamen. The military arm of the government has no part in the peacetime activities of the shipping industry, or in lives of the men who go to sea.

The President of the United States has been urged to arrange for a public hearing on Bill No. 9, which would transfer the functions of the Bureau of Marine Inspection and Navigation from the Department of Commerce, to the Maritime Commission.

He has also been requested to transfer control of all Steamboat Inspection and Shipping Commissioners' duties to the Department of Commerce. Under the provisions of Public Law 263, recently passed by Congress, he has the power to do so.

The fight to rid the merchant marine of bureaucratic control is not lost. A program to eliminate Coast Guard domination is already under way, and has the wholehearted support of the entire SIU membership. Other maritime unions have been asked to join the fight. With sufficient effort being put forth by all Seafarers, everywhere, we may see the quick end to "gold-braid" regulations.

Still Growing

Don't drop the Log!

Sure, it's heavier. It has sixteen pages (count 'em and read 'em) more features, better coverage, and more news about you and your Union and the outside world.

With this issue, the Log goes to sixteen pages; the Editor will grow more gray hairs; the printer will curse—but you will get a bigger, more informative weekly paper.

The growth of the Log has kept pace with the growth of the SIU. The Seafarers International Union, representative of more than 60,000 seamen, has been fighting a militant battle for the rights of merchant seamen and has gained their confidence and support. The Log which has been in the fight in every way has matched that growth—in a year's time, the Log has jumped from a four-page weekly to what it is today.

To our friends—and to our enemies—we say, neither of us has reached maximum growth.

Come around and see us next year!



Men Now In The Marine Hospitals

BOSTON HOSPITAL

A. J. KELLEY
D. DENOYER
E. JOHNSTON
A. FORCIER
G. PHINNEY, JR.
G. GAGE
H. GILLAN
T. SMITH
E. ALLEN
C. WINSKY
S. CHAPMAN
E. VOLLMERT

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NEW ORLEANS HOSPITAL

HAROLD SCOTT
J. DENNIS
P. F. HICKS
WILBER MANNING
GEO. A. CARROLL
MILTON HENDRICK
JAMES E. COLSTON
W. F. LEWIS
EDGAR SMITH
NEIL LARSEN
WM. ROSS
C. JANULEVICUS
WM. MIMS
GEO. R. COOPER
GORDAN KAY
D. J. GROSS
J. H. BOWEN
WALTER J. MARIONEUX
"GRINDSTONE" JOHNSON
DONALD DAHL

STATEN ISLAND HOSPITAL

J. S. CAMPBELL
C. G. SMITH
D. A. HUTTS
J. V. RODRIGUEZ
C. W. FARRELL
W. A. MORSE
W. H. G. BAUSE
L. R. MORJA
J. L. WEEKS
L. L. MOODY
A. WHEATON
J. H. SPEARN
V. SHAVROFF
A. C. McALPIN
F. M. HANGEN

~ ~ ~

ELLIS ISLAND HOSPITAL

D. McDONALD
J. KASLUSKY
C. MIDDLETON

~ ~ ~

BUFFALO HOSPITAL

THOMAS DUFFY
J. LA BONTÉ
J. PEMBROKE
ART JEPSON

~ ~ ~

DETROIT HOSPITAL

EDWARD WARES
WALTER DERR
LYNN BURKE
TONY SOVERENTO
ALEX McMILLAN

STATEN ISLAND HOSPITAL PATIENTS

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.)

When entering the hospital notify the delegate by postcard, giving your name and the number of your ward.

GALVESTON HOSPITAL

A. A. TROMLY
R. N. STROMER
H. HARTMAN
DIXON
BANDA
QUAID

~ ~ ~

NORFOLK HOSPITAL

JOHN B. DARCY
CHARLES T. GASKINS
EUGENE WENGARTEN
LLOYD G. McNAIR
J. H. SMITH
L. L. LEWIS
CHARLIE MIZELL
FRANK HOLLAND
J. H. SMITH

~ ~ ~

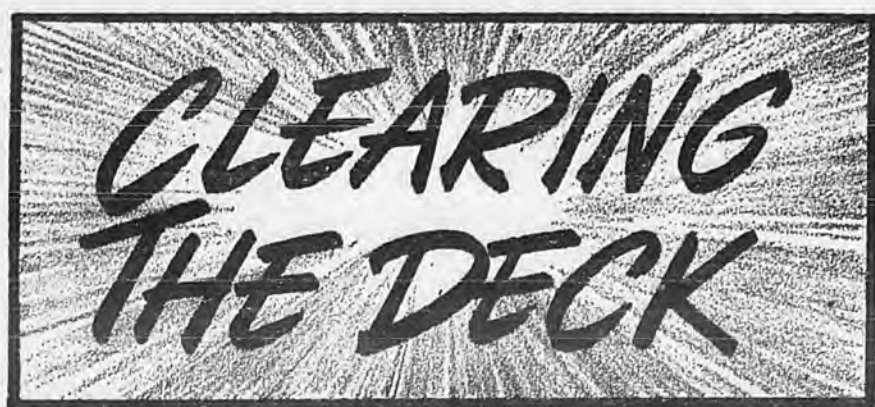
BALTIMORE HOSPITAL

PAUL WINTERLY
ESELE WALKER
STEPHEN KELLY
BUCK SHERWIN

~ ~ ~

MOBILE

TIM BURKE
M. CARDANA
J. C. DANZEY



By PAUL HALL

"TOMORROW IS ALSO A DAY"

These words of our founder, Andrew Furuseth, hold true today as never before.

Industrialists and operators in general, unlike Unions, have relatively simple problems arising from the end of the war. They lay off a few million workers, re-tool their plants, send out their salesmen and start new peacetime operations with a fraction of their former employees.

The Unions in the meantime must bear the brunt of this re-conversion. It is the Union's job to lessen hours and increase wages so that the membership may continue to live. The whole tempo of Union activity must be speeded up to meet the problems that occur as a result of these wholesale layoffs.

The SIU has taken a realistic view of these problems right along. The organizational drive was planned and thrown into gear while jobs were plentiful and replacements scarce. The Union plant can never be shut down.

FIGHT CARRIED ON

The present campaign against WSA is not a postwar measure. Throughout the war the SIU has constantly carried on this fight. The fight against the shipowners and the bureaucrat who menace the workers' freedom and security is the duty of the Union in war as well as in peace.

Hundreds of new members have joined the SIU during the war period. Some of these new members will quit the sea, but many will be seamen the remainder of their lives. During the war these men had little opportunity to learn how the Union operates, what the basic principles of unionism are. These men will have to be taught these things so that they can face the struggles of tomorrow with assurance and confidence in their Union.

We have only to look backward at the period following World War I to get an idea of what we may expect in the near future. Then, as now, the employers used every means at their disposal in attempting to smash all unions. Today you cannot pick up a paper without seeing pictures of police clubbing strikers. The press is filled with anti-union articles and editorials. The radio commentators work overtime to damage the cause of unionism.

TOUGH TIMES COMING

The shipowners are no exception. All they are waiting for is an opportunity. In 1921, the shipowners locked out the seamen and it took a 13-year fight to rebuild the Union and regain conditions.

Today the Union is prepared far better than it was in those days. The SIU has a task to fulfill, the task of holding the Union together and developing a strong active membership that can meet the shipowners anytime, on any issue, and come out on top.

This isn't "reconversion," this is just getting set for the main go. There are tough times ahead. Shipping won't be as good so it is up to the Union to make wages and conditions better and to increase manning scales.

The SIU has seen tough going in the past and has always come out on top. The maritime Unions of the AFL are more closely united than ever before. The SIU in the past six months has twice taken militant action which prevented scabs from breaking strikes. The Longshoremen, Tugboatmen, Teamsters, Masters, Mates and Pilots, and many other associated unions of the AFL stand as one.

PERIOD OF ACTION

Yes, "tomorrow is also a day," but instead of just talk of re-conversion, the SIU is prepared to carry on the fight to the finish. With the full wholehearted support of the membership this fight will be won. Every official of the Union must be constantly alert. Every member must participate to the fullest extent in the activities of the Union. Every issue, no matter how small, must be taken care of and thrashed out to a final conclusion.

This is a period of action; this is the period that will determine whether better wages and conditions are won or whether the old days will come back again. The Union cannot stand still. It's full speed ahead and no slow bells.

OUT OF THE RANKS

Now is as good a time as any to say a few words about the hundreds of Seafarers, newcomers as well as oldtimers, who are working aboard unorganized ships, under non-union wages and conditions in order to bring these ships into the SIU.

Out of these fervent Union men will come the future leaders of our Union—for they are in the process of proving to the membership that they have the initiative, the ability, the spirit, and the unselfish interest in the Seafarers that leadership requires.

He's Okay, Now

In a misguided moment, James Evans, AB (above) paid six months dues to the NMU. Then he left them because, he says, he found them following "a definite communist political line." A fourteen months trip for Standard Oil convinced him that he had been right in the first place about unionism—only this time he went where he should have the first time, to the SIU. "Every seaman should join a Union," he says, "and the only good one is the SIU." But everyone knows that!

**Hurried, Harried And Haggled
-- But Patrolman Does A Swell Job**

To Seafarers who have been paid off in New York, or who have visited the New York Hall, Patrolman Joe Algina is a familiar sight. With his tousled hair, and harried expression, he has the look of a juggler trying to keep six balls in the air at the same time.

Joe is a specialist in Coast Guard problems and logging beefs. He has made it a point to know the intricacies of the laws pertaining to the merchant marine, and he is a militant fighter for seamen's rights. Seafarers who have had Algina settle a beef for them are aware that he is a quick thinker, and can out-manuever almost any Skipper, or company agent, or Coast Guard officer, living.

Assigned to his job by Paul Hall, New York Agent, Joe has operated efficiently and has contributed much to the prompt handling of the enormous amount of work done in the New York Hall.

MANY DUTIES

Besides representing crew members at payoff time, Joe works the counter on the fifth deck, and dispenses good advice to the Brothers who request it. We sat behind Joe one day, and in rapid succession he took care of a veteran who wanted to go to sea; a Seafarer who wanted information on some money due him on overtime; a seaman who had come in to report a Coast Guard beef, and an oldtimer who wanted to ship out again. Between interviews he answered innumerable telephone calls.

GOOD ADVICE

From his experience Joe has figured out ways in which crew members can cooperate in the settling of beefs. He says, "Don't get gassed-up if you have a beef to settle. Give the Patrolman all the facts; he can help you best if he knows exactly what is going on. Helping you quickly will enable the Patrolman to get

Report On Organizing Drive

By EARL SHEPPARD

NEW YORK—The progress of an organizational drive can only be measured by the actual results. If the SIU were to say that a ship's crew was organized just because a few members of the crew had been contacted who had responded to the Seafarers program, that would be just a smoke screen.

For that reason, both the shore-side and ships' organizers of the Seafarers have been very careful to contact each member of the crew, whenever and wherever possible, and to have long man to man discussions with them. This is the important way to organize, and has resulted in many men who were either NMU members or sympathizers coming over to the ranks of the Seafarers.

MAN TO MAN

Unfortunately, there are still men aboard unorganized ships who will agree with either the NMU or SIU organizers just to be sociable. It is pretty likely that these men agree with the idea on unions but just haven't

made up their minds which way to vote.

This is where the man to man discussions with actual comparison of agreements and union operation comes in. Personal contact and friendly discussion has won more support for the Seafarers than any other means of organizing.

An example of what this means is shown in the number of Isthmian men coming up to the Union halls in every port, and taking out membership books.

KEEP EYE OPEN

Another form of organizing that is showing results is the work of SIU ships' crews. On a great many Seafarers' ships, Isthmian committees have been established.

It is the job of these committees to keep a weather eye open for Isthmian ships in any port in the world and to get aboard those ships and talk to the crews. The main idea is to get Isthmian men to come aboard SIU ships for a visit and to show them just how a Union ship functions.

In this manner, the Isthmian seamen can see at first hand just how much overtime is made and just what is overtime. They will be able to see how the ship's delegates function and how beefs are settled right on the job. Above all, this means that the members of the SIU are establishing friendly relations with the men who will be their Union brothers when the Isthmian line elections are won.

Some especially good reports have been coming in from the West Coast. Only many of the ships coming around now the crew is lined up practically 100% for the Seafarers. That they are proud to be identified as being SIU is shown by the large numbers of snapshots and letters they send in. Some of these are published in this weeks Log.

EVERY MAN

Once in a while, due to some slip-up or an overload of work, the organizers miss a ship in some port. This is unfortunate, but it is something that is hard to avoid. The best way to get around this is to remember that every member of the SIU is an organizer for the Union. If an SIU ship is lying in the vicinity of an Isthmian ship, go aboard and talk to the crew. Meet them ashore and become friends with them. Whenever and wherever it is possible, bring them up to the Union hall. Be honest and friendly with every Isthmian man you meet. Listen as well as talk. These men have their problems. They are often able to offer criticism that will help the SIU. Be real shipmates and brothers with Isthmian men and they will be SIU members soon.

All in all, the drive is progressing very well. A definite date for the elections hasn't been set as yet, but all indications show that it isn't very far away. The main job now is to stick aboard the ships and be ready to vote when the time does come.

A big SIU majority in the Isthmian election means a quicker and better agreement when the elections are over. Get in there and pitch.



JOE ALGINA

to the next man and help him. We want to do a good job, and if boys follow these simple rules, we can do it."

Typical of the officials in the SIU, Joe Algina has seen war service, and has faced enemy action in belligerent areas.

The fine job being done by Joe, and by the other Patrolmen, has made it possible for the SIU to expand its services, and to give prompt and pains-taking attention to every beef that comes up.

NOTICE!

Will Clyde Wood, George Branch, and M. L. Eustace please see the Savannah Agent, who is seeking information on the death of Lawrence Smith?

David L. Scaggs, OS, Z638739, reports the loss of his wallet containing papers, trip card and photographs at New Orleans. Will finder please forward, care of the New York SIU Hall.

Will the Brother who had two months stamped in his book for organizing on Isthmian's Cape Junction please get in touch with Patrolman Joe Algina on the 5th floor of the New York Hall.

You Pay High Interest When Buying On Time

By BEN DOR (LPA Columnist)

All over America, people are watching the newspapers and the store windows—waiting for the time when they will again be able to buy toasters, washing machines, autos, and the other things that have been out of the stores for so long. Probably you, too, have some of these things on your list, things that you want to buy as soon as they are available again.

The people who are lucky will be able to pay cash when they get around to buying. By paying cash, they will save themselves a good deal of money. But the rest of us will do our buying on time or we will borrow the money with which to pay for our purchases. Either way, we will have to pay more for the things that we get. Even the stores that say "no extra charge for credit" have to make up some way for the extra costs of selling on time.

Now, salesmen don't like to talk about how much extra it costs if you pay later for the things that you buy now. Hardly ever does a dealer tell you how much interest you are paying on the money you owe him. Instead, he talks about how much money you put down, and about how much money you will pay each week or month. If he can make the amount seem small enough in each case, you won't bother to figure out how much you're paying altogether, and how much you're paying for the credit service.

AN EXAMPLE

Let's take the new stove that Susan Smith is thinking of buying, for instance.

The cash price of the stove is \$100, and that's more than Susan can lay out at one time. However, she doesn't have to pay for it all at one time if she doesn't want to. The store will take \$35 down, and let her pay \$2 a week for one year to pay up the balance.

If Susan does a little arithmetic, she will find out that the payments add up to \$104, more than the cash price of the stove—and she has already paid \$35. In other words, she would be paying \$39 in finance charges.

Susan may be one of those people who knows how to figure finance rates. If she is, she will sit down with pencil and paper and:

- 1) divide the amount she is borrowing in half—\$65 divided by two is \$33.
- 2) divide the finance charge by the \$33—\$39 divided by \$33 shows that the interest rate is about 110%.

Now 110% is a lot of interest to pay for the privilege of buying on credit.

HIGH INTEREST

There are small loan companies that would be glad to lend Susan the \$65 that she needs for buying the stove. But that might mean putting the family furniture in hock, or the car. And both Susan and her husband remember what has happened to their friends who have fallen behind in their payments to small loan companies—after paying back most of their loans, too.

Even the small loan companies would charge as high as 24%, or

even 36% per year. And nobody should have to pay that kind of interest to borrow a few bucks to buy a stove, or a refrigerator, or to pay a doctor's bill. Especially if there is a credit union right there in the union where Susan—or her husband—belongs. Or in the neighborhood where they live. Or at the church they attend.

UNION BANKS

Hundreds of local unions have set up credit unions, more are setting them up all of the time. In a case like Susan's, the credit union is a chance to borrow money at the lowest rates that are usually available. Credit unions charge no more than 12% per year, and sometimes much less. It's a chance to deal with your own people—people who will understand your problems if any come up, who will help out if trouble comes, who will make any arrangement that they can to help you, just as you would to help them.

The credit union is a place to invest your money, too. Credit unions are paying 3%, 4% and even 6% on money that is invested with them, with an almost perfect record for safety. The money that you put into the credit union is loaned to other Susans and other Joes. So it serves your friends and fellow workers at the same time that it serves you.

