

SEAFARERS' LOG



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

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No. 13

"WHAT GOES UP...."



Miners Will 'Stay At Home' Unless Given Health Fund

WASHINGTON, March 26 — Over 400,000 soft coal miners, members of the United Mine Workers, AFL, will "down tools" at midnight Sunday, according to UMW President, John L. Lewis.

Asserting that this is "not a strike," Mr. Lewis stated that the miners are "exercising its option under the present agreement."

"In our letter to the local unions," Mr. Lewis said, "we are not calling a strike. We are notifying them of the termination of the agreement. Obviously you know that the miners do not work without an agreement. They will not trespass upon the properties until they have a contract as that will be a violation of law and the miners are law-abiding."

The break in the negotiations, which started on March 12, came principally through the failure to agree on a "health and welfare fund" for the miners, and an agreement to act on the safety recommendations of the Federal Mine Inspection Service, instead of those of the state mining bureaus.

HITS STATE BUREAUS

Mr. Lewis asserted that the state mining bureaus are lax and company dominated, and that casualties of his men during the war period had been greater than in the armed services in propor-

tion to the number involved. He said:

"There will be no miner's blood spilled next week."

Mr. Lewis maintained that further talks would be useless unless the mine owners agreed in principle to the miners' proposal that a health and welfare fund, approximating \$60,000,000 a year, to be collected through a "participating royalty" of ten cents a ton, be set up.

Lewis told his press conference today that the miners are not interested in wages and hours if the question of its demands for health and safety measures are not satisfied.

HOME USERS SPARED

Although the work stoppage might paralyze basic industries, Lewis said that the union waited until after the end of winter so that home users would not be inconvenienced. Basic industries have enough coal for from 10 to 30 days, and the Solid Fuels Administration is preparing to embargo soft coal deliveries to insure supplies to the most essential consumers.

Government officials estimate that electric power plants have enough coal to last 72 days, and railroads have enough for 27 days of operation.

The negotiations will continue, but observers see meager prospect of a settlement in time to avert the Sunday night shut-down.

Isthmian Bars Election; Officials In New Stall To Keep Men Non-Union

FLASH!

NEW YORK, March 28 — NLRB and SIU representatives will again attempt to board Isthmian vessels in this port to post election notices. This action follows a telegram from the WSA in Washington to the Isthmian SS Company instructing the company to allow the notices to be posted in compliance with the law.

The Isthmian Steamship Company pulled a new stalling tactic out of its old bag of obstructionist tricks on March 28, as National Labor Relations Board regional officials, SIU and NMU organizers tried to board ships in New York Harbor to post notices of the upcoming elections to decide which, if any, Union is to represent Isthmian seamen.

The NLRB and Union representatives were barred from all ships in the harbor, under one subterfuge or another.

Isthmian clearly showed that it will delay as long as possible

the election machinery.

By its delaying tactics the strongly anti-Union company is trying to avert collective bargaining and maintain its far-below-par wage scale as long as possible to save a few pennies.

At every ship in New York Harbor Isthmian had doubled or trebled its dockside guards. The guards were under orders not to allow anyone aboard under any circumstances.

The tactics of barring the delegations were slightly different in each case, but the pattern was the same throughout.

At three ships, the Mary Livermore, the H. H. Bancroft and the John Wanamaker, the guards gave this phony excuse:

The ships are not the property of Isthmian; they belong to WSA and you must have authorization from the WSA.

ANOTHER PHONY

At the Atlanta City they pulled this one:

This is an Isthmian ship. The government has nothing to do with it. Consequently, the NLRB has nothing to do with the way it is run.

The NLRB men took exception to the company's statements in each case. They argued with the guards, they called their boss, the regional director, and they called Isthmian officials.

Isthmian finally backed down on one point. It said the NLRB and Union delegations could go aboard company-owned ships after Isthmian had compiled lists of men aboard each ship who would be eligible to vote.

HERE'S THE SCORE

Under the NLRB ruling the elections are to include all unlicensed personnel in the Deck, Engine and Steward's Departments.

The NLRB specified that the elections were to take place as early as possible, but not later than 30 days after the March 19 order.

The new Isthmian time-sparing tactic follows a long delaying action by the company, which was climaxed when the NLRB denied a motion by Isthmian to reopen oral arguments on whether an election should be held.

Conference Proposals Go Before Membership For Final Approval

NEW YORK—After eight full days of intensive discussion, the longest conference of its kind in Seafarers history, the Agents Conference of the Atlantic and Gulf District has come to a close. The recommendations will be submitted immediately to the membership for its approval.

In this, the first peacetime Agents Conference since 1941, many important decisions were reached, which will serve to strengthen the gains made so far, and to make possible the further expansion of the Seafarers International Union.

Among the decisions reached were proposals that would tighten the organizational structure of the Union; look into the feasibility and advisability of forming an AFL Maritime Council; probe the desirability of setting up a Credit Union within the SIU; make changes in the present probationary and trip card system; and expand the present Educational Program.

Following are some of the reports and proposals of the Conference excerpted from the official minutes of the conference:

Proposed Changes In Shipping Rules

All shipping rules, except rules 8, 14, 25, 35, and the rule relative to the Eastern Steamship Company, the Colonial Navigation Company, the Savannah Line and the New England Steamship Company, were unanimously re-adopted by the Conference. The latter rule and rule 35 were completely deleted; rules 8, 14, and 25 were changed; and a new rule was inserted as number 35 to take the place of the rule on trip-card men and probationary men adopted at the 1943 Annual Election Ballot.

The recommended rule changes are:

Shipping Rule No. 8 be changed to read as follows:

Any member on the regular shipping list who has a shipping

card more than 3 months old must re-register on the shipping list and take out a new shipping card and date.

Members more than 3 months in arrears in dues or assessments and less than 6 months in arrears in dues or assessments shall register and ship from the same list as Trip-card and Permit Men do.

Former members, more than 6 months in arrears in dues or assessments, after approval by membership action, shall take the first job assigned to him by the shipping dispatcher.

Shipping Rule No. 14 be changed to read as follows:

Members who have shipped and later quit or get fired and who do not report back to the

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Hunger In Europe

It is ironical that the first fighters against fascism in the world should be the victims of the peace. Yet it is an undisputed fact that, unless immediate help is forthcoming, more than 20,000,000 European people will starve within the next year.

The situation in Europe is critical. From eyewitness reports, and from letters, we know that disease and starvation are scourging every continental country. Our own seamen, returning from abroad, have told us of the bodies of starvation-dead people being stacked like cord wood along public streets.

They have told us about children and adults rooting through garbage pails for food, and scrabbling along the decks of relief ships for any grain that might have been dropped.

Such an attitude must prevail throughout the world. Intolerable.

Here in the United States, organized labor has adopted the attitude that hunger is not to be used as a weapon in industrial disputes. In the instance of the GM-UAW strike, labor showed its solidarity by contributing wholeheartedly to the strikers so that the strike could be settled on its merits, and not because of the hunger of the strikers' families.

Such an attitude must prevail throughout the world. The brave people in France, Poland, Greece, and the Balkan countries, who fought by our sides in the struggle against fascist oppression must not be allowed to starve now that the war has been won.

We cannot allow hunger to be used as a political weapon to force these people into the camp of the Russians, or to make it easy for a dictator of the Hitler-Mussolini type to use this situation to seize power.