There must be a credit union that you can join—either where you live or at the union hall—if not, there must be someone near you that knows where the handiest credit union is located—or how to set one up.

If you can't find anyone who does know the answers, write to the Federal Deposit Insurance Corporation, Credit Union Division, Washington 25, D. C. They'll send their closest field man to see you. He'll know the score and he will help you to get started.

The credit union is a kind of cooperative bank. Your union should have one as part of its permanent, standard equipment. Setting one up, or helping to develop the one you have, is your chance to make a real, permanent contribution to the program of the labor movement.

SQUIBS...

By LOREN NORMAN

Civilians will have 30,000,000 pounds less butter in the first quarter of the year, according to the Dept. of Agriculture.

Now we know which side our bread will be buttered on—neither.

The Dutch have found that their cup of Java runneth over.

Citrus fruits are back under price ceilings. Some of the White House folks must have got squirted in the eye.

The Journal of Commerce says that higher castor oil ceilings are expected. Anyway, Junior will continue to go through the roof when he sees the stuff.

Rumors that Congress is undergoing a "cooling off" period are clearly unfounded.

ACCUSES ARMY



Brig. Gen. H. C. Holdridge (ret.) veteran officer and West Point graduate, shocked the House Military Affairs Com. last week when speaking for the Veterans League of America, he denounced compulsory military training and termed the Army "a feudalistic organization carried over into the atomic age." Peacetime draft, he charged, would indoctrinate 18-year-old boys with "the totalitarian viewpoints prevalent in the Army." The military's caste system, he said, is both undemocratic and un-American. (LPA)

The Patrolmen Say...

Good Crew

NEW YORK—The SS James Blaine, of the Eastern Steam Ship Company, blew into town last week after a two months voyage. Believe me, I have to take my hat off to the entire crew. This was a clean ship, from stem to stern. The quarters of the unlicensed personnel was in such good shape that you would have taken them for the quarters of some Washington high official.

All three departments were so solid, and worked together so well, that there were no misunderstandings. The five Tripcards on board had been well instructed in SIU methods and they were as ready to act as any oldtimer.

At the time of payoff, everyone was sober. Not that the boys didn't indulge; it was just that they knew when to stop.

I recommend this crew in the highest degree. If all men going aboard ship in the future will act in the same way, the beefs will be handled much quicker and easier, and there will probably be fewer beefs.

W. Hamilton.

Bucko Skipper

NEW YORK—The SS Richard M. Coulter of the Overlakes Steam Ship Company arrived in port with as many beefs as the Patrolmen could handle. There were many and serious complaints about the Captain. He was charged by the crew with agitating them by calling them vile names and telling them that they were not Union members. He was also charged with failure to comply with the law concerning the amount of money crew members could draw.

PERSONAL SERVICE

He seemed to think that the Salon Messman was his personal servant, and utilized him as such by demanding meals and coffee served in his quarters at all hours. When informed that this consti-

Congress Asked To Enlarge, Increase Old Age Benefits

WASHINGTON (LPA) — Our federal system of social insurance is basically sound, but needs changes to build it into a comprehensive program for all workers. This was the testimony of Nelson Cruikshank, director of social insurance activities of the AFL before the House Ways and Means Committee last week.

"All workers need an income in old age and in periods of disability and unemployment; all workers need protection for their families in case of premature death," the AFL spokesman told the committee, which is considering proposals to improve federal legislation. It is currently considering changes in the sections of the act dealing with old age and survivors insurance.

"The contributions which they make from their income from work should be matched by employers and supplemented by government contributions to provide benefits adequate to meet basic needs when the risk materializes," Cruikshank said. "The longer the program operates on a limited basis, the greater the injustice to

those excluded and those whose protection is defeated because of shifts in jobs. We look to Congress to take the needed action now."

Among the changes the AFL social security expert proposed in the old age and survivors' insurance plan were:

1—Extending coverage to as many as possible of the 20 million jobs not now covered. Giving servicemen earning credit for his months in the armed forces, and providing for older workers who came back to take jobs during the war. Extension of coverage to new groups of workers including the self-employed, and provisions that newly covered workers would qualify with a year and a half of the time the change went into effect.

2—Liberalization of benefits to meet present day prices and wage scales. Benefits should be 40% of the first \$75 of the average monthly wage and 10% of the part of the average wage that exceeds \$75 up to \$300.

3—Extension of benefits to workers over 65 who may continue in a part-time job.

4—Lowering the age of eligibility for women to 60 from 65.

5—During extended disability, payments equal to the old-age program and geared in so that a disabled worker would not lose his old age benefits rights by extended unemployment caused by the disability.

6—Use of general federal revenues to add to the worker and employer contributions to finance the program, with the eventual goal of eliminating other forms of public assistance.

Let Us Have 'Em

The Log wants at once the names and addresses of bars, clubs frequented by seamen, particularly in foreign ports, so that they can be put on the Log mailing list. With the postal delivery to ships snafued, this remains the only practical way of getting the Union paper into the memberships hands.

So do it today—send us the names and correct addresses of your favorite places all over the world, with an estimation of the number of Logs they can use.

R. E. Gonzales,
J. Hanners.

PERSONALS

E. TROY

Contact Pupschyk or Gomez on the B. L. Rodman for your book.

BELLY ROBBERS, INCORPORATED



Stewards Department men on the Edmund Fanning, Isthmian Line, smilingly attest their preference for the Seafarers. They must be smiling because the photographer told them that the SIU was just as sure to win as Boston (where Fanning is docked) is the home of baked beans.

HERE'S WHAT I THINK...



QUESTION: What questions do you think ought to be discussed at the Port Agents Conference in New York on March 18th?



NORMAN WEST—Messman

I think that the most important thing they can discuss would be an Up-Grading School for the Stewards Department. Now that the war is over, the passenger trade will start again and we will need a lot of good men to fill the jobs in the Stewards Department. If we can't supply the right kind of men, we'll be cutting our own throats. In line with this, we should make an all-out drive to organize all the passenger lines because that means a number of jobs, and it will mean seamen covered by good working conditions and good wages.

PETER BUSH—Oiler

One of the most important matters for them to take up in for the SIU to do its own training of seamen. They should also discuss the four watch system, increases in wages, and education of trip card men. Some of the trip card men do not act like good Union men. They are not clean, and they don't observe rules of sanitation. The Agents should also discuss how to stop some of the ships officers from acting like Gestapo agents and grinding down the unlicensed personnel.



FRANK WOZNIK—Oiler

It's about time the Coast Guard and the WSA let up on us. They treat seamen like dogs and, now that the war is over, there is no possible excuse for this to continue. The Agents Conference ought to figure out a way to get the Coast Guard and WSA to keep their noses the hell out of our business. They also ought to discuss lowering the 32 months at sea rule. On May 15, the draft will end, but the seaman will still have to live up to this rule. If the NMU rank and file succeeds in cleaning up the outfit, we might be able to work with them on some of these points.



ISADORE COHEN—OS

The Agents Conference should start a new program for higher wages. We don't make very much money, and a lot of that goes for taxes. We need more money. The Agents should also try to work out a plan to allow the NMUers to come into our Union if they can prove that they didn't follow the "party line" and are not really communists. Maybe this way we can build an even bigger Union, and have more seamen enjoying SIU wages and conditions.



Peace Ends Need For Coast Guard Control Over Civilian Seamen

By JOHN MOGAN

In recent months, it has become increasingly evident that the Coast Guard does not intend to relinquish voluntarily the wartime powers vested in it by authority of the President.

On the contrary, the personnel of the Coast Guard, those at least who now enjoy plushy desk jobs in the offices of Shipping Commissioners in every seaport in the country, are doing everything possible to manufacture reasons why the Coast Guard should continue in peacetime to function as it did during the war.

This "eager beaver" attitude is wholly understandable when it is remembered that this type of war service was very choice indeed. Thousands of able-bodied young men were issued tons of gold braid and assigned to supervise the work of civilian Shipping Commissioners, who had been doing the work for years without this type of gratuitous assistance—and doing it a lot better.

It was good "service," however; it was a 9 to 5 job that carried lots of authority and little work that couldn't be done just as well by countless thousands of able-bodied yeomen and Spars; it also furnished a beautiful opportunity to meddle with the work of the Shipping Commissioners and with the lives and livelihood of civilian merchant seamen.

BIG JOB

In retrospect, their wartime duties are hazy. They consisted chiefly of boarding ships safely inside the nets, after they returned from perilous runs to all the war theatres of the world, to tell the Masters that "surely you must have had some trouble with the crew that requires Coast Guard disciplinary action!"

If, by any chance, the Master had had some poor sailor logged for drunkenness (a most normal happening), a horde of legal beagles in gold braid then took over and harassed the guy through two or three days of mock trials before suspending his seaman's papers for a period of time, depriving the sailor of his right to work—and at a time when we needed every seaman urgently.

How embarrassing must have been the "service" of the shore-side gold braid to the kids and the officers of the Coast Guard manned LST's, escorts, patrols, etc., who fought side by side with merchant seamen on the beach-heads!

OUTRANKED

But this sort of stuff was, and is, picayune. The vital role they have usurped is that of the U. S. Shipping Commissioner. This is of utmost importance to the seaman because the Commissioner is required by law to protect the interests of the seaman.

But he is now in the anomalous position of being in the Coast Guard himself and under orders of some young ignoramus with another stripe—if he was chump enough to accept a commission. And if he didn't, he is still powerless to function properly under the set-up as is.

Therefore, it is to the best interest of the seaman and of the country to have the Department

of Commerce regain control of the Shipping Commissioner's office.

For efficiency in competing with the shipping interests of foreign states, the Department of Commerce is infinitely more capable, through knowledge and experience than the Coast Guard. And for the civilian seaman is it even more imperative that the Shipping Commissioner handle his problems.

COMMISSIONER'S JOB

What are some of the ways that the Commissioner functions as a protector of the men who sail our ships? First, the Commissioner



clarifies Navigation Laws and statutes for agencies interested in the welfare of seamen; second, he adjusts claims of seamen as to wages, loggings, forfeitures, and improper discharge; third, he assists relatives and next of kin to recover monies due deceased sea-

men, and in the collection of insurance and social security benefits; fourth, he assists relatives to locate missing seamen; and last, he performs all activities relating to the issuance of seamen's documents, receives and passes upon the eligibility of applicants requesting seamen's papers and issues the documents necessary.

ON HIS NECK

The foregoing are part of the duties of the Shipping Commissioner. Can he perform them while dominated by Coast Guard interference? He cannot. Moreover, the Coast Guard has taken over completely the issuance of documents and endorsements.

Consequently we argue that Coast Guard controls should be removed now, as the questionable necessity for their interference during wartime is now definitely eliminated.

The war is over and won, and also over is the need of wartime controls over civilian sailors by a defunct but diehard military organization.

To the powers-that-be we say: "Rid the government of the expense of maintaining the thousands of Coast Guard men now cluttering up the offices of Shipping Commissioners throughout the country, and let the United States merchant fleet continue its work unhampered by the inefficiency of the little men in gold braid."

Seafarer Parker Has Ice-Legs

ROME, N. Y.—Whether on ice or sea, Seafarer Jack Parker, Bosun/AB, is equally at home. As proof, Jack successfully defended his Senior Men's City Championship won last year by winning both the 880 and mile men's speed skating races held here last week, taking home two first place medals and two trophies for his efforts.

The day previous, speedy Parker had scored a grand slam in the ice races held at Syracuse. Copping the 220, 440, 880 and mile races, Jack received four first place medals and point trophy for the meet to climax an extremely successful season, both indoors and outdoors.

His kid sister, Rosemary, age 12 years, won two second place

prizes in the Rome races to show that all the competitive spirit in the Parker family is not possessed by Jack alone.

At the close of the winter ice season in New York State, the Log will run a feature story on Brother Parker, and will attempt to have pictorial proof of his skating prowess showing a few of his medals and trophies, and Jack in action.

Known throughout the seamen's world as a fighting Union, the SIU is happy to have among its members another fighter of the proven ability of Jack Parker, who has that old competitive spirit of the Seafarers.

SUP Unveils War Dead Memorial

The Sailors Union of the Pacific announces the unveiling of a Memorial Monument erected by the members of the Sailors Union of the Pacific in honor of their departed brothers, who lost their lives in World War II, and in lasting memory of those who died ashore.

The Honorable Earl Warren, Governor of the State of California and C. J. Haggerty, Secretary of the California State Federation of Labor will be guest speakers. The ceremony will be broadcast over Radio Station GKO.

The unveiling ceremony will take place Sunday, March 17, at 11 a. m. at Alivet Memorial Park, Colma, where this Monument now stands in the Sailors Union of the Pacific's burial ground.

The monument is a most fitting memorial to the men who follow the uncertain paths of the sea. It is an eloquent gesture of a Union of Men, in memory of the dead who give their lives in war or peace that a world may be free. Sculptured by John Stoll of black granite, it is approximately 18 feet high.

Chiseled in the sub-base and following its complete course is the inscription: "And the Sea Shall Give Up Its Dead" From Every Latitude Here Rest Our Brothers of the Sailors Union of the Pacific.



John Mosby Crew For SIU

By ROCKY BENSON

NORFOLK, Va. — The John Mosby, Isthmian Line, now stacks up 100% for the Seafarers. The crew members are sick and tired of the NMU's stalling tactics in holding up the election. They want to vote now, not six months or a year from now.

One Army vet, Jim Hartley, OS, claims there is no other Union like the SIU. He has been overseas three years, back in this country a year, and is now making his first sea trip. When he returns from this trip, Brother Hartley assures us he is taking out his SIU book at the first opportunity.

Another vet with four years fleet time in the Navy, L. R. Smith, AB, is very definitely for the Seafarers, and also wishes to take out his SIU book when he returns under the special charter rate open to Isthmian men.

Bill Rowe, Black Gang Delegate, has a 100% SIU bunch with him, and ship's organizer Tannehill says the Deck Gang is all SIU, too. They're all yelling for action on the election to determine the union bargaining agent for Isthmian to take place right away.

FINKY STEWARD FIRED

Just before the Mosby was ready to sign on, the crew got together for a meeting and decided not to sign articles until the finky Steward was fired. They won their demands in short order.

One full book NMU member, McBride, has declared that he will not sail with that outfit again. He states emphatically that when the ship returns he is going to throw that book so far away that nobody in this world

will ever see it again. He's for the SIU!

With an all-Seafarers crew such as the John Mosby has, there's no doubt about the Seafarers winning the election. The only question is—"How long before we're going to have the Seafarers as our Union to represent us in bargaining and negotiations with the Isthmian Line?"

The Hall's Yours

Cards? Chess? Music? A Good Book? They're all in the SIU hall. No effort has been spared to make the halls comfortable and attractive. A gin mill is no longer the social center for men ashore—the center is the union hall.

DECK GANG OF SS JOHN MOSBY



An SIU crew is a happy crew, and these boys are certainly happy. Maybe they heard that the Isthmian election is just around the corner. Kneeling (from the left): Hatley, OS; J. B. Crokaert, Bosun; L. R. Smith, OS; Zeeb, OS; Standing: Tannehill, AB; Bellows, AB; McBride, OS; and Ayers.

PART OF JOHN MOSBY'S 100% SIU CREW



Some of the lads on Isthmian's John Mosby snapped down Norfolk way. Reading from left (front): M. F. Vick, S. Dept.; L. P. Smith, AB; Bill Rowe, Oiler; J. B. Crokaert, Bosun; W. H. Bellows, AB; W. L. Zeeb, OS. Second row: Sam Suttles, Wiper; M. W. Eayers, MM; B. S. Turner, Oiler; Jim Hatley, OS; C. E. Waters, FWT. Third row: J. T. McBride, OS; J. Shipley, Wiper; J. C. Bunn, MM; A. M. Williams, S. Dept.; W. R. Kirkland, S. Dept.; C. M. Tannehill, AB; and T. Ayers. Apparently the cameraman cut a couple of the boys out.

Port Arthur Needs New Hall

PORT ARTHUR — The real value of the Log mailing service was demonstrated today when the Port Arthur Hall received a telephone call from St. Louis.

A brother member who had the Log mailed to him at his home read of the new Hall here and promptly made a long distance call to find out how shipping was.

He is now on his way down here and will be riding a tanker soon.

The Venrendrye, a Los Angeles tanker, paid off with all beefs settled satisfactorily aboard ship. The Baldwin Hill another Los Angeles tanker, came in from a seven-week trip to England. There were a lot of oldtime book members aboard, and the ship was in fine shape.

THE SIU WAY

The oldtimers had worked very closely with the younger members and the tripcard men, with the result that the whole crew knew the score. This is a real example of the way shipmates should work on an SIU ship—the oldtimers educating the younger members in the principles of unionism.

Brother Moon Koons brought in a smooth payoff with a good Log donation. A lot of men riding the unorganized tankers are coming in to the hall and inquiring about the SIU. They want to ship SIU and they want to see the unorganized ships go SIU.

Several ships are due in a few days, so it looks like a busy week coming up. This small hall was okay for a starter, but with the increase in business it isn't big enough—so the headache now is to find a larger and better one.

Anyone heading south should make it a point to at least pay a visit to Port Arthur. This is the place to get a good tanker anytime.

NOTICE!

Seafarers Sailing As Engineers

All members—retired and former members—of the SIU, now sailing as licensed Engineers, report to the New York SIU Hall as soon as possible.

SUP Marks Anniversary

SAN FRANCISCO, March 6—Sixty-one years of progress was marked today by the Sailors Union of the Pacific. In a special 61st anniversary meeting at Headquarters, short talks were given by oldtimers, touching on the historic fight made by the SUP in championing the rights of seamen everywhere.

From the time of its organization, on March 6, 1885, it has grown increasingly strong. The SUP has faced adversity of all kinds, but has never faltered in the fight for the emancipation of seamen.

Age has not dulled the vigor of the oldest Seamen's Union in existence. In fact, its record of militancy and progress of the last few years proves that its strength and fighting spirit have been enhanced by the passing years.

Founded by men who had been abused and mistreated, a democratic constitution was framed to safeguard them from venal men who might come to power in the union. The executive power is retained by the membership, and thus, ashore and at sea, each member is fully protected.

The young men who have joined the SUP in recent years are aware of the traditions and reputation of the Union. They realize that the responsibility of carrying on the organization lies with them. To them, and to the oldtimers, the SUP slogan means exactly what it says—"Steady as she goes!"

Conference Will Draft Labor Action Program

Calling for "positive action in this critical time," a Conference of American Progressives will meet in Chicago on April 6 and 7, to find ways and means to build a unified program of action for labor, farmers, cooperators, professionals, and liberals.

Among the prominent labor leaders and educators sponsoring the call are John Dewey, educator; A. Philip Randolph, President, Brotherhood of Sleeping Car Porters, AFL; Simeon Martin, President, Michigan Farmers Educational and Cooperative Union; H. L. Mitchell, President, National Farm Labor Union; James Patton, President, National Farmers Union; and Samuel Wolchok, President, United Retail, Wholesale and Department Store Employees.

The need for some such pro-

gram has been evident for some time, say the sponsors. On every front labor is being attacked, and restricting measures have been introduced in Congress to limit and negate the gains which labor has made in its long and honorable struggle.

Unless labor is to remain on the defensive, they say, a minimum program must be drawn up which will try to solve the following problems outlined in the convention call:

Wages and prices—Can a disastrous inflation be avoided under the Administration's compromise policy? Is the end of the war to mark a period of low wages for the American worker?

Legislative fumbling—Congress refuses to consider progressive measures relating to veterans housing appropriations, minimum

wages, proposed anti-labor bills, and expansion of cooperatives. Must these issues remain in the hands of the reactionaries?

Internal democracy—The extension of only second class citizenship to millions of Americans is a black mark against our vaunted democracy.

Atomic energy and World War III—The most destructive force the world has ever known should not be left in the hands of the military. In their hands it can only be used as an offensive weapon. Atomic energy should be under civilian control, and used to better the standards of living of the entire world.

Political action—The 1946 and 1948 elections are almost upon us. The present Administration, which professes to try to achieve a liberal program, but sponsors

reactionary appointees, cannot be expected to satisfy the just demands of labor and liberals.

The victory of the British Labor Party, and the progress of the Canadian Cooperative Commonwealth Federation, have given new impetus to the talk of a new party for the United States. The two party system, the callers of the conference contended, has shown itself to be woefully inadequate in its representation of the workers. A new party is a possibility and will no doubt be carefully discussed at the conference.

In addition to the sponsors, other national labor leaders, educators, writers and economists are supporting this conference. Perusal of the list shows that no communists or fellow-travelers are included.

Furuseth Freed U.S. Seamen From Slavery

"You can put me in jail, but you cannot give me narrower quarters than as a seaman I have always had.

"You cannot give me coarser food than I have always eaten. You cannot make me lonelier than I have always been."

These eloquent words were written by the late Andrew Furuseth, a man who went to sea in his teens, and who, throughout his eventful though poverty-stricken life, fought to elevate seamen from their status as chattels of the shipowners.

Last Tuesday—March 12—was Andrew Furuseth's birthday. It was a day that every seaman—especially Seafarers—should have celebrated. For Andrew Furuseth did more than fight for seamen's rights. He was an early leader in the Seaman's Society for the Pacific Coast, the forerunner of the Seaman's Union of the Pacific and the Seafarer's International Union.

Before Furuseth fought his legislative battles, no American seaman could strike after signing shipping articles. No seaman could quit his ship.

FREED SEAMEN

Furuseth fought to abolish the severe penalties under which seamen were prosecuted for either of these "crimes." He fought "to make seamen free men."

He succeeded. Last Tuesday, on what would have been his ninety-third birthday, he would have looked with pride upon the great Union organizations the SIU and the SUP have become.

Andrew Furuseth was born in Romedal, Norway, on March 12, 1854. He came from a poor family and took to the sea in his early teens, sailing successively on Norwegian, Swedish, German and American ships. He came to the U. S. in 1880, and began his agitation for a change in the status of seamen shortly afterward. He was elected secretary of the SUP in 1887. Four years later the SUP established the first Union ship-ping office.

SERFS OF THE SEA

It was in 1894 that Furuseth was sent to Washington to lobby for protective legislation for seamen. His appeals to members of Congress were dramatic pleas for the seamen's case. Here is a portion of one of them:

"Maritime law makes of seamen the property of the vessel on which we sail. We cannot work as seamen without signing a contract which brings us under the law. We have nothing to do with its terms. We either sign and sail, or we sign it not and remain landmen.

"When signing this contract, we surrender our working power to the will of another man at all times while the contract runs. We may not, on pain of penal punishment, fail to join the vessel. We may not leave the vessel, though she is in perfect safety. We may not, without our Master's permission, go to a mother's sickbed or funeral. . . .

"The captain may change, the owner may change—we are sold with the vessel. . . . We stand in the same relation to the vessel as the serf to his master. When serfdom was abolished in Western Europe we were forgotten by the liberals. When the slaves of the United States and Brazil were

emancipated, our status continued. . . ."

LEGISLATION PASSED

But thanks to Andrew Furuseth, the seaman's status did not always remain so. Successive acts were forced through Congress which reduced the drastic power of the shipowners and masters over the lives of seamen.

The White Act passed in 1898. It abolished imprisonment for desertion from American vessels in U. S. ports. It abolished corporal punishment. It gave seamen the right to draw half wages in any landing or discharging port.

In 1915 the Seaman's Act was fought through Congress. It provided important safety measures.

These things are taken for granted by today's seaman. But you need go back less than 50 years to find cases of seamen being imprisoned for jumping ship in U. S. ports, or being flogged for minor misdemeanors aboard ship. And these were legal acts until Furuseth went to work on Congress.

Andy Furuseth is gone. He died on January 22, 1938, a poor man in worldly goods, owning no more than the clothes on his back. But up to his dying day he had the interest of the merchant seaman at heart, and he had a wealth of accomplishment behind him. He was mourned by all, even the shipowners whom he fought.

They took the ashes that once were Andy Furuseth out to sea aboard the SS Schoharie, and on March 21, 1938, the Master of the ship scattered them over the sea Furuseth loved and hated and fought to make a decent place for seamen to work and live.

Franchere Crew Discusses Beefs

By ARTHUR HAYSTON

GALVESTON — Joining the many other Isthmian Line ships which are now holding regular Union meetings on shipboard, crew members of the SS Gabriel Franchere recently held a meeting to elect delegates, discuss beefs and take whatever action deemed necessary to settle their beefs.

Brother Sheets and Jump were elected chairman and secretary of the meeting respectively, and then the men proceeded to elect delegates for the various departments. John Collier was elected from the engine dept.; the deck gang elected Hayston; and Sheets was chosen by the stewards dept. as delegate.

BEEF SESSION

At the conclusion of nominations and elections, members of the crew all had a chance to get their beefs off their chests. Most of the complaints were that the Messmen keep the mess halls clean; that the Messmen wear white coats at all times when serving meals, and the standbys to clean up the mess halls—the last standby on the 12 to 4, and the first standby on the 4 to 8—and to have their shirts on at all times; and glasses and silverware to be wiped after each meal. Final demand was that the ship be fumigated before sailing.

EDUCATIONAL DISCUSSION

Last part of the meeting was given over to an educational discussion of the Seafarers history, Union activities, contracts and

program with all SIU members taking an active part, and others asking questions. Meeting was finally adjourned at 9:00 p. m. with all crew members having been present except those on watch.

With better than 90 per cent of the Franchere's crew signed to pledge cards, and a number of men who have taken out Seafarers books, this ship is really shaping up in fine style and should be 100% by election time.

PUERTO RICAN GIFT TO NEW YORK



Puerto Rico Agent Bud Ray, in New York for the Agents Conference, attracts a group of interested Seafarers as he presents a painting of Andrew Furuseth, founder of the SUP, to the New York Branch. Above we can see (from left to right) Bob Porter, New York Agent Paul Hall, who accepted the painting on behalf of the Branch, Bud Ray, P. Robertson, J. Arras. The portrait is by M. Rosado, eminent Puerto Rican painter.

Upgrading To AB

Ordinary Seamen and Acting ABs who have one year's seetime are eligible for upgrading to AB.

If you are interested see Jimmy Stewart on the 3rd floor of the New York Hall.

Seafarers Presses Fight For Tax Refund To POWs

Seamen who have been prisoners of war, returning from long years in German, Italian and Japanese prison camps, were given the greatest kicking around of the war. Many of them have still failed to collect the full amount of wages, bonus and clothing allowance due them.

The WSA and the companies used about five bucks worth of bureaucracy and red tape for each dollar they paid the returning POW. They were pushed around and interrogated, often for days, by government agencies which asked the same senseless questions over and over again.

While returning civilian internees were being feted, put up in the best hotels, loaned and given money, the seamen POWs were left to the ministrations of the United Seamen's Service, which like every other phony charity outfit, dressed them in cast-off clothing and old uni-

forms. They were bedded down in any old corner, barracks or anywhere else convenient.

TOOK THE DOUGH

The steamship companies and the government didn't miss taking out the income tax or any other deductions. Although these men were not drawing the bonus during and after their imprisonment and were not even given either the consideration accorded to military or other civilian prisoners, every possible penny was taken away from them.

Each returning Seafarers' POW was met by a Union representative who remained with him until he had settled his company accounts. In every instance the phony deductions were protested.

When the WSA and the companies continued the deductions, the Seafarers took the entire matter to Washington and kept the fight up from every angle. The SIU claim was that no tax for the period of imprisonment should be payable, and that tax deductions should be refunded.

SIU PRESSES CASE

Events recently point to a possibility that the Treasury Department will agree to the Seafarers' contention, and that these returned seamen POWs will at least get some partial recognition for their long months of captivity.

The Seafarers has been fighting on this issue since long before the first prisoners of war returned, and will continue the fight until the sacrifices of these men are recognized and they are given the same recognition as the men of the armed services.

SIU Agents, Patrolmen and representatives in all ports are urged to contact New York Hall regarding any Seafarers who were POWs during the past war, in order that further action might be taken on their cases. All pertinent details regarding their imprisonment, etc., should be supplied at the same time, so that no valuable time is lost in determining facts.

SOLID SIU STEWARDS CREW



Here's another solid SIU Stewards Dept. on the Isthmian Line's Kenyon Victory. Reading from left: S. D. Nova (San Francisco Organizer), Cris Casallo, Philip Pascua, Julio Pelias, Guadencio A. Arcangel and Valeriano Morante. Vincent Agot and Ireneo C. Caparro, both Seafarers, were busy and couldn't get in picture.

Searsport Growth Is Predicted

By JOHN MOGAN

BOSTON — It continues to be quite busy in Boston, with plenty of jobs for all who wish to go to work—excepting, of course, the entry ratings, which are still scarce in comparison with the number of job-seekers.

All payoffs were clean; disputes were settled aboard the various vessels. We still run into some bother regarding the signing on of some of the ships: it seems that the Steamship Companies are trying to chisel their own type of rider into the articles—which means that Headquarters will have to circularize all the companies with copies of the rider that SIU ships will recognize, and thus save a lot of time and bickering at sign-ons.

REPLACEMENTS

A couple of delegates came down from Searsport to try to get some action up that way on getting paid off. There are two of our ships up there now, both in the stream awaiting berths. The articles call for final port of discharge; but when they finally get to a berth we hope to be able to get the ships paid off and the crew members back to civilization.

Both ships have been out a long time, a good part of which was spent lying to in the stream—and all of the time sitting on a load of ammunition. As was pointed out in these columns before, Searsport will doubtless be a busy spot now that the Army has given up its base in Boston, so that it will be up to the local membership to provide replacements for the crews up there as soon they dock—for that is the only way we will be able to get the ships paid off in view of the articles.

RAIDING

The New England Steamship Co., with which we had a contract, changed ownership on midnight of February 28. An outfit known as the Massachusetts Steamship Line, Inc. took over as of March 1. This new outfit has been finagling for months, while operating the ships for the predecessor company, to form a company union.

On midnight of February 28, a meeting was held in New Bedford; all employees of the company were in attendance, and the meeting was presided over by S. P. Jason, Business Agent of the Teamsters Local 59. It was a clear cut case of "raiding" by the local czar of labor, and by the time we reached New Bedford on March 1st, the employees had been sold down the river by the Teamsters' Agent.

At this time we can only say that this affair is not finished, for already the State Federation is investigating Jason's activities, and it is inconceivable that this labor-faker will best the Seafarers.

NEW BUILDING

There is a possibility that the port will be getting its new building in the near future. A Building Committee has been elected and is currently examining a number of buildings. However, to date the Committee has not had too much success, as the real estate which would be ideal for our purposes always has a price tag on it that is beyond our means. However, there are some leads as yet unexplored and it is hoped by all the membership

that the Committee finds a spot soon.

Eastern Steamship is rushing the reconversion of the Evangeline and the Yarmouth, with the goal of having the first cruises of these vessels coincide with Easter. These two will carry a complement of approximately 100 men each, and with two more which Eastern hopes to get into opera-



tion soon, steady employment for about 400 members in this port will be assured.

All in all, it looks as though the Port of Boston will continue to do increased business, especially when the Warehousemen win their demands and return to clean out the warehouses, which are now glutted with merchandise of all descriptions. So far as work is concerned, we can still use all ratings above OS, Wiper, and Messman and the variety of voyages is great.

NO NEWS??

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

BALTIMORE
MOBILE
NORFOLK
GALVESTON
TAMPA
PHILADELPHIA

Irresponsibility Of Members Hurts The Union

By LOUIS GOFFIN

The Arab closed his tent and silently crept away in the night—and such is the Port of Jacksonville. No ships, no shipping, no business, no nothing.

In all our experience we have never seen a port as dead as this one at the present time. We are in hopes that this situation will change soon, but from the looks of things it won't happen for a long time to come.

It has been rumored that a Bull Line ship, the old Cornelia will be due here on March the 17th, or 18th; whether she comes here or not remains to be seen. Our old standby, the Newberg, left for Galveston last week, and in her sailing is a story that the members should ponder over.

This ship was in Jacksonville drydock for about three weeks, and the full crew was kept on. The Stewards Department was engaged in painting the mess-rooms and the rest of the Stewards quarters; with subsistence wages and overtime these guys, especially the cooks, were averaging over eighteen bucks a day.

WALKED OFF

When this ship was ready to start feeding the fun began. We had notified the crew that any

one who wanted to quit, should do so on signing on day. None of the stewards department decided to quit, yet on sailing day morning, just about one hour before the ship sailed, the two cooks jumped the ship without giving us enough time to replace them. The result was that the Agent of the company shipped two non Union men aboard before we had a chance to get Union cooks.

This illustrates an act unbecoming a Union man. Such action is a black mark against us and should not be tolerated by the membership of the SIU. We informed these men that the proper action will be taken against them.

We are engaged in a large organizational drive and it is guys like these who do more to harm us than even dual Unions and the ship operators.

We recommend to the membership that proper steps be taken to alleviate this kind of a situation.

There are a few book members on the beach here, and since shipping is so slow in this port we have advised these men that they go to either Galveston, Houston or Port Arthur. We note by the minutes of these ports that rated men are needed there very badly. The men, noticing the situation in this port, have been taking our

advice and quite a few of them have been heading for the above mentioned ports.

Seamen To Get Idle Insurance

ALBANY, N. Y.—Under a liberalization of the State Unemployment Insurance Law, maritime workers are now eligible for unemployment insurance if the vessels on which they work are controlled from offices in New York State. This was announced by Industrial Commissioner Edward Corsi recently when he stated that merchant seamen in foreign or interstate trade had not previously been eligible for payment of unemployment benefits, but are now included.

Employers became liable for contributions to the State unemployment insurance fund on January 1, 1946. Benefits will start in the "benefit year" beginning the first Monday in June, 1946, and will be payable thereafter according to the terms of the Unemployment Insurance Act.

This liberalization is a direct result of the struggle which has been put up by maritime unions to have seamen and maritime workers included within the provisions of the various state unemployment insurance set-ups.