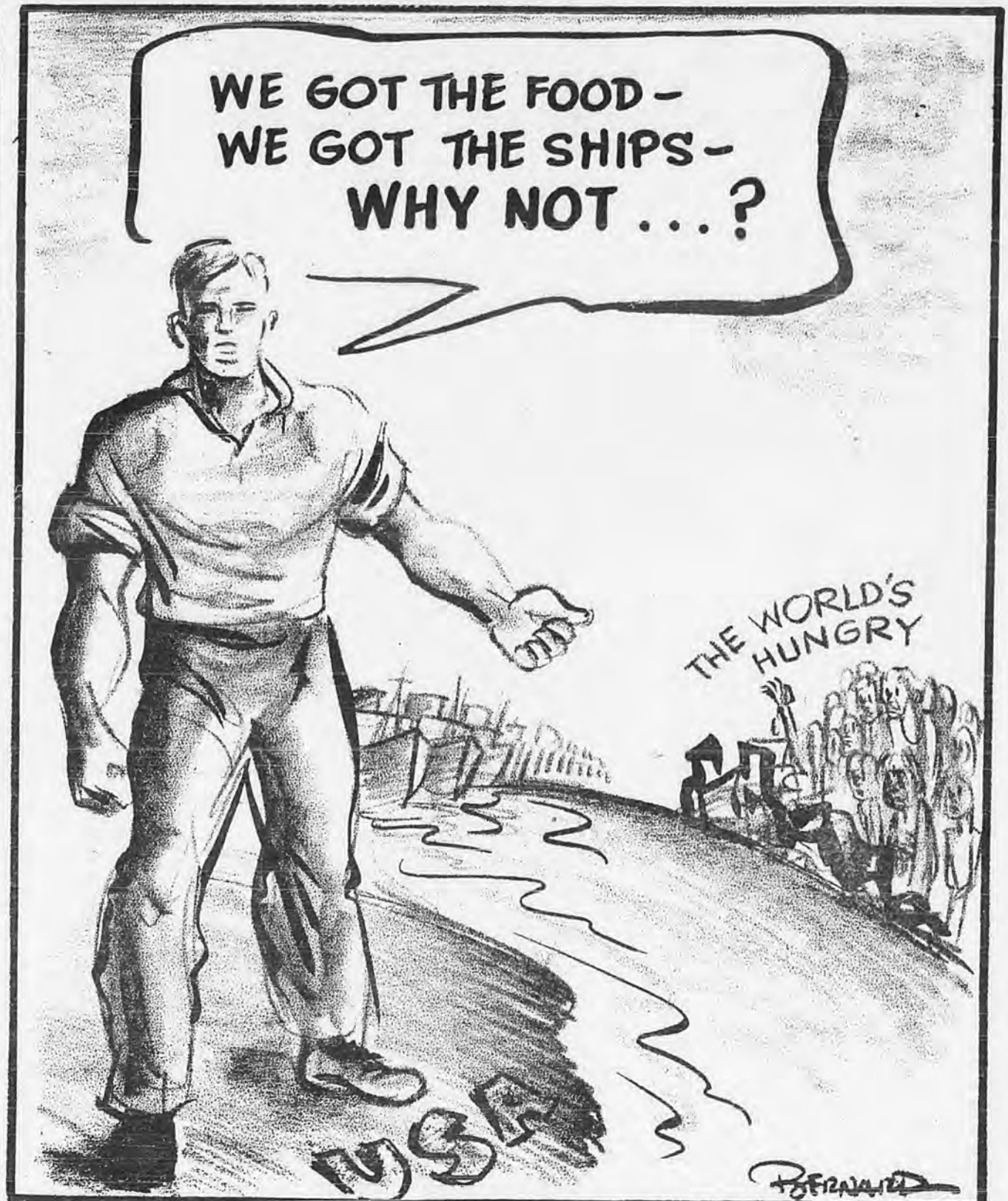
During the long war years, we in the United States looked forward eagerly to the days of unlimited steaks, quantities of butter, and an abundance of all other delicacies. And so, as a Christmas present to the rest of the world, we ended rationing of most items here.

It is true that even yet we do not have all that we want. But we do have more than we need. And this excess must be shared with starving peoples of the world if we are to see the dream of a warless world come true.

Abraham Lincoln once said that a nation cannot exist half slave and half free. A peaceful world, as we would like to see it, cannot exist half fed and half starving.

In this situation organized labor must take the lead. It is our duty to press for action by our government to alleviate the distress of the hungry peoples of the world. By whatever measures necessary, even the re-institution of rationing, we must make available enough food to sustain life in our brothers and sisters overseas.

We have the food and we have the ships and men to sail the ships. We must heed the call of starving Europe and Asia.



Men Now In The Marine Hospitals

BOSTON HOSPITAL

T. F. SMITH
JAMES LEE
T. THOMR
RAY KEY
G. PHINVEY JR.
E. ALLEN
GUY GAGE
ED JOHNSTON
H. GILLAN
F. C. BROWN

~ ~ ~

NEW ORLEANS HOSPITAL

J. DENNIS
J. H. BOWEN
DONALD DAHL
JAMES RILEY
R. E. THORP, Jr.
P. F. HICKS
W. F. LEWIS
H. A. CRUSE
EDWARD JOHNSON
J. E. DALE
C. JANULEVICUS
W. J. MARIONEUX
R. M. NOLAN
JOSEPH MAJEAU
H. D. STERTZBACK

~ ~ ~

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

L. L. MOODY
J. L. WEEKS
A. WHEATON
J. H. SPEARN
V. SHAVROFF
A. C. McALPIN
F. M. HANGEN

~ ~ ~

BUFFALO HOSPITAL

THOMAS DUFFY
J. LA BONTÉ
J. PEMBROKE
ART JEPSON

~ ~ ~
MOBILE

TIM BURKE
M. CARDANA
J. C. DANZEY

~ ~ ~

ELLIS ISLAND HOSPITAL

D. McDONALD
J. KASLUSKY
C. MIDDLETON

~ ~ ~

SAN JUAN, P.R. HOSPITAL

HIPOLITA DE LEON
JOHN VANDESSPOOLL
ROBERT MORGAN
DELAWARE P. ELDEMIRE
ANGEL CABRERA
F. M. DUCLOS
GERALD R. VOHLER
BLAS RAMIREZ
JULIO CATO BERNARD

~ ~ ~

FORT STANTON HOSPITAL

NICK GAMAMIN
A. McGUIGAN

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.

E. T. HARDEMAN
A. B. THOMPSON
J. E. McCREADIE
JOHN R. SARTOR
L. L. LEWIS
H. TUTTLE
FRANK NICHOLSON

~ ~ ~

DETROIT HOSPITAL

EDWARD WARES
WALTER DERR
LYNN BURKE
TONY SOVERENTO
ALEX McMILLAN

~ ~ ~

BALTIMORE HOSPITAL

JAMES KELLY
FLOYD FRITZ
JOSE SARAVIA
OLIVER HEFFLEY
JOHN MORRIS
CLARK POPE
GEORGE PARDEE
IRA VAN WORMER

~ ~ ~

GALVESTON HOSPITAL

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

CLEARING THE DECK

By PAUL HALL

The Agents Conference has recommended a program of coordination of union activities with New Orleans Port Agent Steely White as Gulf coordinator and Earl Sheppard, Atlantic and Gulf director of organization, as Atlantic coordinator.

The importance of this program is that it serves to weld the entire apparatus of the Union into a compact apparatus capable of meeting all issues squarely and using its full strength to act without delay.

It means further that all activities of the Union are handled in a systematic manner with all sections of the apparatus working as one. Through the medium of the coordinators, headquarters and organizational officers in New York will be kept in constant touch with every phase of both port and organizational operations.

In addition the burden of work can be more efficiently allocated, receiving supervision at all times. This is particularly needed at this time in view of the immediate tasks facing the Union.

Elections Begin

The Isthmian and AT&P elections have been finally ordered and the posting of the ships has actually started. When a ship is posted by the National Labor Relations Board, voting actually starts within forty-eight hours. As this issue of the *Log* goes to press voting is already under way.

In the voting period the closest attention must be paid to see that every crew member is contacted and every possible SIU vote is voted.

A functioning organizational apparatus has been set up by the Union. This operation consists of some of the most energetic and best-trained men in the Union. These men have been trained in the hardest school of all, organization of the unorganized on the point of production.

This apparatus is equipped to handle anything that comes their way and it only takes a brief glance at what the future holds to see just how necessary it is to maintain this apparatus.