Ice Delays Lakes Shipping

By ALEX McLEAN

BUFFALO—Ice conditions in the Great Lakes generally are worse than last year, when navigation opened about April 1st, the U.S. Navy's Branch Hydrographic Office in Buffalo reported in its first 1946 ice summary. Except for breaks west of Long Point, solid ice extends from Buffalo to Rondeau, Ont., on Lake Erie, and 10 to 18 inches of ice off Buffalo Harbor.

Stockholders of the Great Lakes Transit Corporation have approved a proposal to transfer certain company assets to Northern Shipping Ice, a new lakes package freight and automobile shipping concern formed by Overlakes Freight Corporation of Detroit.

The Hazen Butler of the D&C Line has the Engineers aboard now, and we expect them to call for the Oilers and Firemen the first of the week.

Engineers are also aboard the George Ingalls and the George W. Meade of the McCarthy line. Oilers are now aboard and the Firemen and Stewards department will be aboard by the 18th of March.

The following Brothers are recuperating in the Marine Hospital: Thomas Duffy, Oiler; J. La Bonte, Helmsman; J. Jembroke, Porter and Art Jepson, 2nd Cook.

Can't Pay Off If Rider Says "No"

By ARTHUR THOMPSON

SAVANNAH — After three hectic weeks we drained our manpower and called for men from other ports to crew up the five ships we had in port. This



doesn't sound like a big job, but believe me, it was.

While trying to crew up a hot ship we may have jobs on the board for one which will be here awhile, and on top of that some companies pay better, and ten bucks is ten bucks in any man's language. Naturally, it's harder to man a Bull Line scow than a South Atlantic. But we made the grade and we have nothing in sight for the near future except the Robin Line's Dvorak which should payoff next week.

NO DICE

We have quite a few calls from various ships, especially west coast ships, wanting to payoff

when the articles don't call for it. We'll do everything in our power to payoff a ship, but there are higher authorities who say "no," and we can't buck them so easily.

When a rider calls for a final port of discharge on a particular coast, that rider has to be lived up to, like it or not.

When the SUP membership went on record to go back to peacetime articles they thought they were protected. The shipping commissioners gave them the understanding they were. But Lt. Commander R. H. Farenholt in Washington had different ideas.

I see by the San Francisco minutes that Morris Weisberger is working on the matter and if anyone can do anything about it he can. Meanwhile the SUP membership has gone back to Rider 64.

The SIU has a new rider which in my opinion covers the situation adequately. However, most west coast ships coming into Savannah want to be paid off. We tried, but no can do. Still we get calls for replacements, since most skippers will payoff some of the crew under mutual consent. We have trouble supplying these replacements, but manage somehow.

LOVELY LADY

We had the August Belmont laying in Charleston for months waiting to unload so she could payoff. We just got word from Charleston, however, that she would payoff in New York. Since she came in, we've had calls for replacement of practically half the crew. When she does payoff I doubt if half the original crew will be aboard.

Savannah is in her glory at the time of this writing. Spring is busting out all over and the city is beautiful, even though Lady Astor recently referred to Savannah as a beautiful lady with a dirty face.

Savannah has been chosen as the City for the Monetary Conference which started March 8, 1946. The city is decked out like a school girl at her first party and a holiday feeling prevails.

The USS Solomons, an aircraft carrier, is due here in the morning. This is a rare event in Savannah. It seems most of her crew will take part in the St. Patrick's Day parade. We haven't had any calls for replacements on her yet.

We have two members in the hospital down here L. A. Holmes and Robert Schmidt.

(P.S. To Editor: — Remember Savannah's waving lady? If you don't, ask some oldtimer. It's an interesting story. Anyway, they are talking of making a picture about her. If you can't find out about her, write and I'll be glad to give you the story.)

(P.S. From Editor: — No we don't, Brother Thompson, but we'd sure like to know.)

LEARNING SCORE FROM SIU ORGANIZER BENSON



Isthmian's John Constantine crew learning the Union facts of life from Seafarers' Organizer Rocky Benson. From the interested looks of the men, Rocky must be giving it to them straight from the shoulder in typical SIU style.

Operators Use New Bag Of Tricks

By C. J. (BUCK) STEPHENS

NEW ORLEANS — Shipping is still booming in the port of New Orleans and from all indications will continue for a week or two. This port will have the Puerto Rican effect to it next week from the looks of ships due in.

Bull Line will practically take over the Port for the next week with five ships due in over the week-end. So all Bull Line stiffs will really have a chance to ship on one of their scows. Mississippi has a few scheduled ships due in but the tanker situation looks pretty bad for our favorite stand-by gang.

We've been having quite a few beefs in here lately from members of the various tankers that did not get their overtime at payoff but went off with some company-man's word for it that checks would be mailed to them. A month or two later they come up blowing their tops that some one fouled them up. It's nobody's fault but their own—so, Brothers, remember to collect at the payoff.

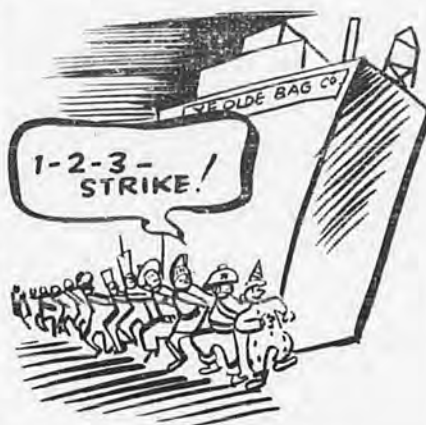
Here's another deal these operators are pulling: You happen to run across a pretty good company official or skipper and collect a few extra hours overtime, which is not put down exactly as the head office would like it, then they will deduct it from any unclaimed wages you have and then tell you when your voucher comes that you were overpaid and they deducted the overpayment from the money due you. So, Brothers, again don't forget to collect all monies due you at payoff, and not two or three months later.

STRIKE UNIFORMS

The Carnival went over here in New Orleans in a big way and was enjoyed by all hands that were in port on ships, or the members that stuck around to see it before shipping. Even the workers of the Bemis Bag Factory who are on strike here got into the Carnival spirit and picketed the place in Mardi Gras costumes.

Bisso has been declared "unfair" to the SIU and picketing of his boats and office is now going on. I will not go into detail be-

cause the Towboatmen delegates will make a report for the Log. Bisso, cheap guy that he is, offered one of our pickets a dollar to discontinue picketing. He



will soon find out that a union man cannot be bought like the people he is used to dealing with.

Good Season Seen For Lakes

By WILLIAM STEVENSON

DULUTH—Last week I was on the sick list, so I went to Dr. Barney, and he sent me to the hospital. I am now back on the job, with less rations; and worst of all, no smoking. That is going to be hardest to give up.

We sure have spring weather up here now. Little lakes during the day, and skating rinks at night. I you don't believe me, try driving, or walking the streets.

We've had a lot of guys around asking about when we're going to start running the boats again, and what kind of a season we are going to have. A fellow has to know everything in this game. However, things are looking up, and from the way men keep coming in, we are going to have enough manpower.

Detroit is doing good shipping this past week, and with our contract for that raise in pay from last July, the boys are convinced that we are really doing something.

I was asked what the NMU was going to do about wages, and I told them that the NMU would take what the Lake Carriers would give them, and then take the credit also.

NMU Sells Books At Any Price--Not Worth It, Isthmian Man Finds

By ROBERT A. MATTHEWS

SAN FRANCISCO—Yesterday, March 8th, Brothers Simons, Kelly, and Turner went down aboard the SS Sea Fiddler, an Isthmian Ship to meet the gang and talk things over. They saw a little incident which should not go unrecorded.

Garabedian and another NMU organizer were aboard the Sea Fiddler also and, as is their custom, they had their pockets full of blank NMU books. They sell these books just like they were lottery tickets or something, only with a lottery ticket a guy does have a chance to better himself. At any rate, they let these books go for whatever they can get.

Well, to make a long story short, they sold one of these NMU books to one of the Oilers. This man took the NMU book and went below where he saw the Second Assistant Engineer.

Now it just happened that this Engineer was an old SIU man and a good one. He promptly told this young fellow what the score was in regards to the difference between the SIU and the NMU. That threw a different light on the matter so the guy ran up to the messroom where he collared the NMU organizer. He tried to get the guy to return his money that he had given for the book, but the NMU refused to give it back.

In spite of this, the Oiler then signed a pledge card for the SIU. These are tactics that are used by the NMU but to no avail.

Rainy Season Hits Puerto Rico

By CHARLES B. MARTIN

SAN JUAN — Since I have taken over the Acting Agent job, we have been having fair to good shipping for rated men. Sometimes we have to go and dig men out of the famous Texas Bar, and some of the less famous bars that grace our waterfront.

We have one ship here, the SS Jean, that is giving me a continuous headache in trying to furnish the Captain his supply of seamen. In fact, I have run to the end of the rope as I have shipped him almost two crews

chance to get at the men who never sailed with him.

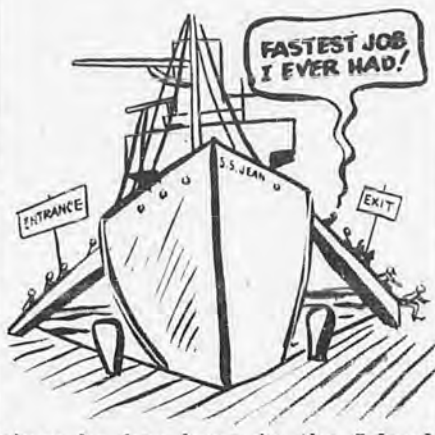
Philly's wonder boy, Soapy Campbell, is still in our midst. I can't tell how his love affair is progressing as I am not in the know, and he doesn't show his happy face around here very often.

Tex hangs around until he finds out about a job coming up, and then he does a fade-out. I tried to find him for a job on the Jean, but it was like searching for a needle in the haystack.

HOT SPOT

The Cape Mohican has the hottest messroom I have ever been in, in all my experience of going to sea. The Engine Room Delegate invited me to have dinner with him, and if modesty would have permitted it, I would have done the same as the girls in the Hurdy-Gurdy shows do. I finally did what the crew has to do; retired to the deck to eat my meal.

We are having a few beefs here and there, but outside of that, sailing is pretty smooth. The rainy season is upon us, brother, and plenty of it.



since he has been in the Island. I will be more than glad when his ship sails so as to give me a

Great Lakes Secretary-Treasurer Reports...

By EMANUEL S. LASHOVER

SANDBOAT NEGOTIATIONS:

We met with the sandboat operators on February 18th and left in a deadlock concerning payment of the bonus on the 30 day basis. They have informed us that they wish to meet with us again on March 11th, and I believe that we will be able to finish up the contract at that time.

The hold-up seems to lie in the fact that they want to know how to go about getting an increase from the OPA in the price of sand, and it looks like they have found the angle and are ready to talk business.

MERCHANT MARINE ASSN. OF AMERICA:

This outfit had a meeting in Chicago on Sunday, February 23rd and I instructed Herb Jansen to attend. He reports that from all he can gather, it is strictly a phony-baloney organization

and that they only seemed interested in collecting money.

Those that did not want to contribute at the meeting were given envelopes and instructed to mail in the moola after they had thought it over. I have sent the report into the offices of the International for their action.

D & C NEGOTIATIONS:

Your committee met with Captain McDonald last Monday and when we found out that he had no final authority to sign the contract, we refused to do business with him and walked out.

We met with the big boss today and believe that we will have a little difficulty in completing the contract. We have a date set for tomorrow to continue the negotiations and will report on the results at next meeting.

GEORGIAN BAY NEGOTIATIONS:

We had a preliminary meeting with Mr. Brown last Thursday and have a date set for this coming Wednesday to complete the negotiations. I will report further at the next meeting.

FINAL DEPARTURE:

Brother Julius Swanson No. 490 died in the Cook County Hospital in Chicago as the result of tuberculosis of the spine. He was in good standing and was buried by Herb Jansen, Chicago Agent, at a funeral that was well attended by his old friends in the Union.

OVERLAKES FREIGHT CORPORATION:

This outfit has absolutely no intention of running their ships on the Great Lakes this year or any year. They are now trying to sell them to the Great Lakes Transit Company which is planning a package freight service between Buffalo and Duluth. I will have more to report on this at next meeting.



NEW YORK

SS KOLA VICTORY

Harold Allen, \$2.00; L. Eastrom, \$2.00; W. Wiercomiez, \$1.00; Norman West, \$1.00; J. M. McNeal, \$2.00; H. Slater, \$2.00; A. J. Yell, \$1.00; J. J. Schulte, \$2.00. Total \$13.00.

SS ANDREW PICKEN

R. Tolbert, \$2.00; J. R. Setarte, \$2.00; J. Smith, \$2.00; P. Edwards, \$2.00; W. Huxson, \$2.00; H. A. Eller, \$2.00; G. Weininger, \$2.00; J. H. Gorman, \$2.00; F. Bassala, \$2.00; T. D. Smith, \$2.00; H. Millon, \$2.00; C. E. Perdue, \$2.00. Total—\$24.00.

SS ALCOA PATRIOT

Robert Prozinski, \$2.00; SS Alcoa Patriot, Steward Dept., \$8.00. Total—\$10.00.

SS MADAWASKA VICTORY

A. Blakely, \$1.00; R. F. Willie, \$1.00; F. Anderson, \$1.00; C. E. Williams, \$1.00; R. T. Harrison, \$1.00; P. Caruso, \$3.00; G. G. W. Magnuso, \$2.00; J. D. Dikon, \$2.00; E. J. Dancy, \$2.00; W. Swift, \$2.00; V. H. Mertz, \$1.00; I. Ramas, \$2.00; C. Hallett, \$3.00; P. Messner, \$3.00; R. Leckenby, \$1.00; B. G. Hann, \$2.00; W. R. McNally, \$2.00; H. A. Blank, \$2.00; W. Gason, \$2.00; J. E. Jadwin, \$2.00; W. H. White, \$2.00; G. Azward, \$3.00; C. J. O'Handley, \$2.00; A. F. Mazarelle, \$2.00. Total \$45.00.

PORT ARTHUR

SS BALDWIN HILL

Deck, Engine, Steward Dept. \$32.00 Complete Total—\$124.00.



SHIPS' MINUTES AND NEWS

Tulsa Crew Finds 'Hog' Seaworthy

By GEORGE SWIFT
Engine Delegate

Home is the sailor,
Home from the sea.
Place all your women
Under lock and key.

With this song on their lips and a few bucks in their pockets, the crew of the South Atlantic Hog Islander, SS Tulsa, piled off the ship in Boston after an 11-week trip to France and England.

To many of the crew who boarded ship in New York the Tulsa had been an innovation. They had been under the impression up to this time that four-year-old Liberties were old ships. Now they found themselves on a ship whose prototype was the Liberty Ship of World War I, this particular vessel being built just after the close of hostilities in that fracas, in 1919.

There was some hemming and hawing before a few of the boys signed on, particularly among members of the Engine Department. They viewed the sway-backed and bulged-front boilers and various pumps, auxiliary engines, upon which many and many an engineer and oiler had worked. Each had had his own idea how to repair and what kind of parts to put in. They speculated loudly as to whether such a conglomeration of practically homemade machinery could get the ship to Europe and back. In the end, however, they decided that if the ship had managed to make forty-seven and then some crossings she ought to be able to make just one more.

USUALLY GOOD

The Tulsa did not let them down. They found that when she was running good she ran very good—and fast—faster by some knots than any Liberty ship. Of course she did not always run good. Now and then the high-pitched hum of the turbine would die down and down below there would be much hammering and sweating and cursing as repairs were made.

It was the consensus that a Hog Islander was a good riding ship in heavy weather and proof of this was not long in coming in the form of an 80-mile gale. Instead of the awesome rolling of a Liberty the Tulsa treated the boys to an exhibition of slow and easy pitching combined with an occasional snake-like weaving motion which, to the consternation of the "old-timers" aboard, including this scribe, produced a bit of mal-de-mer (seasickness to youse guys what don't know French), which was something same "old-timers" had not experienced for many and many a moon.

TO GAY PAREE

But in the end the hook was dropped in Le Havre and after

THE TULSA CREW SAW PAREE



The Black Gang of the SS Tulsa. Standing (left to right) Fred Goff, FWT; Red Dilda, Wiper; Ed Eckert, Refer. Oiler; Jim Meyer, Oiler; Dick Husman, Oiler; Whitey Schlabach, Dk. Engr.; Tony Denddo, Wiper; Jesse Dorman, Wiper; Bill Todd, Refer. Engr. Kneeling (left to right) George Swift, FWT and author of the accompanying story; Joe Hudek, Oiler; George Hilty, FWT.

MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

JOSIAH COHEN, Sept. 22— Chairman John W. Keenan; Secretary Gene Trimble. Delegates' reports included beef that three or four cold suppers are being served each week; Mate has been interfering with work on deck. Motions carried: Cold supper will be served no more than once each week; Captain to inspect ship twice each week for cleanliness; Delegates to see Captain about the keys to the linen locker; Bosun and Deck Delegate to see Master about the Mate's interference.

some unloading the scuttlebutt had it that we'd run up the Seine to Rouen. First-trippers aboard were elated by the thought of approaching almost within hailing distance of that City of Sin, Gay Paree.

For once rumor was correct. The Tulsa steamed up the Seine through the heart of France, a very picturesque run. There were quaint little villages, chateaus sitting upon rocky cliffs, peaceful fields with grazing cattle and ever and anon French maidens who dropped everything to wave to the American sailors. This last phase was most interesting to ye scribe who, with a pair of extremely high-powered binoculars he had picked up in Le Havre could count the fillings in the French damozels' teeth, when he was looking at their teeth.

GAY RESEARCHERS

With the ship docked quite some time in Rouen many members of the crew got up to Paris and, after due and conscientious research, were able to state that Gay Paree was Gay Paree indeed. However, we will skip lightly over this as the Log is now a family journal being mailed regularly of the members' homes.

Leaving Rouen, the Tulsa sailed to Swansea, England for refueling and ballast. Here, too, the youthful members of the crew astonished the older boys

JOSIAH COHEN, Oct. 17— Chairman Johnson. Suggestion made that washing machine be kept on deck. Motions carried: Meetings are to be held twice each month; Crew's Pantryman to paint the Crew Pantry; Crew's mess is to be kept clean and crew has until next meeting to show improvement.

JOSIAH COHEN, Nov. 16— Chairman Edwards. It was suggested that catsup be put in bottles, butter issued to Messmen daily instead of every three or four days, to pre-

vent spoiling, and that a new toaster and ice cream freezer be procured. Motions carried: To cease feeding pets out of the dishes; Steward to make sure that coffee urn is cleaned daily.

TOLERANT EYE

It might be stated here that Captain Leslie (Mother) Hubbard proved that he had the good of the crew at heart by viewing these shennanigans with a tolerant eye.

So, at length, the Tulsa sailed for home. Aside from true North Atlantic winter weather rearing up seas and providing headwinds that saw the ship forging slowly backward at times with the engine going full speed ahead and a leak developing in the No. 1 doublebottom which ruined quantities of fuel oil and kept the engineers watching fuel consumption with bated breath it was a routine crossing.

True, there was some talk of being forced to rip out all the woodwork on the ship to feed the boiler fires if the fuel oil gave out. Too, some sadistic character started the rumor that all savorier liquors from France on the ship including costly champagne, Benedictine, wine, etc., would be confiscated, also, to feed the fires if the situation grew desperate.

But nothing like this transpired and one day the Tulsa made port in Boston Harbor, her voyage ended.

Seafarers Protest Rustpot Conditions

There seems to be a slight hitch in the matter of supplies aboard the Buntline Hitch. In fact, there seems to be a hitch about the whole damned ship. From what the Brother list as needed in the minutes of their February 17 meeting, it looks like there isn't much left of her.

The meeting was conducted by Chairman Charles H. Bush, with Melvin Wineman acting as Secretary. In compiling the safety, repairs and supplies list, the meeting voted that: "the ship should be questioned and marked for the men to stand by until the work in New York port is done."

Spencer Crew Finds Captain Cooperative

The crew of the SS Frank E. Spencer, South Atlantic Steamship Company, sends in the kind or report we always like to receive. The ship, just in from a long trip, reports complete agreement between the Master and crew on all issues.

Black Gang Delegate Gene Markey is an organizer of the British Columbia Seamen Union, affiliated with the SIU. He reports that Captain Brenneck, in addition to being an excellent seaman and ships master, has cooperated throughout the voyage with the ships delegates and crew.

Captain Henry Brenneck is an old SUP member who came up from the fo'c'sle the hard way. Cooperation such as he has shown makes any trip a good trip and any old rust pot a good ship.

vent spoiling, and that a new toaster and ice cream freezer be procured. Motions carried: To cease feeding pets out of the dishes; Steward to make sure that coffee urn is cleaned daily.

JOSIAH COHEN, Nov. 30— Chairman Harold Johnston. Motions carried: To have one fresh meat and one canned meat each meal because of food shortage; Committee of five men appointed to bring Steward up on charges; that charges be withdrawn if Steward proves capable rest of trip.

JOSIAH COHEN, Dec. 15— Chairman Gene Trimble. Motion carried: Passageways to be swabbed twice each week.

JOSIAH COHEN, Jan. 11— Chairman C. Gladhill; Secretary P. Shafer. Motion carried: Committee of five to report on whether or not Steward is to be brought up on charges. Good and Welfare: Meetings will be discontinued as ship is being turned over to the Japs. In case of a special beef, a meeting will be called.

T. J. JACKSON, Jan. 27— Chairman John M. Chauvin; Secretary Max Fabricant. Delegates reported that beefs about overtime are still not settled. Good and Welfare: Steward requested each Delegate to make a list of repairs required in the forecabin.

PETER ZENGER, Oct. 6— Chairman George Meaney; Secretary Edward Sala. Deck Delegate reported that all

Here are some of the items in question:

To fix all portholes and have glass installed in them.



To cover old ship's whistle so it will blow in freezing weather, or purchase new one.

To purchase fog bell, to be placed on fo'c'sle head for personal safety.

To repair engine room boiler and blower systems so they won't break down at sea.

To ship NO passengers in ship's hospital, so there can be room in the ship for sick or injured.

To obtain adequate medical supplies; to see to it that enough articles are placed in slop chest; to have unrationed cigarettes aboard.

To install a blower in the galley range.

If these delinquencies weren't enough to drive any good crew to drink, there was also a lack of good soap aboard, insufficient bread, milk, ice cream and sanitary equipment. In addition, there were no electrical heating units in the mess rooms to use when the boilers broke down. That meant cold food.

hands had shipped through the Union hiring hall, and that a library had been received for the benefit of the crew. Motions carried: To have Patrolman come aboard to check the stores with delegates; to obtain a portable ice-box for medicine stored in chill box; to get permission from Master to use abandoned Navy quarters. Good and Welfare: Patrolman Hart came aboard before sailing and checked stores with delegates. Stores found to be adequate.

PETER ZENGER, Oct. 18— (not noted) Deck Delegate reported that Navy quarters will be used for passengers on the return trip. Motions carried: To fine all men found violating the cleanliness of the mess

(Continued on Page 11)

Vandals Tear Up Agreement, Minutes

What seems to be a plain case of attempted sabotage of the Union movement aboard the Parkersburg Victory were reported in the minutes of the shipboard meeting of the Parkersburg Victory by Brothers Boon and Price, chairman and secretary, respectively. The copy of the agreement of the Ship's Delegate was torn up and the minutes of the previous meeting

Crew Defeats Chips And DE In Argument

The Carpenter and the Deck Engineer aboard the George Washington got the worst end of an argument over minor repairs with almost every other member of the crew of the George Washington, minutes of the shipboard meeting of February 25 reveal.

The argument waged hot and heavy for some time at the meeting, and Chips and the DE finally were forced to back down, according to Chairman G. Ghrame and Secretary Al Kerr.

Among repairs listed by the membership were: covers for messroom tables; a new toilet bowl for the Deck Department head; fans for the Black Gang fo'c'sle; new coffee urns and toaster for the crew's mess and bunk lights in the crew's quarters.

Several members of the crew asked about the possibility of shipping on the Great Lakes.

A motion was carried that all crew members make some donation to the Seafarer's Log at the payoff.

crumpled and mutilated.

Bill Thompson, Ship's Delegate, reported that someone had ransacked his drawers, torn up the agreement and mutilated the minutes. Nothing else among his belongings were touched.

A Wiper, meanwhile, told the meeting that someone had entered his quarters and taken his service ribbons and the cards verifying them.

Chairman Boon called for suggestions, and since none were forthcoming, it was decided to notify the ship's officers and send the torn agreement and minutes to the New York Hall for review and comment as soon as possible.

Also up at the meeting was the question of the Chief Mate doing seamen's work and the problem of overtime for this. The Desk Delegate said he had discussed the matter with the Mate, who had promised it would not happen again. Delegate Thompson reported that the Captain had made an inspection and found everything shipshape.

Deck Delegate W. F. Stephens read portions of the Agreement between the SIU and Calmar to the meeting and discussed its interpretation.

Captain Acts Against Nine Of Crewmen

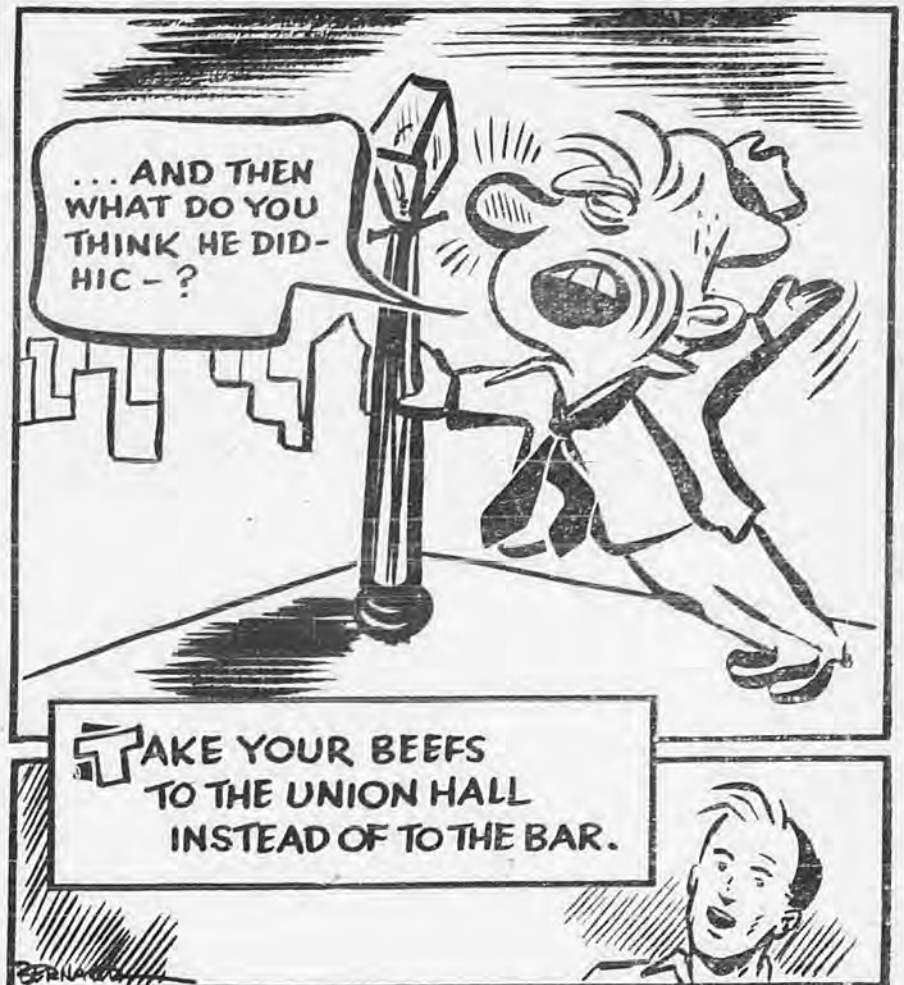
Charges were brought against nine members of the crew of the William B. Giles by its Master, E. M. Forster, when he found them off the ship after he came aboard, according to unsigned minutes received from the ship.

Enclosed with the minutes was an excerpt from the ship's log, which showed that a notice had been posted on the ship's gangway on January 2, ordering all shore leave stopped. The Master arrived aboard at 12.50 a. m. on January 4, and nine crew members missing, five from the Steward's Department and four from the Engine Room.

The crew members were charged with disobedience of the Master's orders, neglect and dereliction of duty. The case is to be referred to the Coast Guard for a decision.

On January 7 the charges were read to the accused seamen. All of the men said they went ashore because other members of the crew had gone ashore.

SEAFARER SAM SAYS:



Seafarers Victimized By Shoreside Rackets

Down through the years that landlubbers have been preying on seamen, there have been some pretty smooth rackets developed, for somehow the seafaring man always has been considered legitimate prey by the shoreside sharpers.

But two West Coast rackets have been brought to light this week that make anything short of the old Barbary Coast shanghaiing operations look petty larceny by comparison.

They were brought to the attention of the Log by two Seafarers.

First came the Cheap-Trip-to-New York-Racket, reported by Joseph Falinsky, AB off the SS El Morco. When his ship paid off in Los Angeles, Falinsky and three other seamen were approached by a travel bureau representative, and asked whether they wanted a cheap trip to New York.

BEAUTIFUL PROSPECTS

It just happened that all four of them did. They jumped at the chance of making the trip in easy stages by automobile, because they'd had visions of standing all the way across the continent in day coaches. That had happened to them before.

So they paid the agent for the travel company \$11.00 apiece, and agreed to pay \$50.00 apiece more when the car picked them up.

It came around in due course, and they shelled out their hard-earned dough and settled back to enjoy the ride. Ten miles out of L. A. the rattletrap had its first blowout. The character who was driving said he reckoned if they wanted to get going, they'd better get out and patch the tube. There was no spare. They patched it while the driver took a nap.

In the middle of the desert between Los Angeles and Tucson, Ariz., three more tires blew out. The driver had three more naps. He was just the driver, he said. If they wanted to get on their way, they'd have to fix the tires themselves.

RED HOT SEAMEN

By the time they hit Tucson, there were four burned-up Seafarers. And the desert heat didn't have anything to do with it.

When they hit their bunks in a tourist camp they were dead to

the world. Changing four tires is no cinch.

Next morning they were up bright and early, looking for the driver. He didn't seem to be around. They asked the tourist camp owner.

"Oh," he said airily, "that guy blew out about 4 a. m. Headed for L. A., he was."

The four seamen took a bus the rest of the way to New York.

SMOOTH OPERATOR

The other racket was worked at San Francisco by an equally smooth-operating con man. Like the cheap-trip guy, he came right aboard ship. He had an expensive view camera with him.

"Lemme take your pictures," he said to the crew of the Constant Victory. "You guys want something to remember each other by. Do you good to be able to look up that picture and see all your shipmates five years from now. You don't have to buy any prints if you don't want to."

BEAUTIFUL PROMISES

Among them was Chief Cook Fred Jensen. Brother Jensen came into the Log office with the story a couple of days ago, and showed us the receipt he had from the photo-gyp joint. It had a photo concern's name on it, but no address. It had a serial number, and a lot of fine type about COD charges to be paid to the Post Office. Nothing that would identify it.

Brother Jensen said the camera guy had promised that the pictures would be delivered to the New York Hall in four days. They haven't shown up yet. In addition to Jensen, there are four other seamen from the Constant Victory waiting to ship out of the New York Hall who have receipts from the gyp-photo outfit.

It's a dirty trick to go around pinning morals on the end of stories, but for the love of Mike, Brothers, look inside the poke before you buy the pig.

Digested Minutes Of SIU Ship Meetings

(Continued from Page 10)

room, said fine to go to the Union hospitalization fund; the Steward to be financial secretary for all fines and donations collection—George Meaney to be chairman of fine committee consisting of three delegates.

PETER ZENGER, Oct. 28—(not noted) Letter was approved to be sent to the Union to look into question of whether or not the crew is entitled to a penalty bonus for sailing a ship which carries an inflammable cargo. Motion carried: Delegates to ask Captain for more than two cartons of cigarettes to carry them through the stay in the port of Algiers.

T. J. JACKSON, Dec. 23—Chairman Voorhies; Secretary Fabricant. Motions carried: Any man leaving dirty cups, saucers, etc., in the messroom to be fined \$5.00. Proceeds to go to the LOG; three Delegates to go to the Captain to see about more pressure in the drinking fountain; each man to do his share in keeping forecastle clean.

PETER ZENGER, Dec. 30—(not noted) Deck Delegate suggested shipboard meeting to support Union's effort to increase wages in maritime industry. Suggests minimum of \$200.00 per month for ABs, Firemen, and Oilers.

CHARLES A. WARFIELD, Jan. 1—Chairman Jonas; Secretary Berry. Good and Welfare: Two men will alternate in doing dishes; all men to be quieter; arrangements were made for preparing coffee; mess halls to be cleaner,

CHARLES A. WARFIELD, Feb. 10—Chairman Jonas; Secretary Berry. Discussion in reference to advantages of joining Union and information given on procedure for joining; discussion on Stewards Department lack of delegate and the improper amount of overtime for this Department. Motions carried: To report Steward as incompetent and request that he be prevented from sailing on SIU ships; to record the fact that Steward, Chief Cook, and Second Cook refused to attend meeting.

BELL RINGER, Jan. 22 —Chairman Robert Kennedy; Secretary William Yetman. Stewards Department was questioned on lack of fresh milk. Steward said he ordered it, but it was probably stolen by ship docked next to this one in New York. Complaint about Chief Mate, a "little 21-year-old imitation of a man" who, it was suggested, should be handled to show him the ways of a good Union and good Union men. Motion carried: Wiper to make coffee in morning and standby to make coffee in afternoon.

BELL RINGER, Feb. 10 —Chairman Robert Kennedy; Secretary William Yetman. Motions carried: All hands to refuse to pay off until all beefs are settled; crew to leave ship in clean condition to show company that Union men are clean men; list of needed repairs to be made up and given to officers; to ask A.M.M.L.A. to take old books out of the library and replace them with new books. Good and Welfare: An AB was warned that if he gave a performance again such

as he gave in San Juan or Humacao, he would be dealt with by the membership ashore.