They Love Their Jobs

The Coast Guard, the War Shipping Administration and the other government maritime agencies aren't going to give up easy. They like their jobs and they intend to keep them as long as they can and they will use every means in their power to hang on.

The Union has to get rid of all forms of government bureau control and return maritime administration to its peacetime status if we are to progress.

A well functioning Union with the organizational and port apparatus working together can give the bureaucrats a run for their money and should end in the elimination of their control.

The question of contracts and negotiations will be coming up soon and here again it is necessary that all Union operations be geared up so that the SIU can continue to lead the maritime field on the question of wages and conditions.

The proper coordination will mean that the Union is on its toes and ready to get into any scuffle with both hands swinging.

The Conference has proposed the formation of an AFL Maritime Council. This means that all AFL Unions connected with the maritime industry will be working together closer than ever before.

The formation of such a Council means the active support of mighty unions such as the Longshoremen and the Teamsters. With such a strength the SIU can face the future with confidence and assurance.

Chance For All

With the educational program getting into full swing, every member will have the opportunity of preparing himself for leadership. The AT&P and Isthmian drives have developed hundreds of members who will be found in the leadership of the future.

The future looks good. This conference has been one of hard work which has produced many progressive plans and proposals. All the proposals in the world don't mean anything, however, unless they are carried out.

With the proper coordination of all Union activities they can, and will be carried out. The coming year is a year of action, a year of growth and progress. Isthmian is the first step towards the goal of organizing all the unorganized, towards bringing the whole industry under the banner of the SIU.

The SIU belongs to the membership and the membership have a job to do. The time to act is now. With everyone pulling together it won't be long before the SIU is the "ONE BIG UNION" in the maritime field.

Deadlock Still Holds In Norfolk

NORFOLK, Va.—Possibility of return of State-operated ferries to the Chesapeake Ferry Company and an end to the wage dispute between the SIU and the company was foreseen here, as Seafarers officials reported "progress" in negotiations with the company.

The Virginia Assembly enacted legislation on February 28 for the State to seize and operate the ferries after a three-week strike by Seafarer crews for vacations, holidays and a higher monthly scale. The State is still operating the ferries at rates paid by the ferry company.

There is reason for optimism, SIU leaders said, because the Chesapeake ferry company is, in effect, out of business until the ferries are returned by the State.

And the State will continue to operate the ferries "until such time as the company can guarantee uninterrupted service."

AGREEMENT A "MUST"

An agreement with the SIU will be necessary before any such guarantee can be given.

Public opinion has been on the side of the strikers since the negotiations between SIU Secretary-Treasurer John Hawk and Norfolk Agent Ray White and company officials bogged down early in February.

The strike rocked along for three weeks, supported by all maritime Unions in the area before the State took over the ferries and ordered the men back to work. All during that time, despite transportation hardships, the public and press in the area were on the side of the Union.

There were several reasons for this support. First, it was generally known that the Union demands were just, and that the ferry company was a notorious slave driver. It was known also that the wages and conditions sought by the Union merely equalized those of the ferries operated by the county.

GAINS ALREADY MADE

The disputed ferries are operated between Pine Beach and Newport News and Willoughby

Spit and Old Point Comfort. Prior to an NLRB election in 1945, which certified the SIU as collective bargaining agent for unlicensed personnel, men had worked an eight hour day, seven days a week and 365 days a year. There had been no compensation for overtime after the eight-hour workday—and there was plenty of overtime work.

Immediately following the election, the Seafarers were able to obtain a 48-hour week, with time and a half for work in excess of eight hours a day and time and a half in excess of 48 hours.

COMPANY STALLING

Then negotiations were carried on for four months by the SIU to obtain a two-week vacation for the men, 10 holidays a year and an increase in the monthly pay scale. The company continued to stall and the unlicensed personnel

voted to strike the ferries. The company had held out for no blanket increases and had tried to whittle down other demands.

The high-handed action of the State of Virginia came without warning. Hawk and White both were in the Norfolk area, but were not consulted before the strike-breaking legislation was railroaded through the legislative body by the Virginia Governor. The State Circuit Court also acted with lightning speed in handing down a writ ordering the State Highway Department to operate the ferries.

SIU leaders conducting the present negotiations are holding firm in their demands. The ferry company is on the spot. The only action that can possibly forestall an SIU victory is continued operation of the ferries by the State.

Report On Organizing Drive

By EARL "BULL" SHEPPARD

FLASH !! Posting of Isthmian ships has started. When your ship is posted voting starts in 48 hours. STAY ABOARD AND VOTE SIU !

The thing everyone has been looking for has finally happened and the crews sailing Isthmian and AT & P ships are going to have the opportunity to make their decision as to whom they wish to be represented by.

This is a time when, more than ever before, every man must stay on the job. The voting is only one phase of the activity that must now be carried on, and the larger the margin of the SIU vote, the easier will be the carrying out of these tasks.

STAY ABOARD

It is important to stay aboard the ships now and see that every man votes. There are still men aboard these ships who haven't fully made up their minds as to just what they are going to do. It is up to every SIU member and supporter to discuss the Union in detail with these men

and show them just what SIU representation really means.

Staying aboard these ships will insure a full turnout of the SIU vote. If, for example, the SIU were to win by an impressive majority, negotiations could be immediately opened and the signing of an agreement made much easier.

The question of a contract is something for Isthmian seamen to immediately start discussing. Using the SIU contracts now in force as base, group discussions should be started with a view to getting as many ideas and suggestions as possible from the ships.

These ideas should be written down and mailed to the New York Hall so they can be assembled and studied. They will then be turned over to the negotiations committees when the voting is over and the question of an agreement comes up.

GOOD NEWS

Good reports are coming in from all ports and ships. The most marked improvement in organizing has been in the Stewards Department. Many cooks and chief stewards, who previously were undecided, have now signed pledge cards and selected the SIU as their choice.

The response to the charter membership offer continues to be good and all ports report many Isthmian men taking out membership books.

Men who have joined ships since March 19th will not be able to vote, but they should still stay on the job until the voting is over. If a few men start piling off, others will follow and if they get scattered many will lose out on the chance of making their choice in the elections.

It won't be long now and after putting up with these jobs for so long it shouldn't be too hard to stick around for the final punch.

Everything looks good now and it is up to everyone both ashore and on the ships to keep it that way. Before long the Isthmian fleet will be SIU!

PICTURE OF AN INJUNCTION



General Electric's attempt to provoke violence by obtaining an injunction against group picketing and using cops as strikebreakers only succeeded in doubling the determination of GE employees in Philadelphia to win their strike and a pay raise. The injunction, which failed to turn out a single radio or refrigerator, brought only a parade of 6000 pickets whom club-swinging police tried futilely to disperse. (LPA)

Make Isthmian SIU

Make Isthmian SIU!

Agents Conference Plans For Expansion

(Continued from Page 1)

dispatcher within 24 hours after shipping, shall lose their original date.

Shipping Rule No. 25 be changed to read as follows:

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

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

Shipping Rule No. 35 be deleted in its entirety.

To delete that part of the Shipping Rules relative to the Resolution adopted at the 1943 Annual Election Ballot in its entirety, and a new Shipping Rule be added to the regular Shipping Rules to replace the old Shipping Rule No. 35 and to read as follows:

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

All Tripcard Men and Permit Men shall be shipped only after book members do not take jobs. After no member on regular shipping list takes jobs after 3 hourly calls, then Permit Men or Tripcard Men shall be allowed the privilege of throwing in cards for the job.

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

To recommend to the membership that the Shipping Rules be amended and after ratification by the membership that it be placed on a referendum ballot for approval, as per the Constitution.

YES, IT'S ISTHMIAN'S SEA HAWK



These Isthmian men were glad to have their picture taken by the Union of their choice—the Seafarers! Front (reading from left): Skuistad, DM; Hilliard, Oiler; Neilson, AB; Martinson, AB. Second row: Roberts, Wiper; Burkner, AB; Servallios, 2nd Ck.; Belcher, FWT; Martinski, FWT; Robertson, AB; Barney, AB; Pritchett, Oiler.