JAMES M. GILLIS, Feb. 16 —Chairman Purcell; Secretary Heinfling. Suggestion made that laundry is to be soaked in buckets and not in wash basin, also that wash basin be cleaned after using. Motions carried: A list of improvements to be drawn up; to get better variety of slop chest and if passengers are carried, provision is to be made for them; book members voted on Tripcards, five men voted in unanimously, one to be watched.

JAMES M. GILLIS, Feb. 22 —Chairman Smith; Secretary Heinfling. Motion carried: To bar Tripcard being watched from membership in SIU on grounds that he is not a good shipmate. He puts bulk of work on other men, gives arguments to superiors, and stays in "sack" until called by Chief Engineer.

WILLIAM DAVIES, Jan. 9. —Chairman Bennett; Secretary Colquitt. No delegate will be elected to represent all departments as there is no member of crew capable of doing so. Motions carried: Any Brother leaving mess on buffet will be fined 25c, on tables 10c. Money will be used to buy beer.

WILLIAM DAVIES, Feb. 5 —Chairman Bailey; Secretary Colquitt. Engine Delegate made suggestions for better linen and lettuce on salads. Motions carried: Old heads to be opened and Stewards Department to use their own washbasins. Good and Welfare: Discussion of night lunch and untidiness of messroom.

THE MEMBERSHIP SPEAKS



NON-SCAB SEAMEN WILL BE TRIED IN PHILIPPINES

Dear Editor:

The latest reports in the newspapers here say that settlement of the Filipino dock hands strike is imminent. We all sincerely hope so for it will relieve the tension on the American flag ships waitings at anchor here for (Ah! That old Army red tape!) "further orders."

The seven seamen who refused to scab on the Filipino strikers come up for trial February 15 and everything possible is being done through cooperative SIU-NMU action to defend the men. Incidentally, we all agree that "cooperative action" isn't a bad idea.

Our biggest beef lately has been lack of food and we solved it by presenting the enclosed petition, signed by everyone except the Skipper, Chief Engineer, and Navy personnel, to the WSA and the U. S. Army.

And it worked! We got turkeys, plenty of meat, potatoes, and all the dry stores the old man requested in his latest order. WSA knows the Richard Henry Lee is in Manila!

The crew has not been holding official meetings, but since we've been in the Pacific the Army has had us anchored most of the time in places where there was no night liberty. Nightly bull sessions have been the main form



of recreation and we have thrashed out most of our problems during these sessions.

This battered old Liberty operated by Calmar Steamship corporation is slated to go to the dock in a "couple of days" to load cargo for return to the Promised Land. We left New York for a six-weeks jaunt to Europe nearly nine months ago.

We have had no mail since the middle of November and the only Union news received has come from other SIU ships we have met and the radio.

We'll see you sometime in April or May.

James J. Richard, Bos'n;
Ted J. Kotsarski, Oeck
Delegate; John F.
Meyer, Engine Deleg.;
Cleveland R. Wolfe,
Steward Delegate.

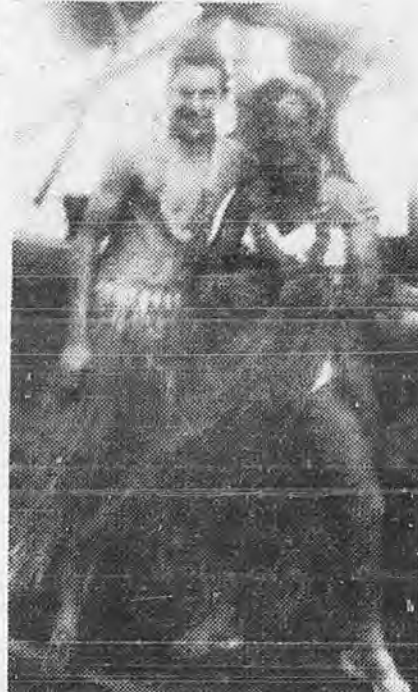
SEAFARER TELLS OF SOIREE DOWN PUERTO RICO WAY

Dear Editor:

I would like you to print this in the Log.

Mr. and Mrs. Bud Ray (he's the Port Agent at San Juan) threw a party at his house last Sunday on their fifth wedding

LIGHTER SIDE ABOARD EAGLE WING



Bill Johnson, Second Cook aboard Waterman's Eagle Wing, made these pictures during her 10-week trip out of Long Beach. It's easy to tell by the costumes what ports she hit. At top left are Jap maidens (standing) Dean Williams, Messman; Juan Rodriguez, OS; Charles Figarou, Messman; (kneeling) Dale Bush, AB, and Johnson. Top right, Don Waters, OS, and Johnson, in something they picked up at Hawaii, but never saw there. Lower, preparing for the New Year's party are Frenchy Fournier, Baker, Jack Kuberski, Stew. Delegate; Bill Knowles, Deck Delegate and David Nunn, Chief Cook.



Send In Letters On Your Voyages

Dear Brothers:

We've been getting plenty of letters from you about the stinkers and the bum ships.

But we feel sure some of the other Log readers would like to hear about the good times you have in strange ports, too. There are a lot of boys on the beach today who'd like to know what goes on in Rio or Copenhagen, Yokohama or Capetown.

So drop us a line and let us hear what you've been doing. Try to keep your letters to about 300 words or less, so we can print them all. Many thanks, Brothers.

The Editor

anniversary. As usual, everyone got lushed.

The party started with a bang when the band arrived at 2 p. m. Around 6 p. m. we had a big feed, but who wants to put a nice fire out when you've just built it. So we tossed for it, and I guess you know who won.

There were so many gorgeous señoritas around that you had to be on a swivel to keep track of them.

Well, the boys and I wish to thank him for such a nice time and hope he and Mrs. Ray have many more happy anniversaries, such as this one has been. Adios.

Soapy Campbell

FRISCO PIECARDS ARE ON THE BALL, BROTHER WRITES

Dear Editor:

You fellows from the East Coast don't have to worry about payoff on the West Coast.

We have three of the finest men in the SIU to represent us here in Frisco: Bob Matthews, Business Agent and Simmons and Kelly, Patrolmen.

You don't have to take my word for it. Ask any of the fellows that just came off the Lucius Q.C. Lamarr; they'll be up around the New York Hall now. No beef is too large or too small for them to handle. But what's



the use of trying to tell you—you have to see these boys at work to understand what I mean.

(To you fellows who got off the Lamarr in Yokohama and came back passengers on the Wilmette Victory: Go up to the Waterman office and get yourselves \$75.00, payment owed to you for the differential of first class passage.) That's another victory you can mark up for the West Coast.

Paul Glazic

Log-A-Rhythms

TELL THEM

CHARLES STARLING

Dear God, when it's all over and brave stories come out, And of our armed forces and heroes they shout Please step up and tell them the sights that you have seen, Tell them for me, and the boys of the Merchant Marine.

Now some of us aren't handsome, And never had eyes of blue, Like the soldiers and sailors you read of In all the magazines do.

And maybe our shoes need polish, We don't wear a pretty suit, The gear we wear is all different, And in it, we aren't so cute.

But we can die and we have died, For a reason the same as the rest And though we die not in khaki or blue, We have given our land our best

We, too, have lost our sweethearts, The mothers and fathers we love, To add our blood to those colors And keep them flying above.

Tell them all of the sleepless nights and days of that dangerous run, And of the men who lived and slept, And died beside their gun.

Or when some ship would be blown to hell To wake the night so still, And that was the end of some 70 men And the end of some "Joe" or "Bill."

And the dirty flying Heinies Who came diving from the gray To plaster the decks with stinging lead And carry some lives away.

Yes, tell them of some buddies With faces once tan and bright, Now drenched and covered with their blood

Which is turning with the night And tell them of the weeping wife

Who lingers by the gate To hope against hope that the one she loves Is just a little late.

Or have we gave up a nice warm home

For a Foc'sle two by four Or the candle that still is burning And some mother at the door.

But we are not asking for glory For medals we never look, For all we want is a line or two In that future history book.

For maybe, of thousands of buddies

Who have traded their life to sleep,

Some may have a boy or a girl To read those lines and keep.

So stand up and tell them dear Lord,

Please tell them of what you have seen, Tell them for me and my buddies,

THE BOYS OF THE MERCHANT MARINE!

PENCIL PUSHER FOULS UP DEAL AT SLOP CHEST

Dear Editor:

This letter concerns a clerk by the name of H. D. Gustavson aboard the SS Koloa Victory. His is a name to well remember and he is a character to stay away from.

A meeting was held tonight and when the subject of welfare came up there was a lot of discussion of this clerk. So here goes.

Now this heel is really something out of a sea story—and a lousy story, too. This navigating wonder has the attitude that the crew as a whole is scum under his feet and when a decent ques-



tion is asked of him he answers as if he were King Neptune himself.

We have had the slop chest opened only about four times on a two-month trip and even then we had to beg to have it opened. The first time it was opened we got our smokes. But from then on it was always a fight to get them. In Sweden we had to turn in our extra smokes to the Customs and they allowed us one carton a week. But on leaving Swedish waters for Danish waters this pen pusher said we could have only one carton. The Delegates then went up to the Skipper and the Skipper said we could have all we wanted. On learning this the clerk was all burnt up and treated the crew with contempt.

The last time he opened the slop chest he set the time of opening at 7:30 p.m. and it wasn't until 8 p.m. that it was finally opened. The time between 7:30 and 8 p.m. was spent by this clerk carrying down stuff that should have been in the slop chest already.

Several times he has made statements to persons topside that the crew members were a bother and a nuisance to him.

Here's another one: the Chief Engineer and the FAE approved overtime but this louse of a clerk disputed it. Believe it or not.

We hope this bum is brought to the attention of our Union. I am speaking for the crew.

Robert G. Roales



JAMES G. BLAINE TRIP PLEASANT, BROTHER WRITES

Dear Editor:

The Skipper C. B. Davis, Chief Mate C. F. Sullivan (Deck Dept's biggest concern), and the mates through their competence and co-operation, made this voyage aboard the James G. Blaine a safe and pleasant one.

We, the crew and mates, were very sorry to lose Skipper Davis while at Antwerp, Belgium. But the WSA, badly in need of a good head to take over a troop-laden Victory ship, whose skipper unfortunately died at sea, naturally picked Mr. Davis for the position.

In turn, Chief Mate C. F. Sullivan, who has previously sailed as Master, was chosen to replace Mr. Davis; while each mate in turn, Second Mate Eames and Third Mate Hutcheson, went a peg higher including Bosun G. Steen as Third Mate.

Overtime wasn't considered a topic of discussion. For if energy and willingness to work were stored up, overtime was willingly passed out in abundance.

Gus Liakos, OS, due to a severed finger tip acquired while doing sanitary work, was left at Antwerp, Belgium in a hospital. Regards, good wishes, and a speedy recovery from the crew and mates of the Blaine are extended to him.

The Stewards Dept., under the management of Chief Steward S. T. Patterson, will be hard to beat in sanitary conditions and palatable meals.

S. J. Jandora,
Deck Delegate

TROOP COMMANDER PRAISES CREW OF ALCOA PATRIOT

Dear Editor:

As the last days of our Voyage from the Island of Leyte to the USA come to a close, the troop officers desires that some official word of commendation be made of the SS Alcoa Patriot.

After having spent many months in the Pacific under the hardships of warfare, the officers were unusually impressed with the desire of the personnel of the Alcoa Patriot to make us comfortable and happy. The interest and attention will long remain a pleasant memory to us.

May we especially commend Mr. Harold R. Dreyer, Second Steward, working under Mr. Kai H. Basse, Chief Steward, for the excellent supervision of our food and quarters, and their desire to make us comfortable.

May the Alcoa Patriot continue to serve the returning veterans, for they, as well as we who are now almost home, deserve the same generous hospitality.

John T. Curtis,
Colonel, QMC,
Troop Commr.

CREW REFUSES TO SAIL WITH CHIEF ENGINEER

Dear Editor:

We the undersigned members of SS Scotts Bluff request that no men are signed on the above ship until the company replaces the present Chief Engineer.

(Editor's Note: The letter is signed by 29 members of the crew.)



DISPATCHER SHOULD CHECK CARDS CAREFULLY BEFORE TRIPS, HE SAYS

I think that the Dispatchers should check shipping cards more carefully. Maybe I am wrong, but I always thought a book member came before a Tripcard, regardless of the date. Am I right or wrong?

Also, I think those who do not attend meetings should have their cards taken away and be made to re-register. The rules say they have to re-register, but many have been getting by without doing so.

James Dunifer and R. Wilma

CROWDED N. Y. SEAMEN'S CLINIC HAS SEAFARER HOPPING MAD

What can be done about the Hudson and Jay Clinic? I waited one hour, then asked the attendant: "How will the doctor know when my turn comes?"

He answered, "When your turn comes the doctor will call you."

It was a mystery to me. They had not written down my name and I noticed that men who had come after me were being attended. One "high pressure" in particular. Perhaps the doctor had a mind like a Sears-Roebuck catalog, but it wasn't doing too well that day.

An hour and a half later there was the same amount of men in the room, about 25, waiting to be taken care of by one doctor. He could just as soon have been working on a Ford conveyor belt. I hadn't the slightest reason to think I was any nearer seeing him than I had been an hour and a half earlier.

Well, I'll go back early tomorrow, before the rush begins. In the meantime, jotting down this note has relieved my blood pressure.

A few suggestions:

1. That the Union investigate the whole set-up.
2. That the Union investigate charges by seamen that the Marine Hospital is in cahoots with the shipowners on "cures."

And it seems to me that if we're ever rich enough we should have our own damn hospital—where members can be attended to by flashing a paid-up book.

Ralph B. Stein

'HUDSON RIVER' WANTS TO SHIP OUT ONCE MORE

Dear Editor:

I've refrained from going to sea since the Coast Guard tried me for swimming the Hudson—instead of giving us three nuts a medal.

Since that time I've played around with the dead under the title of "apprentice embalmer" for a Georgia funeral home. But people in Georgia died too often from overwork and underpay—so, I had to come to Minnesota for a decent wage and living conditions. Quite to my dismay, I discovered that in order to eat I must work. The very idea causes me an undue amount of nausea. My escape, therefore, shall be a ship.

Now I find myself confronted with this obstacle: my dues were paid up to last November. By the time I arrive, I'll be in bad standing and broke. Arrange with Moe Sclar, and the Dispatcher to allow me to ship out, and, after one voyage, I'll reinstate myself. What do you think you can do about it?

Eric "Hudson River" Upchurch

THE BEACHCOMBER DECIDES TO EASE OUT OF SAN JUAN

Dear Editor:

For sometime, and for no good reason at all, I have been silent. The only reason that I can give the Membership is that I have been on a tear that is notable, even in this Fair City of Beautiful Senoritas.

Well, I might as well tell you that I am going back into circulation again as I am tired of being a beachcomber. The welcome mat has been taken in by all, even the Police Department. Also, the wide open waters seem to call me; so, Brothers, watch out or you will have me as a shipmate as soon as I get near enough on the shipping lists to ship out. I want to see the good old USA again, and get acquainted with some of the gang I used to hang out with in Mobile, Savannah, and Baltimore.

I have been running around here, making the ships for a handout occasionally (as a good beachcomber does) and I have a chance to listen to the tales of woe of the good Brothers. I have

MAYO BROTHERS CREW IS HAVING 'ULCERATED TRIP'

Dear Editor:

This has been what you might call an ulcerated trip on the Mayo Brothers. What with a Steward who liked to don his high pressure and go ashore with the Old Man, not to mention borrowing the best part of the crew's grub, presumably, I suppose, to feed the poor hungry Frenchmen—if they'll pay enough. Naughty, naughty, Steward!

Out of six cooks only one could get out a decent meal and he painted most of the trip. The Army must have had some intelligence men aboard, and found out about feed conditions, because they sent us back light. What a lucky break for the GIs. After all, they don't give the Purple Heart for ulcers.

Now we get to our First Assistant Engineer. This lovable and miniformed character says, and I quote: "I long for the day when I can hire and fire my own men. Unions to me are a pain in the neck."

Off the record, he also claims he belonged to the SIU for six years, but I very quickly remarked that he may have "belonged," but he never was a Union man. This fink doesn't know anything about the days when a Chief got only \$180 a month, or less, and the First Assistant \$150, and so on down.

He appears to be much concerned with the plight of the poor shipowners who only get a cut out of each employee's pay, operate on taxpayers' money, don't invest a dollar of their own, and return nothing to John Taxpayer on his investment.

I think this First Assistant de-



serves a nice bright, shining Waterman button for being such a good little boy. I have also come to the conclusion that if the other engineers sailing for Waterman took the same attitude, the company might have difficulty obtaining crews.

J. A. Gerard and
Elmer L. Moss

never heard as much as came from the SS Jean. The Captain seems to be a professional at causing trouble, and the men don't want to sail with him. They have changed—almost all the crew already and they have only sailed half-way around the Island.

I have been reading the Log and the newspapers from the States, and I am glad to see what the Union has done in organizing the tugs in New Orleans. I wish to praise the men who have done the job that others failed to do.

To the good Brothers who sail ships to the Island, please don't fail to visit your Union Hall here, at 45 Ponce De Leon Avenue. The Agent will be glad to see you at any time, and especially on meeting night.

That will be all for this time, so keep them sailing.

The Beachcomber

HERE'S A MASTER WHO'S PLAYBOY WITH THE VALVES

Dear Editor:

Still we have no Mission Santa Clara minutes to present. As we still have not had a meeting. Things are about the same here. Or perhaps a little worse, if that is at all possible.

The grand total of logs has risen to 49. Not a bad score for slightly more than four months. We are sure the score will rise steadily.

So far this trip we have lost 12 good men. For various reasons. Some were fired, some were hospital cases, and only one missed the ship. One man just up and jumped. Right in front of everyone.

One of our biggest beefs is the Mate, and the Old Man working on deck. While discharging cargo in Liverpool, The Old Man sneaked into the pump room. And helped himself to various



valves, which caused two of the main pumps to lose suction. This annoyed yours truly no end.

While ballasting, the same character was busy at work on the deck valves. Madly turning them. Closing the open ones. And vice versa. What a life. From here on out the watchword is: "I will be in the pumproom, if you want me." It is impossible to do a job with him around.

Same goes for Boats. They will not let him do a job either. Capt. A. A. Lund is always in the activity somehow. Giving orders direct to the gang. And telling them how, when, where, and how fast to do this and that. Overruling the Bosun in everything he does. He even states what men he wants on what job. And then stands over them with his whip.

It is unanimously agreed by all concerned that he is N. F. G. And we all hope that none of our Brothers have the misfortune to ship with him.

That seems to cover the situation fairly well. Another report will come to you in the near future. And we hope to have a good word for someone. At least once this voyage.

Edward C. Gamage

HERE'S BROTHER WHO APPRECIATES SEAFARER'S LOG

Dear Editor:

I signed off the Frank R. Stockton in Galveston, Texas, on Jan. 26, and since I haven't seen any news of the payoff in the Log as yet. I figure it will be in next week's Log.

So I am enclosing a picture of the deck department of the Stockton, which I hope will appear in next week's Log.

I also would like to have the Log sent to my home each week; it's certainly valuable to have when you're away from seaports as I am here at Buffalo for a while. It's the only way a Brother can keep up with what's going on.

Harry Vanner



Credit Union Urged For SIU Members

Dear Editor:

After reading the article in the Log on "Credit Unions," I became quite interested in the subject, especially insofar as the Seafarers is concerned, as you will understand as I relate my own past particular circumstances. A credit union is an organization where you can deposit any amount of money, and get

paid for doing so through accumulating interest. When a person is hard-pressed for some ready money, there it is—just waiting for him to pick it up and put it in his pocket.

I'm a married man with a wife and child. Before my marriage I could go and come, and spend dough as I pleased. And I had a wonderful time. But that was when a fellow could get practically any ship he wanted—stay for a six-month run and pay off with a pile of dough. There was a time when I spent my entire pay in exactly two weeks. Where is it? I don't know, but, boy, oh boy, what a time I had spending it. Yes, there were other occasions, too, and there are other fellows like me—fellows who spent their money on wine, woman and song.

Now that the war is over and the war bonus for danger areas is out, high earnings are over—and I'm over, as far as spending money as I did. I hardly know just what to do. You see, I love my little family very much, and we just moved into a new apartment. You're right. I need some money pronto: the apartment has no gas stove, no refrigerator and lacks other things a family needs to live in average comfort.

Why didn't I save money before? Well, I'm the sort of person you'd find in the majority group of seamen.

No, Mr. Editor, the shipping hasn't fallen off as completely as it did a few years before the war. But it will. Any oldtimer can verify that, and now when I still have the chance I would like to save some money for the things my family and I will need in the near future.

Why not put it in a savings bank? you ask. Because I could not get as much benefit from my deposits as I could in a credit union run and operated by the

BROTHER URGES DAY SCHOOL FOR BEACHED SEAMEN

Dear Editor:

The present slump in shipping finds the Union hall fairly crowded with men who spend most of the day there. It would be a good idea to set up a day school so the men can use part of their time ashore in gaining invaluable education without jeopardizing their shipping cards.

What I have in mind is a school with two sessions each day—say from 10 a.m. to 12 and 2 p.m. to 4 p.m. Courses, I believe, should be abbreviated and condensed to last about a week.

The history of trade unionism in the maritime field would be a popular and easily digested course, and the two sessions daily for five straight days would accommodate large groups of men.

Other popular subjects could be taken up from time to time, and I am sure would be greatly appreciated by the Brothers on the beach who have to stick around for any length of time.

B. Goodman

same organization that is upheld by 62,000 other seamen: the Seafarers International Union of North America.

Also, you must realize that I and those other 62,000 seamen are the SIU and that my own hard-earned money is better off in my own organizational pocket than it would be in some shipowner's pocket, because they practically run most of the banks, the same as they run me when I sail for them.

Yes, give me an SIU credit union and I'll give my true Union support in keeping it in operation.

Warren Callahan

ALL'S NOT WELL WITH BOYS ON THE SCHOHARIE

Dear Editor:

I am forwarding this letter to you from the Black Gang aboard the SS Schoharie. We had a wonderful trip coming down from New York last week. We broke down about two days out and had to drift in to Savannah, Georgia, for three days on the feed pump on account of the air pump broke down.

I hope you will print this letter to let the boys know what kind of a rustpot this is. Everything down below is falling apart. The other day I was opening a steam valve and the stem snapped right off in my hand.

The First Engineer is an NMU-ATS stiff who is a gas hound. The other day, while drunk-up, he went down to the engine room, while in port here, and warmed up the engines. Then he tried to take her out to sea by himself. If it hadn't been for the Chief he would have dragged the anchor all over the bay. He still isn't sober.

The Chief Engineer likes to see the overtime cut to practically nothing. If it was up to him we wouldn't have any. The Second and Third have been ashore for a week now and the Chief is flat on his back. The other day he called in an Oiler to give him a rubdown, but we told him he'd have to use the Purser for that.

We're leaving Cuba today, and expect to be in Philly next week; we hope to get this tub condemned, as nothing works on it, can't get coffee in the galley, even, because we can't get enough steam up here. In addition, the shower is broken and the drinking water in the messroom barely runs. We are trying to get along the best way we can until we get home. Then we want somebody to look at this ship. It is a menace to the seamen.

Roy J. Turner; Miguel McDina; Bisttine; Kenneth V. Brown; John Hanna; H. Nurmie.



AUSSIE SEAMEN WANT TO BECOME MEMBERS OF SIU

Dear Editor:

I am writing to you on behalf of my shipmate and myself, who are the only English-speaking persons aboard this ship, a Swedish tanker. I am seeking advice on how to join your organization on our arrival at Port Arthur, Texas, where we shall be signing off this ship if all goes well with the Immigration authorities.

My mate is an OS, with two years sea time, and I am an AB, with seven years time in. I have served on English, Swedish and Australian ships, as well as those of my own country, which is New Zealand. My mate has served on a New Zealand schooner and Australian ships, one of which was chartered by the U.S. Government, running in the islands of the Pacific. He hails from Brisbane Australia, and I from Auckland, N.Z.

We are both young chaps looking for a chance to serve in your country's ships, which have a good name for conditions all over the world. We read your paper, The Log, and it met with our approval as being the ideal publication for an organization like yours. We have not seen anything like it before, and I can assure you that it will go a long way, as far as the future is concerned for the SIU.

We should be arriving in Port Arthur about the end of March or early in April and would like to know of any means of getting in touch with a branch of your Union. I shall enclose our address on the ship and would be grateful to hear from you.

M. White and C. M. Horne
Editor's Note: Many thanks for your comments on the Log; we are writing to you direct to advise you to see SIU Agent Blondie Johnson at 445 Austin Avenue, in Port Arthur.

The Skipper Gave Him A Royal Runaround, But He Got His Dough

When the Alcoa Trader left Wechauken in July, Charles B. Rodriguez, Oiler, expected to be aboard her when she returned. He probably would have been if the Skipper of the Alcoa Trader had not stranded him in Port Au Spain. And how that came about makes a story worth telling.

The trip was smooth until the boat reached Trinidad, where a passenger, and two race horses were picked up. As the Trader has no accommodations for passengers, the Skipper made arrangements for him to eat with the crew. That is, he made the arrangements, but forgot to notify the crew.

Rodriguez, as Crew Delegate, complained to the Captain and was told that he, the Captain was master of the ship and could do as he pleased. Thereupon the crew put the passenger out of the messroom, and he was subsequently served all his meals in his own cabin.

TRICKED BY SKIPPER

Smoothness again prevailed, and when the vessel reached Port Au Spain, Rodriguez obtained a pass which expired at 2 p. m. on August 9. However, the good Skipper pulled the ship out at 6 a. m. on the 9th and left Rodriguez on the beach. He also cabled the company that Rodriguez had deserted ship.

Rodriguez went to the Alcoa Agent in Port Au Spain and was given the brush-off. When he asked about his gear, including \$600.00 in war bonds, he was told that he would have to wait until the Trader returned from Montreal.

RUN-AROUND

He did so, only to be told by the Skipper that his gear had



CHARLES B. RODRIGUEZ

been mailed to the WSA Commissioner in New York City. And so the long trip started. To Mobile as a passenger on a coast-wise steamer, thence to New York by train, and finally, in New York, disappointment. The Captain had left his gear in Mobile!

Ready to blow a valve at this point, Rodriguez went back to Mobile, where his gear was awaiting him. While there, he appeared before the WSA Commissioner and was cleared of all charges. Best of all, he was awarded \$105.74 for traveling expenses, and he had the satisfaction of hearing the Almighty Skipper roundly condemned for his high-handed actions.

WITH THE SIU IN CANADA



By GENE MARKEY

VANCOUVER—A comprehensive brief, submitted by the Seafarers International Union, to the Dominion Government, is being studied by the Departments of Transport, Labor, and Health and Welfare.

In the brief the SIU has asked for revision of the Canada Shipping Act; extension of sick mariner benefits to include coast-wise vessels; extension of the Unemployment Insurance Act to include seamen; one day holiday with pay for each four days' service for all unlicensed personnel, and incorporation of the war-risk bonus in the basic wage rate for seamen.

In a letter to H. Murphy, Vancouver Agent of the SIU, Lionel Chevrier, Minister of Transport, said, in part, "I may say that the Canadian Seamen's Union has also made representations with respect to the revision of the Canada Shipping Act which are receiving consideration. Their representations are somewhat different from those made by your Union. The Canadian Seamen's Union recommends continuance of the (wartime) Manning Pools in the postwar period, and I should like to know if your Union holds the same view."

Murphy scored the recommendations of the Canadian Seamen's

Union when he said, "The representations made by them are along the same phony lines as followed in the United States by the NMU. They advocate collaboration with Government forms of regimentation, such as continuance of the Manning Pool System, etc."

GREEN SCORES COMMIES

The battle which the British Columbia SIU is putting up against the commies in its ranks, and in the labor movement in general, received support from William Green, President, AFL. A letter from Mr. Green to Mr. Murphy stated, "I hope the British Columbia Seamen's Union will continue its fight against... communists and fellow-travelers... I know you and your asso-

ciates will fight hard and to the bitter end. You are right in your conclusion that we must remain strong, not only in effort but in purpose, determined to combat any move made. I will gladly do all that lies in my power to be helpful."

AIDS DRIVE

Several Isthmian Line ships have docked in Vancouver and they have been contacted by Patrolmen and by the Port Agent. Many copies of the Log, and much organizational material have been distributed. The vessels so far contacted are predominantly pro-SIU, and if there is no relaxation of the organizing drive, there should be no doubt as to the outcome of the election.

'DOC' SUSSMAN STRAIGHTENS RECORD

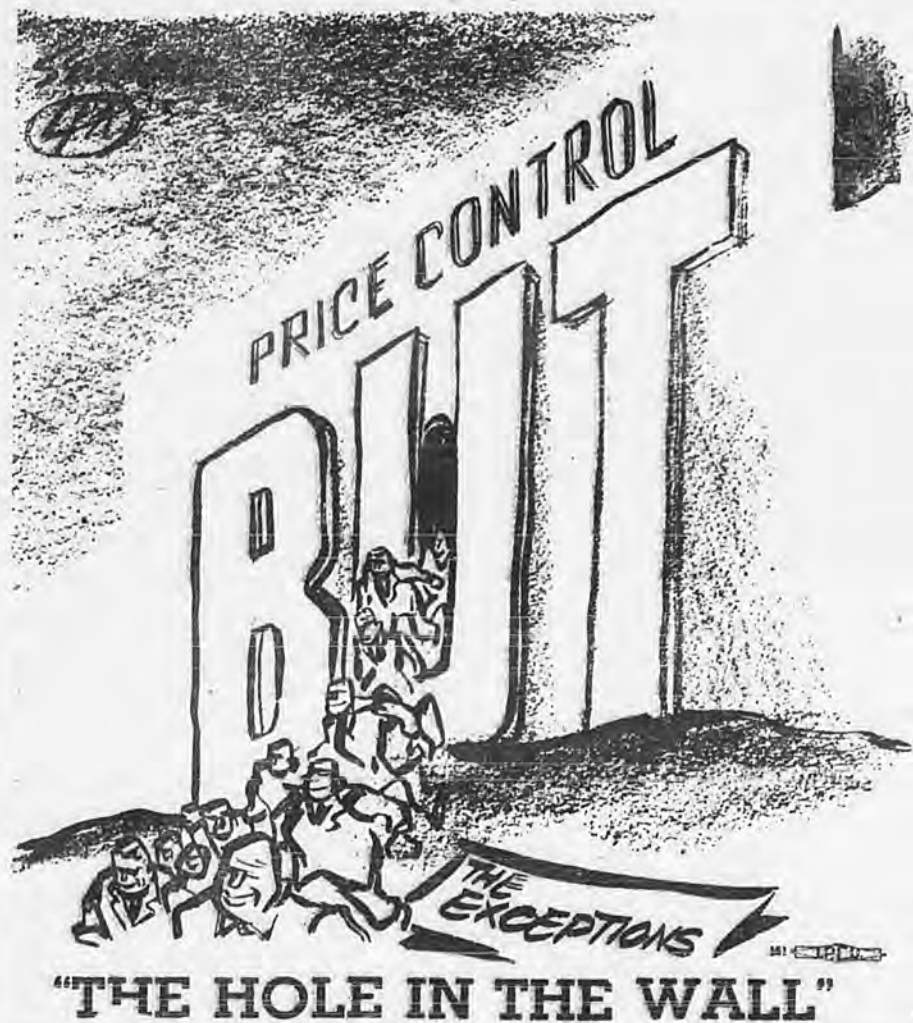
To the Editor:

I just finished reading the minutes of the SS John Bartram in the Log. From all accounts the members of the SS John Bartram do not know the outcome of the case, as my papers were lifted for a period of six months.

Knowing most of the men aboard the ships who are very good Union men, I want to thank

them very much, for mentioning my case in the ship's minutes.

Such cases as mine, should not make any member of the SIU be afraid or stop him from making good union conditions aboard any ship. A Union is as strong as the members make it, so keep up the good work, and fight harder for Union conditions now, so that later we won't have to fight. Good sailing fellows!



SIU Letter Rejects CG Control

(Continued from Page 1)

is empowered to reorganize various agencies of the Government. We assume that the general powers conferred upon the President by this law encompass the Bureau of Marine Inspection and Navigation. Moreover, we are informed that Bill No. 9, which is currently being proposed, but not actually before either the House of Representatives or the Senate, seeks to vest the functions of the Bureau of Marine Inspection and Navigation, formerly exercised by the Department of Commerce, in the Maritime Commission.

While we are not entirely clear as to the powers of the President under the Public Law 263, and also the scope of Bill No. 9, we consider it advisable, at this time, to communicate with the President of the United States for the purpose of making known the position of the Seafarers International Union of North America, representative of 60,000 merchant

seamen, on the general issues involved.

NO OPPORTUNITY

Unfortunately, many bills are passed which vitally affect the interests of the unlicensed personnel in the Maritime industry, under such circumstances, that not only are we not given an opportunity to make our views known to the lawmaking bodies, but we are not even apprised of the passage of the bills themselves, until circumstances develop which bring them to our attention.

Apparently, proposals are in existence to transfer the functions of the Bureau of Marine Inspection and Navigation to either the Coast Guard of the Treasury Department, or to the Maritime Commission. We are strongly and unalterably opposed to either of these governmental agencies as a custodian of these important functions.

We believe that we are correct in stating that the original purpose of the legislation creating the Bureau of Marine Inspection and Navigation and the United States Shipping Commissioner's office was to further extend the benevolent protection of the law to the unlicensed seaman. Stated in another way, these various remedial laws were designed to protect the seaman against the ship operators and owners.

AN OPERATOR

Vested in the hands of impartial Government agencies imbued with the spirit and the purpose of these laws, they have, in times past, satisfactorily performed the purpose for which they were created. However, by transference to the Maritime Commission, these powers and functions will be vested in the hands of an agency of the Government, which is, at the same time, the owner and operator of merchant vessels.