Back row: Webber, MM; Clemens, AB; Diaz, MM; Lueek, OS; Dennis, DM; and Lode, OS. Two former NMU men, Skuistad and Servallios, turned in their books, and took out SIU memberships. Deck delegate Robertson and Eng. delegate Belcher are holding the Sea Hawk shipshape for the SIU, and doing a swell job, too!

Constitutional Change Proposed

In the report of the Committee on Constitution it was recommended that only Article XIII be amended. The proposed amendment follows:

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

Section (e): That he be an active and full book member and show four months discharges for the current year in an unlicensed rating, prior to date of nomination.

This provision shall not apply to officials and other office holders working for the Union during current year for period of 4 months or longer.

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

If passed by the membership the proposed amendment will be placed on a referendum ballot for approval, as per Constitution.

Probationary Books, Permits

The probationary book and tripcard system of operation has become obsolete. With the industry being reconverted to a peacetime operational status, the operators will be laying up a large amount of tonnage. On a small scale, this is already being felt with a marked decrease in shipping.

The rights of the membership to jobs must be protected at all times and we have to be particularly careful today because we don't know just how many jobs will be available tomorrow.

It is true that winning the Isthmian Line will mean more jobs, but it will also mean more members, and we will have to have good Union men sailing those ships to see that the right kind of Agreement is obtained.

For this reason, we cannot even consider closing the books of the Union as such an action would be the same thing as shutting off the organizational activity.

When we organize a company, we bring new members into the Union who are entitled to and must be given, the same protection as the older members.

For that reason, it is recommended that the present tripcard and probationary book system be changed to a permit system. The value of the permit system is that it enables the membership to admit as members the necessary numbers to keep shipping on a decent basis.

The permit system would eliminate much of the duplicate filing and office work and would aid in the check-up system of dues records, etc.

When any seaman who is carrying a permit card is admitted to the Union from time to time, he would be given the regular blue membership book, but regardless of the length of time he has sailed on a permit, he would have to remain on probation for at least six months before becoming a full member.

A general summarization of the recommendations are:

1. Tripcards and probationary books are to be eliminated.
2. Permits to be issued properly ruled for payments, descriptions, etc.
3. These admissions to be based on seniority but in no case should any permit man be admitted with less than six months time on a permit.
4. The regular blue membership book to be issued from the Headquarters Offices when the permit holder is admitted to the Union.
5. A minimum of six months probationary period is to be required on membership books, in addition to time already spent on permit before a man is considered for a full book member.
6. None of these rules to apply to unorganized seamen working on ships where an organizational drive is being conducted.

permanent government bureau.

Inasmuch as many companies are resuming peacetime operation, the WSA is no longer necessary and only a burden to the people of the country who must continue to pay high taxes to support such useless paper bureaus, this committee recommends and urges that the SIU exercise every possible means to have the WSA abolished in all of its phases and all shipping control returned to the pre-emergency status.

Action Against The Coast Guard

The Seafarers International Union of North America has already taken concrete action on the question of unnecessary peacetime controls of the maritime industry by the U.S. Coast Guard, and the transfer of jurisdiction of the Bureau of Steamboat Inspection and Navigation to the Maritime Commission instead of to the Department of Commerce, as in pre-war days.

On January 11, 1946, a letter of protest was sent to the President of the United States regarding the continuance of Coast Guard authority over the Merchant Marine, and at the same time, it was requested that the jurisdiction over the Bureau of Steamboat Inspection and Navigation be transferred to the Department of Commerce.

On March 8, 1946, a further letter of protest was sent to the President's Executive Office regarding these same matters, and was concurred in by all SIU affiliates. Your Union has further protested the transfer of the Shipping Commissioners and the Steamboat Inspectors functions to the Maritime Commission, and has demanded that open public hearings be held on this matter before it is transferred to any other authority than the Department of Commerce.

A continuous campaign has

been carried on in the pages of the **Seafarers Log** regarding continued Coast Guard control of maritime personnel, and our stand in opposition to this peacetime control has been made in no uncertain terms in several different stories and editorials.

A motion was passed by SIU membership meetings that the Seafarers call on all Maritime Unions and AFL affiliates to join with the SIU in a campaign to rid the seamen of wartime Coast Guard controls and return the industry to peacetime status.

In line with this motion, letters were sent to all Maritime Unions during the past week restating this motion, and suggesting a program of action.

Since that time, a four paged mimeographed leaflet has been issued to all SIU members, along with copies of the letter and suggested program.

We feel it necessary and urgent that this Agents' Conference reaffirm the stand which has already been taken on the Coast Guard and the Bureau of Steamboat Inspection and Navigation, and continue this same militant program of publicity and direct action until these evils which beset the merchant marine are entirely eliminated, and conditions are returned to their pre-war status or better.

SIU Moves To Abolish The WSA

The War Shipping Administration was created to take over the responsibility of operation and administration of shipping for the period of the war to relieve the U. S. Maritime Commission of the overload of wartime administration and operation.

During the course of the war, the WSA has constantly added to

its powers and duties until it has become virtually the controlling agency. At the present time, the WSA is frantically trying to hang on to everything it can and to even increase its jurisdiction. The purpose of this is to hang onto the pie and have the WSA, under the same set-up, but with possibly another title, become a

Need For AFL Maritime Council

This committee realizes the urgent need for a closer cooperation among the affiliate unions connected with the maritime industry. The SIU support of District 50 of the Mine Workers and the Longshoremen have shown that this cooperation is both feasible and necessary.

The fact that the support of the entire AFL in Mobile was instrumental in the quick tugboat strike victory there shows again that some even closer national agreement between the SIU and our affiliates is necessary.

This committee, therefore, recommends that the President of the AFL, the Executive Committee and the National Officers and Executive Committees of the ILA, the Teamsters and all other maritime connected Unions, be immediately contacted with a view towards the establishment of an AFL Maritime Council.

It is further recommended that each Port Agent immediately contact the Local Unions in his Port and sound them out and discuss the formation of this Council with them.

In line with this program, it is recommended that the SIU officially request a meeting to be held as soon as possible to explore and set up the mechanics for such a council.

(More on Page 6)

HERE'S WHAT I THINK...



QUESTION:—Do you think that the United States should reinstitute rationing, if necessary, to help provide food for the starving people of Europe and Asia.

MATTHEW DILEO, Acting AB—

Rationing during the war gave people in the United States enough to eat. On my last trip, I was in Belgium and people there didn't have anything to eat. So, of course we ought to help them out with food. We have plenty. We should make sure that we leave ourselves enough to get along on, but any sound system of rationing will do that. I don't know how people here can enjoy the food they eat when they know that men, women, and children are starving overseas. They don't need much, and what we give them will keep them alive.



JOSEPH J. PENNER, Bosun—

We should not allow these people to starve. We helped them fight the war, and now we should help them live. We have plenty of food and we could help them until they get on their feet. When people get hungry they get out of hand and anything can happen. I think the majority of people in the United States is in favor of feeding Europe and Asia. The quicker we get those people straightened out, the better it will be for all of us. Europe is starving, and the only ones who can do anything about it are the people of the United States.



CHRIS. J. LEGER, Jr., AB—

I'm in favor of it provided that we get what we need to keep us going, and then let them have the rest. The situation in Europe is bad. They lack nutritious food, and we should give them all we can spare. I saw people scrambling in garbage cans for food, and that kind of living will lead to riots. Even worse, the children will grow up skinny and sick, and then it will be too late to do them any good. Most of the people I talk to are in favor of helping these unfortunate people, and so am I.

Baltimore Seafarers Give To Hospitalized

BALTIMORE — Contributions from the rank and file members of the SIU for their sick brothers in the Marine Hospital continue to come in, reports John Taurin of the Baltimore hospital committee.

Brother Taurin has received \$16.10 from Rex Dickey, acting Agent, and \$35 from Miss Lopez, secretary, which they collected from Seafarers in the Baltimore port.

The following hospitalized men have received for their personal expenses the sums specified:

Floyd W. Fritz	\$4.26
Charles Skakacs	4.26
P. Chappell	4.26
M. Morris	4.26
Jose Sarove	4.26
Daniel Hickey	4.26
E. J. Dellamuno	4.26
I. Iverson	4.26
S. Kelly	4.26
J. Kelly	4.26
J. Morris	4.25
J. Van Womer	4.25

Port Baltimore Has Big Field

By CURLY RENTZ

BALTIMORE — A lot of guys don't understand the problems in the Port of Baltimore. In the first place, Baltimore is the headquarters for hundreds of men who work in allied industries closely connected with seamen. The entire Chesapeake Bay area from Hampton Roads, the Elizabeth, Potomac and James Rivers, up to the Patapsco, is a fishing, towboat and tug area with thousands of men closely allied to the seamen.

In the great part these men are unorganized or else loosely organized in small local associations. The most important thing to consider is that almost any of them can qualify as seamen and, as such, should be organized under the SIU in one of our affiliated Unions.

For example, a man may work a portion of the year as an oysterman, later he fishes and still later he takes a barge or tugboat job.

TUGS AND TOWS

Actually more tugs and towboats operate in this area than in any other section outside of New York. Baltimore is a main transit point of the inland waterway system from the Carolinas to New York, and coal alone represents a large part of the transit tonnage.

Many big towing companies, such as the Curtis Bay Towing company which is organized in the ILA, AFL, make Baltimore their headquarters. It is important that these men all be organized in affiliate unions so that we can all work together in the event of trouble.

The whole Chesapeake area is a thing that should be studied by the Union, as a tie-up of this area would be a prime factor in winning any beef we might have with the shipowners.

It's a big job but we are tackling it, and so far the results are favorable. If we remember that Baltimore is inland waters headquarters, then we must realize the necessity of doing a job there. An organized Chesapeake Bay area would be one of the greatest weapons the SIU could have.

The Patrolmen Say...

Good Feeding

NEW YORK—Recently I had the privilege of paying off the MV Black Rock, one of the Moran tugs. Believe me, it was a pleasure to see a ship so clean and spotless.

The food aboard is excellent. Brother Eldon Cook, Chief Cook and Steward, and Brother Leslie Wing, Second Cook, are doing a wonderful job. This ship could be rightfully termed the Waldorf-Astoria of the waves.

A good clean crew, and good cooking, makes a combination hard to beat. Keep up the swell work.

R. E. Gonzales

No Pay—No Sign

NEW YORK—Last week I was called in on a beef aboard the Council Crest of the Los Angeles Tanker Company. This crew had been on coastwise articles for twenty-three days, and the company wanted them to sign on foreign articles.

This sounds okay, but what made it so tricky is that the company wanted to backdate the foreign articles twenty-three days without paying the men off on the original articles.

We tried to talk to them, but we got nowhere fast. So we held up the sign on, and then they squared away the beef in a hurry. The men got the pay they were entitled to, and then they signed the foreign articles.

Graydon "Tex" Suit

Foreign Rider

NEW YORK — When I got to the SS John Merick of the Calmar Line last week, all but six men had already signed on the articles without the Foreign Rider being signed also. These men waited while I got in touch with the Union Hall, and the Hall contacted the WSA and the company.

The company finally agreed to accept the Foreign Rider and so the remaining six men signed them, and the rest of the crew initialed their copies. Now all unlicensed personnel are protected with first class transportation, wages, and subsistence, back to the port of signing on if the vessel terminates its voyage any place other than that port.

The same thing happened on the SS Galen Stone of the Eastern Steamship Lines. There, too, they tried to sign the crew on without the Foreign Rider. We stopped that in a hurry, and we also made them change the crew's quarters around to where they are supposed to be.

There was a Commissioner from the WSA aboard the Galen Stone when I got there, but he was letting the company get away with anything they wanted to—some help he was.

Fred Hart

Beef On Purser

NEW YORK — A little while ago we received a complaint about the Purser of the SS Bluefield Victory of the Mississippi Steamship Company. It seems that this guy had gotten the idea he was a little tin God—practically the Master of the ship.

He refused to okay overtime and threatened to have crewmembers logged and thrown off the ship. On one occasion he went so far as to have a man from the Stewards Department soogie his room, and then he told

the man that he did not feel like paying him overtime.

The crew also complained that this Purser spent money, entrusted in his care for the benefit of the crew, on souvenirs for himself.

MAIL UNSORTED

When mail was delivered for the crew, he threw it on the messroom table unsorted, and told the crew he would not be responsible for any mail that was lost while they were sorting it.

After threats and promises failed, we finally had to take action against this man and had him put off the ship.

The war is over... now is the time for all Union men to weed these men out and report them to the Union.

Salvador Colls

Troop Ship Rules

NEW YORK — On all troop ships paying off, members in the Steward's Department who are laid off must come to the Union Hall, re-register for that ship, and if the ships call for crews within ten days, these men are eligible for the jobs.

According to the Shipping Rules, to which seamen are subject, they must get off the ship if they are laid off. Failure to do so may result in plenty of trouble.

Business and shipping continues good in this port. Plenty of work for all ratings, with ABs still at a premium. All men who do not hold a rating, but would like to get one, should see Jimmy Stewart, on the 3rd floor of the Union Hall, for information.

The Coast Guard is still in our hair with quite a few beefs now and then. It will be a great day for all concerned when these birds go back to paddling their canoes.

In another part of this issue, an article appears giving the facts on how discharges from the WSA can be obtained. It is very important for every member of the SIU who has the required seetime to take advantage of this because if you are within the draft age, and you have a discharge, it will keep the Draft Board from breathing down your neck.

Joe Algina

Brasshats Push Peacetime Draft

WASHINGTON (LPA) — The Army brass hats did a turn-about in their demands for permanent peacetime conscription, and came up with a proposal for an extension of the present Selective Service Act. Members of Congress are believed to favor extension for less than a year, and Senate Military Committee Chairman Elbert Thomas already has before the committee his bill extending the act for six weeks after its present expiration date, May 15.

Major opposition is expected to center around the argument that present voluntary enlistments are at a rate sufficient to provide the needed 1,070,000-man Army on July 1, and that raising the pay and status of the regular Army would result in maintaining this figure.

Make Isthmian SIU!

Agents' Proposals Go Before Membership

For Seamen's GI Bill Of Rights

"This committee has met with the Secretary-Treasurer and discussed this point as well as investigating the various membership demands in regards to the adoption of this bill of rights. We see now that the chances of this bill being pigeon-holed in Congress are great. Considering these factors, this committee recommends the following:

1. That this Union demand from Congress immediate action on the Seamen's GI Bill of Rights.

2. That we call on all our affiliated Unions within the AFL to assist us in this by adopting a resolution calling for action by Congress on this bill.

3. That we call on ALL friends of labor to exert all possible pressure to assist us in this matter.

4. That we send a representative or representatives to Washington at the next hearing on this matter to present our views.

The entire question of the Seamen's G. I. Bill of Rights has been tossed around in Congress like a political football ever since its first introduction.

We must all realize that the fight for the passage of this bill is going to be a tough one, and where we, as seamen, were considered a short while ago as "Heroes in Dungarees," we are now considered little better than bums. This is, of course, in large part due to Westbrook Pegler and others of his slimy ilk who have maligned the seamen viciously.

We must prepare ourselves for an all-out battle to secure passage of this bill, and through continuous publicity and pressure, make certain that the public learns the real story behind the wartime merchant marine.

When the true story of the sacrifices made by seamen is known, then the public and progressive members of Congress will support us in our fight for this just legislation.

CREW OF ISTHMIAN'S GEORGE READ AT NORFOLK



Here's a group of Isthmian brothers from the George Read docked at Norfolk. She's 100 per cent SIU, and in his hurry to make the Log deadline, our correspondent from Norfolk neglected to include their names.