Where monetary interests are concerned, a decision favorable to the seaman and adverse to the Government would serve to operate against the financial interests of that very agency of the Government which administers the law, and from such decision there is no appeal. We urge that such an arrangement is inherently unsound and improper and should not be foisted upon the American seaman by our President.

Even where the interests of the Government are not directly involved, the close alignment in interest and sympathy with ship operators of the Maritime Commission in the role of a large ship owner, could easily operate to prejudice the judgment and mental processes of those individuals designated to enforce the laws.

MILITARY CONTROL

Our objections to the Coast Guard, as an agency designated to administer these laws, are equally as emphatic. We have stated our position on a number of occasions, both to the Coast Guard itself and to various members of the House and Senate Committees interested in the affairs of the United States Merchant Marine.

In brief, the Seafarers International Union of North America is opposed to the control or interference, to even the slightest extent, of a military branch of the Government in the affairs of the Merchant Marine. We have found from actual experience, that there is a fundamental antipathy between the unlicensed personnel of the Merchant Marine and

this Military Branch of the Government.

The experience of the thousands of seamen whom we represent, with wartime control by the United States Coast Guard, has been unsatisfactory and distasteful. Historically, the policy of this country has always been to confine the military functions of this Government to their proper sphere. Our experience with the Coast Guard during the course of this War verifies and confirms the soundness of that policy.

We object to the intrusion of the United States Coast Guard into the affairs of the Merchant Marine, a civil activity. We fear the effect of such an intrusion, and encroachment upon the rights and gains that we have won over the course of many years. We fear that such control can and may be exercised in such a way as to injure and emasculate the labor organizations which have thus far been responsible for the great improvement in the lot of the American Merchant seaman.

ASK VOICE

The experience of the unlicensed personnel since the creation of these laws, with the Department of Commerce, has been satisfactory and we can see no sound reason for the removal of the functions of the Bureau of Marine Inspection and Navigation from the control of the Department of Commerce. We know of no objections that have been raised by the shipowning interests to the general operation of these laws, prior to the entrance of this country into the Second World War.

This subject is of the greatest importance to our organization. We feel that we have been deprived of the opportunity to urge our views on the legislative bodies of our Government prior to the passage of the Reorganization Act, in the deliberate and careful manner which is provided for by our legislative procedure. However, we have complete confidence in our President and believe that he will restore that right by according us the fullest opportunity to state our views in detail.

We respectfully suggest that the President arrange for a Public Hearing, so that the views of all parties concerned may be presented and in that manner aid him in his final judgment.

Very truly yours,

John Hawk,
Vice-President.

MONEY DUE

SS ALEXANDER CLAY
SS MARY M. DODGE

Members of the Stewards Department of these two ships, which paid off the last week in February in Norfolk, can collect difference in extra meals money by contacting South Atlantic SS office.

SS BONANZA

Sedewitz, Oiler, has one day's pay coming. Can be collected at Alcoa Steamship Co.

SS HAMDEN SIDNEY VICTORY
Disputed overtime is payable to the following men:

Zac Lewis, M. McCatty, A. Stewart, W. Seltzer, M. Sams, E. Collins, C. Duff, P. DeLaCruz, M. Whitehurst, C. Wilson, J. Williams, R. Roberts.

J. Styles, W. Jones, B. Knight, H. Davis, A. McMillan, James Ward, J. Patrice, J. Anderson, R. Flemings.

Can be collected at Co. office.

Program To End Coast Guard Control

(Continued from Page 1)

damn Union in maritime, the SIU, must do your part and follow through on the program. Read it thoroughly, and discuss the program both ashore and aboard ship. Talk it over with other Seafarers in any port in the world, and talk it over with members of any maritime Union wherever and whenever you meet them. This is your job!

"Do your part. Follow out the program. This fight can be won by every member of the Seafarers fighting shoulder to shoulder in the common struggle. Give the Coast Guard its final discharge from the Merchant Marine!"

LONG FIGHT

Hawk's message to the membership was contained in a mimeographed communication, which pointed up the fact that the Seafarers has consistently fought against coercion and intimidation by the Coast Guard. Usually this has been without any support from other maritime Unions other than SIU affiliates.

It recalled that during the war the Union was usually able only to represent the seamen as counsel before Coast Guard hearing units, that it was difficult to protest against Hooligan Navy domination because the war emergency bugaboo was dragged out of mothballs on any pretext.

Now, Hawk's communication continued, the seaman's war bonus has ended, but the Coast Guard still assumes the right to push seamen around.

It went on to explain that:

The SIU had sent a letter to President Truman requesting transfer of authority to the Department of Commerce.

Congress has passed a law giving the President the power to transfer the jurisdictional powers of any government bureau to another government bureau.

LETTER SENT

The SIU has sent a letter of protest to the President, in which all Seafarers affiliates have joined, asking that the functions of the Coast Guard be transferred back to an unbiased and civilian Government agency.

The Union also has protested

the transfer of the Shipping Commissioners' and Steamboat Inspectors' functions to the Maritime Commission and has demanded public hearings before they are transferred to any government agency other than the Department of Commerce. (See the lead story in today's Log.)

The course of action was decided upon after a thorough discussion of the problem at two membership meetings. A motion was passed to appeal to all the

maritime Unions to follow the program of concerted action outlined.

The motion reads:

"That the SIU call on all Unions in the maritime industry, as well as our affiliated unions in the AFL, to join with the Seafarers in a program to remove the Coast Guard from the maritime industry, and to end for all time their wartime control within this field." It was passed unanimously.

Commies Seek To Oust Curran From Leadership

(Continued from Page 1)

strikes as a political weapon. This policy is opposed by Phil Murray and the CIO hierarchy. But all CIO maritime Unions combined under one head would give Bridges a political weapon that would not need the support of other CIO unions to be effective.

NAT'L CIO INTERESTED

Thus, Curran's rebellion has aroused interest in the CIO national office. Though it follows the communist line in some respects, the national CIO diverges sharply from it in others. This is especially true of Uncle Phil Murray, who has had to smack down the numerically weak but politically potent communists repeatedly.

Just what effect the power politics within their Union will have on the rank and file cannot be foreseen at the moment. At the NMU's most recent meeting, Curran denied that he meant Communists Myers, McKenzie and Smith were Communists when he spoke of the "machine" they were running. He proclaimed himself "still an anti-fascist,"—whatever that means.

INVESTIGATE DISUNITY

The membership took all that in, but it also voted to accept the report of the committee appointed to investigate "disunity" within the NMU. With this report Curran disagreed so vigorously that he took the internecine fight to the rank and file. A majority of the committee members were communists, he said, in ef-

fect, and based their findings on the communist political line.

There's no doubt about the fact that the NMUers are confused. When their trusted leaders gnaw each other's guts, it's hard for them to see which side of the fence to get on. But it's too early to see whether they'll follow the commies, or whether the more moderate line of Curran and the National CIO will come out with a victory.

SIU HALLS

NEW YORK	51 Beaver St. HAnover 2-2734
BOSTON	330 Atlantic Ave. Liberty 4057
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	9 South 7th St. Phone Lombard 7651
NORFOLK	127-129 Bank Street 4-1083
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. 2-8043
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St.
SEATTLE	86 Seneca St.
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd.
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St.
CHICAGO	24 W. Superior Ave.
CLEVELAND	1014 E. St. Clair St.
DETROIT	1038 Third St.
DULUTH	531 W. Michigan St.
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.
TAMPA	842 Zack St. M-1323
JACKSONVILLE	920 Main St. 5-1231
PORT ARTHUR	445 Austin Ave. Phone: 28532

Isthmian Grows Panicky, Seizes Logs Going Aboard Cape Junction

Apparently growing frightened over the growing tide of SIU sentiment aboard Isthmian ships, officials of that company have stooped to open violation of constitutional rights and the National Labor Relations Act. Acting under instructions of the Isthmian Line, an Isthmian guard, according to his own statement, stationed at Pier 17, Brooklyn, recently stopped crew members of the Cape Junction as they were going aboard and seized Logs which they were carrying.

This flagrant violation of law is being watched closely by officials of the Seafarers, and in the event it is repeated, unfair labor practice charges will be preferred against Isthmian. This notoriously open-shop company has been getting away with other violations with such ease that they are growing over-confident, and headed for a richly-deserved downfall.

Later, upon being told their constitutional rights and privileges, the Cape Junction boys were quite indignant, and brought more Logs aboard in open defiance of the "hard-boiled" guard. These Isthmian men learned their lesson quickly, and the company will find out that they can't be bamboozled so easily the next time.

CLEANUP SQUAD

Shortly after the new crew signed on, they proceeded to clean up the recreation hall completely. Finding a number of Pilots and other NMU literature aboard for which these pro-SIU seamen had no use, they disposed of it in Davey Jones' locker.

One, of the Wipers on board the Cape Junction, "Tiny" Don Mease, really lives up to his nickname. He's a delicate little morsel of some 280 or 300 pounds; and can that boy eat! Ask the Stewards Department. Tiny really keeps them busy dishing out the grub!

Logs, which were brought on board, received a good reception, with the boys reading 'em quite avidly. SIU literature has been posted all over the ship in the messhall, foc'sles and on the bulletin board.

RED DOING OKAY

Ships organizer Red Twyman, who is a buddy of Hank's of "Cut and Run" fame, is really doing a good job aboard the Cape Junction, along with some able assistance from other Seafarers on her. They've got the Deck and Engine Departments lined up one hun-

dred per cent for the SIU, and the Stewards Dept. is better than 50 per cent. Red declares she'll be either all Seafarers on her return, or damn close to it.

A couple of close friends from Plainfield, N. J., are sailing on the Junction in the stewards dept. Messmen A. Jandrisovits and Ben Battista and there are rumors that Ben rightly reserves another nickname besides "Vino Kid." Yes, sir! The entire crew is a swell bunch, and they'll be a credit to the SIU when Isthmian goes Seafarers.

Why Isthmian Men Are Going SIU

Rotary shipping means job democracy. The man who registers first gets first crack at the jobs. His name is listed on looseleaf panel files which are kept in the shipping hall for all to see. Once a man ships, his registration card goes into the permanent file and becomes proof (for the draft board, among others) that he is an active seaman. No favoritism, no back door shipping in the SIU halls. Every man in his turn.

STEWARDS DEPT. ON CAPE JUNCTION



Taken aboard the Cape Junction, the majority of this Isthmian Stewards Dept. is for the Seafarers. Ships organizer Twyman (second from left) assures us she'll be all for the SIU by the time their ship returns from the Far East.

HERE'S NEW CAPE JUNCTION CREW



Those big smiles and the sign show what Union these Isthmian men from the Cape Junction want. Front, reading from left: B. Schoonmaker, OS; J. Lund, Bosun; W. Henderson, AB; B. Garrod, AB; Heins, AB; Twyman, MM; H. Bridgeman, Wiper. Rear: A. Jandrisovits, MM; G. Garrido, Wiper; "Tiny" Don Mease, Wiper; P. Kordakis, AB; N. Nasukiewicz, MM; and C. Funkhouser, OS.

Seafarers Sweeps Marine Fox

By HAL BANKS

SEATTLE, Wash. — When one of Isthmian's largest vessels, the SS Marine Fox, pulled alongside the dock here recently, both SIU and NMU organizers were there to meet her. The crew was lined up along the rail on the port deck, happy to be returning to the good old U. S. after a trip to the Orient—that is, everyone had a smile on his face, with one notable exception. He was the NMU ship's organizer.

Observing the anxious look on the NMU shoreside organizer's face, we noticed that he was looking up for some kind of encouraging look upon the face of his ship's organizer. Finally, in desperation the NMU organizer called up to this lone wolf and asked, "How did you make out?"

The answer came back promptly, "Not so hot. This ship is practically 100 per cent SIU." Upon boarding the Marine Fox, our SIU organizers found this to be a conservative statement.

BRISTOL FASHION

SIU Ships Organizer Johnny Arabacz, had really done a yeoman job on this vessel, lining her up Bristol fashion for the Seafarers. In view of the fact that the Marine Fox carries about four times the crew complement of the average ship, this is an important addition of the Sea-

farers when considering the number of votes concerned.

Upon contacting the Stewards Dept., we found that the lies and disruption which the NMU had been attempting to spread among our Filipino Brothers had not done them one bit of good. Johnny Arabacz, with assistance from some other SIU Brothers, explained to them actually the SIU has more Filipinos in its membership than any single American trade Union.

In addition, he explained to them that the NMU was only using the Filipino question to spread dissension among the crew. At the trip's end, every Filipino aboard was a firm believer in SIU.

No praise is too high for good, staunch Union men like Johnny Arabacz who believe in their principles and Union enough to go out of their way spending practically all their spare time to bring the truth to shipmates.

STILL SIU

The majority of this crew stayed with the Marine Fox, and she is still overwhelmingly for the Seafarers. Conditions aboard the Fox prove one major fact, and that is that the lies and propaganda spread on these vessels by the NMU will break down and defeat them when the truth comes out. They (NMU) can't stand the truth which reveals

their propaganda for what it is.

Much to their sorrow, the National Maritime Union will also find out that the average seaman sailing on American ships is interested primarily in agreements, good working and living conditions, and wages. They don't give a damn about a lot of political and communistic nonsense.

Steel Inventor Joins SIU Camp

After completing a fairly long Pacific voyage, the SS Steel Inventor has returned to this country, joining the host of Isthmian Line vessels with one hundred per cent SIU crews.

On the trip East, a number of passengers were carried, among

whom were Doctor Ida Song and Mrs. Tien, with her two children. Christmas occurred while the Inventor was at sea, and this usually dreary day on shipboard (for kiddies at least) was turned into a joyous occasion.

Yes, Santa Claus appeared in the person of Johannes Wunderlich ably assisted by Freddie Reid, and everything was complete with the exception of some reindeer and a fireplace.

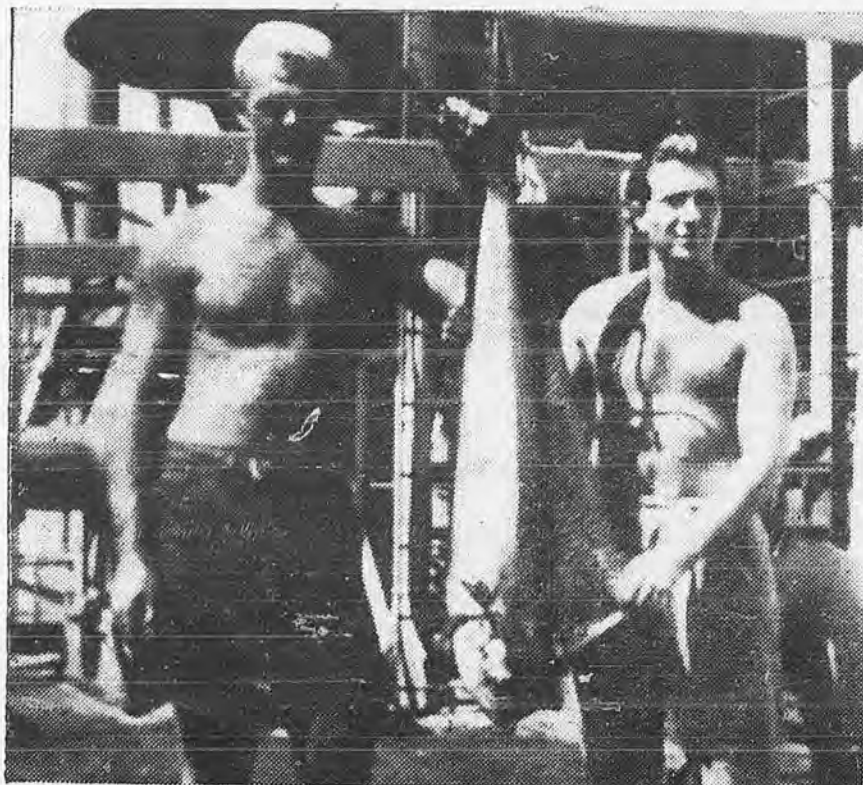
Upon arrival at Shanghai, the ship was met in person by the Mayor on his private yacht. He came to greet Dr. Song and Mrs. Tien, who is the wife of a noted Chinese statesman, and commended the crew for their part in making the long trip a happy one for Mrs. Tien's children.

Homeward bound once again, the Inventor carried as passengers a number of repatriates who had spent considerable time as Japanese prisoners in various Jap concentration camps.

The crew reported good fishing and with "Cowboy" Gual as the life of the party, along with valuable assistance from Brothers Wunderlich, Reid and Riga, everyone on the Steel Inventor had a happy trip over and back.

That's the way it should be on an SIU ship and we call the Inventor that, even though we must wait for the formality of an election before she officially joins the Seafarers' family of Union ships.

GOOD FISHING ABOARD STEEL INVENTOR



A couple of Isthmian men on the SS Steel Inventor take time out for fishing while in the Pacific. John Wunderlich (left) and Freddie Reid caught the 48-pound dolphin shown here, also a 112-pound tuna. Not bad, boys!