Union-Run Upgrading Schools

One service the Union can, and must give to the membership is a Union upgrading school. At the present time, they have a choice of going to (1) WSA School, (2) Private School, or (3) Haphazard Studying.

Unionism is a bread and butter proposition; what can the Union do for its members? Or, if there are two (or more) unions in the same field, which union gives its members the most benefits? In time of stress, those members who have no deep organizational ties (and these, no doubt, form the majority — although a comprehensive educational program would greatly lessen this number), these members would tend to turn to that outfit which offers him more—whether in wages or conditions, or a chance to advance his status in the industry. The Seafarers has the men who could teach the upgrading schools. In all cases, the cost of maintaining them would be small.

The committee therefore recommends on upgrading schools that:

1. Activate the New Orleans upgrading School (this is already established but not operating).

2. Open Upgrading School in the New York Hall.

3. Open Upgrading School in the Baltimore Hall.

Committees must set up an Agenda for each Department, draw up whatever printed material is necessary, set minimum requirements for admission, and to arrange for instructors.

Agenda, material, admission, etc. — whatever pertains to all schools in any port—should be set up by a joint committee. Instructors may be a Port matter, unless a Port feels that it hasn't the qualified personnel.

The responsibility of putting into effect such schools should be that of the Local Officials, subject to the approval of the membership.

Stand Against WSA Fink Halls

The position of the SIU on the question of Fink Halls of any type, whether operated by the government, steamship companies, or by any combination of shipowners, remains the same. From the beginning, the Seafarers have consistently fought against any and all types of hiring other than rotary shipping from the Union Hall.

Shipping from a Fink Hall is even more demoralizing than shipping from the dock and a system of hiring from any place other than the Union Hiring Hall can only serve to weaken the Union, give the companies the opportunity to place their stooges aboard ships and ultimately wreck the Union.

This committee recommends that the system of government hiring be placed in the same category as the Fink Halls operated between the years 1921 and 1934 on the West Coast by the Pacific Coast Shipowners Association, on the Atlantic and Gulf by the U. S. Shipping Board, and at present, operated on the Great Lakes by the Lakes Carriers Association.

This committee, therefore, recommends further that the membership reiterate their position on this question and take every possible means to abolish in their entirety, all Fink Halls and the Agencies sponsoring them.

We recommend that the members of this Union instruct their Officials to set up for their approval, as soon as possible, a program calling for an organized effort by ALL Maritime Unions, for the permanent elimination of this evil for all times from this industry.

Venice Unions

Venice unions started a 24-hour general strike recently in protest against government leniency in cleaning out fascists from public offices and private industry.

Expanding Educational Program

With the end of the war, and the need for "national unity" gone with the wind of Russian expansion, the need for an educational program for the Seafarers membership becomes more and more apparent.

There is no doubt but what the commies will take a more and more militant line. However, since they are clever enough to tie their political demands—demands that will push Russia's interests in this country — with the bright ribbons of what seem to be legitimate beefs, there will be many politically uneducated who, if not taken in, will find themselves greatly confused.

In order to save the politically naive from the high-pressure commie propaganda, and to give our membership a solid ground from which to be able to effectively oppose the commies on the waterfront in competing for the unorganized seamen, and to make them more union-conscious so that they'll be better able to withstand the coming counter-offensive of the shipowners, we recommend that the Seafarers International Union must immediately set up a broadened educational program.

The best medium, of course, is the Log—because it reaches more of the membership as compared with classes, which must be limited in capacity. However, the Log must be supplemented by classes, since the latter permits of more intense instruction, questions from the floor, and discussion to clear the doubts and misunderstanding.

The following subjects are recommended to be considered:

1—Theory and Practice of Trade Unionism

"(a) The principles of "pure trade unionism" as opposed to "political trade unionism."

2—SIU Contracts, Agreements, Etc.

"(a) Overtime, Settling a Beef, Shipboard Meetings, Ship Delegates, Elections, Duties, Functions, Etc.

3—Public Speaking and Parliamentary Procedure

4—History of SIU

5—History of Communist Unionism—Emphasis on NMU

6—How to Organize

7—Labor Journalism

There are, of course, other subjects that may be considered. This is by no means a complete list. What should be pointed out here is that almost all of these subjects, with the possible exception of public speaking can be taught by men who are now on the Union payroll and thus will incur no additional expenses. If possible, the materials used in the classes should be printed or mimeographed for general distribution.

This committee recommends that that the administration of the educational program, as was decided by the Agents' Conference of last year, should remain in the hands of the Editor and Educational Director. Agents are requested to communicate with the Educational Director to suggest subjects, etc.

The committee also recommends the purchase of a multilith machine so that educational material (as well as organizing and propaganda material) can be cheaply and quickly printed in the Union Hall by the SIU.

Possibilities For Credit Union

Your committee has investigated the proposition of Credit Unions, and recommends the following action:

(a) That we instruct the Secretary-Treasurer to contact, as soon as is physically possible, a representative of the Farm Credit Administration, or whatever agency handles Credit Union Information, and have him explain to us in plain language the functions of same.

(b) That once this information is available, that it be submitted to the membership for action, as to whether they want such gear set up, and under what terms if they want it at all.

(c) That we recommend to all officials and to the membership that they seriously study and consider the entire proposition of a Credit Union for the Seafarers. We could thus get well-informed action, and thereby be following the

most advisable course on this matter. This we feel to be very important.

(d) That we recommend that the officials encourage as much as possible the full discussion of this matter by the members of our Union, and that we include in the Log such information as will aid our members to make up their minds.

(e) That we mimeograph or print in the very near future, a pamphlet or leaflet on Credit Union, and this be made available to all members.

In closing, this committee would like to add that they are in favor of establishing such Credit Union. However, we are of the further opinion that before we consider adopting such action, that the membership should be completely familiarized with Credit Unions. Thus, we feel that the adoption of the above program will answer this purpose.

London Tugmen Strike For Hours

LONDON, Mar. 24—Protesting against a 72-hour work week, 200 crew members of the 25 tugboats operating in this harbor went on strike. The demands of the strikers include wage increases and a 48-hour work week.

A spokesman for the strikers said that the present work week is 72 hours and that overtime frequently boosted this to 100 hours a week. The protest was started as a 24-hour work stoppage.

Background On Russia

By BURT BECK

The Soviet Union has emerged from World War II as one of the Big Three powers. The influence which the Soviet wields in Europe and Asia cannot be over-emphasized, as witness the scores of headlines and columns of dispatches devoted to Russian actions and policies.

An understanding of Soviet internal policies and practices is necessary if we are to understand her foreign policy. It is a historical fact that foreign policy is a reflection of a government's domestic policy. And understand Russia we must if we are to live in a world without war, and one in which the cooperation of nations is raised to its highest degree.

RED ARMY

There can be no denial of the fact that Russia, with her powerful Red Army, played an important part in the victory over fascism. The magnificent heroism of the Red forces staved off defeat in the dark days of 1942-43, and contributed mightily to the final destruction of the Nazi Army.

But the peoples of Europe have not thrown off the yoke of fascist dictatorship, only to have it replaced by Russian dictatorship. Only too well do these people know that the denial of democracy does not breed more democracy but less as time goes on. The one-party type of government which has been imposed by the Russians does not go hand in hand with any concept of self rule.

And Russia's policy in occupied countries is merely a projection of her theory and practice in home affairs.

What is the nature of the government of the Soviet Union? Is there any indication that Russia is moving from a one-man, one-party dictatorship toward real political democracy? What is the status of the Russian worker today, and what is the official attitude toward trade unions?

First, let us take up the subject of the nature of the Russian Government. According to the constitution, promulgated in 1937, democratic processes are guarded and every Soviet citizen over 18 years of age is given the right to vote and be elected.

Yet, very recently, without recourse to the legal procedure for amending the constitution, it was decreed that only those citizens who had reached the age of 23 could be elected to the Supreme Soviet. It is possible that this change is justified, but the flaunting of democratic procedure is not.

The elections to the Soviet are carried out by means of a single slate of candidates, picked in advance by meetings of voters. This constitutes, in the final analysis, a vote of confidence in the ruling party, and not an election of a legislative body. No candidates are ever nominated who are not supported by the local Communist Party and Communist Youth League. And so, it is not strange that a dissenting vote has never been cast in the sessions of the Supreme Soviet.

Lately, however, even these pretenses have been torn away, and more and more power has been usurped by the Council of People's Commissars, the executive arm of State authority.

True political democracy does not exist in Russia, and cannot

as long as the Communist Party machine wields the legislative and executive authority.

THE WORKERS

According to the Soviet Constitution, Russia is a Socialist state of workers and peasants. To which group then do the high officials of the Communist Party belong? In which category do we place managers of industries, Army officers, artists and writers, and members of the government? Obviously, a third group has evolved which is tantamount to a ruling class.

A bureaucracy has arisen which takes to itself the exploitation of the worker and peasant—a function which was previously carried out by the Czarist nobility and capitalists. The Soviet masses have traded in their capitalist exploiters for the privilege of being ruled by a managerial dictatorship.

Labor unions do not exist in Russia. The ultimate power to set wages, hours, working conditions, and job security is vested in the government. There is no appeal because strikes against the government are illegal. There are no rights for workers; no position is guaranteed, and promotions to better jobs depend upon political loyalty and favoritism of superiors.

The Russian worker is humiliated and degraded. He has not the right to say where he will work, when he will work, or how many hours he will work. These conditions are laid down by the State, and any dissenters can be,

and are, easily liquidated.

It is absurd to think that such things could exist under self-government. No people having the recourse to democratic procedure would institute a system which guarantees them so little and gives so much to a privileged few.

Russia fails of achieving democracy in many more ways. The absence of a free press, the refusal to submit territorial disputes to the United Nations Organization, the enslavement of millions of forced laborers in concentration camps; these are all the actions of a fascist dictatorship, not a socialist democracy.

OUTLOOK?

And so the picture for Europe does not look optimistic. Where the Red Armies go, the Soviet type of rule will be set up. Where the Communist Party gains power, dictatorship will take the place of democracy.

What, then, is the answer to the Soviet riddle? The ideal solution would be the overthrow of Stalin's dictatorship from within, and the setting up of a true workers' state. Failing of this, the remaining great powers must take a firm stand against further Soviet imperialist aggression. The Russian people do not want war. The Soviet leaders will not take the final steps to throw the nation into conflict if they see that the rest of the world is against them.

The Soviet Union can exist peaceably as one of the United Nations. Only her own decision will prevent her doing so.

Status Of Seamen Who Leave The Sea

Although all seamen are urged to stay on the job to help return our troops from foreign shores, and to help supply our occupation forces and to carry relief supplies to the liberated countries, this information is being furnished for the benefit of those who have already left the Merchant Marine, or who contemplate such action.

Releases—Service in the Merchant Marine is voluntary and any seaman may leave such service at any time without the necessity of obtaining a release or discharge. However, the following points should be considered.

Draft Status—A seaman between the ages of eighteen and twenty-six is subject to reclassification and induction into the Armed Forces upon leaving the Merchant Marine, unless

- (1) He has been in the service of the Merchant Marine for not less than thirty-two months, beginning on or after May 1, 1940, and
- (2) He has performed active duty during not less than 75% of this period, and
- (3) He has applied for and received a Certificate, pursuant to Public Law 87—78th Congress, certifying that the two preceding conditions have been met.

Upon the issuance of this certificate, the seaman's Draft Board will be notified, and they will thereupon consider his reclassification into a class which makes him no longer eligible for induction.

Reemployment Rights—A seaman of any age who left a permanent job to enter the Merchant Marine on or after May 1, 1940 is not entitled to his former job until the termination of the Unlimited National Emergency, as declared by the President or Congress, unless

- (1) The provisions of points 1 and 2 under Draft Status have been met, or
- (2) He has become permanently disabled for further service in the Merchant Marine through no fault of his own. This must be substantiated by a statement from the United States Public Health Service, or from a private physician, or
- (3) Through no fault of his own, his continued service in the Merchant Marine is no longer desirable or necessary.

The Certificate referred to above entitles the seaman to reemployment rights to the job, other than temporary, which he held prior to entering the service.

Application for a Certificate—A seaman who considers himself eligible for a Certificate pursuant to Public Law 87 should apply for one within thirty days after he leaves the service. A seaman who remains in the service after the end of the Unlimited National Emergency must apply for the Certificate, if he wants one, within six months after the ending of the Unlimited National Emergency.

AT EASE



Crew members of Isthmian's Orange Victory—who are all-out for the Seafarers—in a moment of rest.

Usual Coast Guard Redtape Holds Up Needed Ratings

NEW YORK — Here's another typical case of how Coast Guard red tape and inefficiency works found out that his Union cards were not enough, and that he a genuine hardship on special ratings, and makes it difficult for the Union to fill these jobs. There's been quite a shortage of Chief Electricians recently, and in response to the demand, Local B277 of the International Brotherhood of Electrical Workers, AFL, occasionally sends over qualified men who desire to ship out.

One day last week, William Goldthorpe came over to the SIU Hall, going up to the Third Deck where he received a letter to the Coast Guard from Jimmy Stewart requesting Chief Electrician's papers. Goldthorpe came over to the SIU well-recommended by the IBEW, and carried a membership book along with working cards which qualified him as Journeyman — Marine Division, Snapper, and Foreman.

SINCE '22

Bill Goldthorpe has been a Journeyman Electrician since 1922, has worked at marine electrical work since 1939, and has worked in the capacity of snapper or foreman for more than four years. Surely with all of this accumulated experience he is qualified as a Chief Electrician! So he thought.

Upon arrival at Coast Guard with his letter of endorsement, Goldthorpe saw Warrant Officer Van Nuys who is in charge of

black gang ratings. There he found out that his Union cards were not enough, and that he would have to furnish written proof of his employment as Marine Electrician for a period of at least three years. Also, when he showed his father's citizenship papers with notation regarding himself on the papers, Goldthorpe was informed that he would have to provide a signed affidavit proving that he was the son who was mentioned therein.

DAYS WASTED

In addition to all this red tape, Goldthorpe was required to fill out numerous forms, take a physical examination, and also a written test for Chief Electrician given by an examiner who probably had plenty of school training but little actual experience.

All of this bureaucratic nonsense and fol-de-rol merely took three days of Brother Goldthorpe's valuable time! And while this unnecessary delay is going on, shipowners are howling for ratings, and plenty of ships are being delayed while waiting for qualified men to fill out their crews.

The Goldthorpe case corroborates what the SIU and the Log have been stating for some time—the Coast Guard hinders the maritime industry, and should get out entirely, returning the industry to its peacetime status once again—and backs up our demands that the Coast Guard get out of maritime for good!

AROUND THE PORTS



Not Much West Coast Activity

By ROBERT A. MATTHEWS

SAN FRANCISCO — At the present writing we are still engaged in the Agents Conference. We have drafted proposals, and we will draft still more proposals which will have more far reaching effects on the entire structure and the future of the Union than ever before.

I have attended Agents Conferences before, but never before have I seen a more progressive and cooperative spirit apparent among the collective officials than is in evidence at this conference.

We have taken steps to streamline the organization. We have taken steps to cut down operating expenses in all phases of the organization at the same time bearing in mind to do nothing to decrease and curtail the efficiency of the organization. All these proposals will be submitted to the membership for action at the next regular Branch meetings. So much for that.

As for shipping on the West Coast: At the present, shipping and payoffs on the Pacific Coast are very slow. We are still getting some of the repatriated crews in to the Pacific Coast for payoff. These crews are from the ships which were turned over to the Japs in the Far East.

The shipyard strike in the San Francisco Bay area has finally been settled after being closed for over four months. This should cause shipping in general to pick up considerably. Now I understand there is a possibility that some of the West Coast Maritime Unions may take strike action in forcing some of their demands in the very near future. It is a little too early at this time to be able to see just how this will affect us.

I am notified that there are quite a few Isthmian ships in the various West Coast ports at this time. We have just received notification that the Isthmian election has been ordered for some time within the next thirty days.

You have my word that no stone will be left unturned to insure that every single ship is contacted continuously in an effort to swing all crews to support the SIU.

I am sure that with each and

EUROPE AND EAST SHIPPING OUTLOOK

Signs of increased shipping to Europe and the Middle East are foreseen in reports of additional shipments of wheat to starving Europe and the conclusion of the Anglo-American financial agreement.

Wheat already is flowing to Europe in unprecedented amount, with one million tons expected to be shipped this month. Middle Eastern countries, meanwhile, are considered prime prospective U.S. markets as soon as the short dollar exchange is remedied.

Both of these straws in the wind should mean more jobs for U.S. seamen.

every official and every rank and filer doing his utmost to carry the word to Isthmian crews, then



we have reason to be very confident of winning this battle with the communist party front organization—the NMU.

ATTENTION!

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

Boston Needs Black Gang Ratings

By JOHN MOGAN

BOSTON—Shipping and business continues good in Boston. Two ships are lying in Searsport, Me., with the crews not a little eager to get paid off and go home.

This Searsport deal is a real headache these days, chiefly because of the phony riders these ships sailed with. In most cases, we manage to get things straight-

ened out; but the telephone between Searsport and Boston gets quite a play from our understandably impatient crews.

SHOULD CONTINUE

There is no reason to believe that shipping will not continue to be brisk for a while. Three arrivals are scheduled to payoff here the first of the week, another in Searsport awaiting a company representative from New York, and all kinds of stuff in transit.

Every week, also, there are a couple of ships pulling in to Portland for loading. Invariably they arrive shorthanded, so that we have a chance to place a few men up there.

Nothing for Isthmian has paid off here in the last couple of weeks, although we had a couple in transit. Everything points to an SIU victory in any election held now or soon, as every ship contacted here has been better than 60% SIU—and, in the majority of instances, better than 95%.

SHORTAGE

The shortage of FWTs and Oilers is still acute up this way. A ship pays off and the three Firemen waste no time in packing up and getting off; and very often we haven't got the Firemen available immediately to keep up steam. In fact, it seems sometimes that all the Firemen in the industry are enrolled with WSA.

Well, the Agent's conference being held right now should be productive of some changes beneficial to the Union and the members. And since it is actually underway right now, I'd better cut this short and head for the Big Town.



and early '30's, and such may be the case if we allow these birds to operate against us. Now is the time to kick them out. Let's go and make a real job of it, so that our march forward never slackens.

Make Isthmian SIU!

Operator Stalls At Govt. Expenditure

By STEELY WHITE

NEW ORLEANS — The Seatrains beef is still pending in this port, and when they will reach an agreement is hard to say. The Company acts like it doesn't give a damn about the ship, and refuses to meet and negotiate an agreement with these men. The WSA still has the ship, so the Company does not care about the expenses. After it is turned over to Seatrain Lines, then they will come to terms in a hurry.

The men received the check donated to them by the SIU and were highly satisfied. They convey their thanks to the membership.

The Bisso situation has kept all hands mighty busy for the past

couple of weeks. All of our contracted companies and agents here refuse to use Bisso. Lykes Brothers and NMU outfit are the only ones that do not cooperate with us.

We still have the Thomas Nelson of the Calmar Line trying to sign on and get a crew. The beef is still pending regards meal money on this ship. We should have something definite for the next meeting.

We have a new board for the Hall now, on which we will put all information we have on ships, sailings, when they will sail, where they are going, etc.

This will relieve the Dispatcher of having to answer so many questions.

PR Hospitals Are Okay, He Says

By CHARLES B. MARTIN

SAN JUAN—I have often wondered why the Agents are grey-haired, and now I can understand some of the reasons. Since my short stay in office I have had everything to iron out. It is new to me, and I really get a kick out of it, but sometimes I wonder what the membership expects of the Agents.

I was called down to one of the ships recently to try to squash the case against a Bosun who openly admitted that he was guilty of theft of some ship's property and wanted me to try to have the charges dropped.

Well, I did all I could; but it was impossible.

A few of the members who were shipmates with me in years gone by stopped in to pay me a visit. I'm always glad to see old shipmates and any of the membership at any time.

We have had so many calls from fellows here for letters to help them get seaman's papers that we have had to post a sign on the board that under no condition will letters be issued from this office as long as there are members to take the jobs that come up.

GOOD HOSPITAL

A few of our members are in the hospital here and they claim that they are being treated very well. I know that, since I have been here, the personnel at the hospital has treated me with all



the respect anyone could expect. I want to go on record about the hospital and the staff, as told to me by the membership, because some of the people here have been trying to sling mud at the staff.

We have nine members in the hospital now, and we make it a practice to visit them on Saturday as we have more time to go around and we don't overstay our time.

NMU BEEF

We have been hearing beefs about the NMU and they are really down on the Agent here because he gave a man a tripcard to ship out and there were already two Chief Cooks on the list. This guy waited until the boys went out to lunch, and then he shipped the man. This is nothing unusual for them. I don't know the Agent, and it is really a job to find the NMU hall here if you don't know where it is.

The Beachcomber is still around. He says he is going to ship out, but I wonder if he is giving he the old blarney. I asked him if he is still writing for the Log, and he says that he does when he can find anything to write about. I better watch and see if he puts me in print.

Owing to the fact that we did not have a quorum, we could not have a meeting last week. I would like to thank the members who came up from the ships in the harbor for the interest that they show in their Union.

Well, that will be all for this week, so till next week, Bon Voyage to all.

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.

Great Lakes Sec'y-Treas Reports

By EMANUEL LASHOVER

NEGOTIATIONS:

Your negotiating committees have completed the Sandboat and Georgian Bay contracts and they will be brought up tonight for ratification. (The agreement was unanimously ratified.)

NICHOLSON STRIKE:

The shipyard workers at Nicholson and Great Lakes shipyards went out on strike last week and placed a picket line around the Stmr. Westcoat. This ship was not involved in their beef inasmuch as she was laying at a dock midway between the yards but the strikers still refused to allow our men to go aboard her.

Your Secretary went down to the picket line at 9 p. m. last Wednesday and after a little explaining obtained permission for our men to pass through the picket line without any trouble.

TUGBOATMEN'S NEGOTIATIONS:

The various locals of the licensed and unlicensed tugboatmen's unions are here in Detroit negotiating with their operators for a 1946 contract. The unlicensed men have been offered 10c per hour increase retroactive to April of 1945.

They have accepted that and are now demanding that an increase of 18½c per hour be granted retroactive to V-J Day. Their chances of obtaining this raise look very promising.

The Buffalo tugs were seized by the ODT last fall after the Great Lakes Towing Company locked out the workers, and according to the United States law, the issues which precipitated the dispute are to be settled before the boats are turned back to the Company.

However, it looks like the Company has a lot of influence in Washington, because the latest information is that they will be turned back in the very near future without any settlement having been reached. If they are turned back, it means that again a government agency has been used as "strike-breakers" and the resultant publicity will embarrass the Truman administration. The tugmen have issued a threat to tie up the entire Lakes if the ODT is allowed to go through with its plan.

STMR. WESTCOAT:

Your negotiating committee had its first session with the operators of this boat and it looks as though we will have very little trouble with them in negotiating our 1946 contract.

UNITED STATES

EMPLOYMENT SERVICE:

An article appeared in the Detroit Free Press stating that the operators are crying for men,

women and children to sail the ships, and that there is such a terrific shortage that the USES has established a separate department just to handle them.

They also claim that there is a shortage in maids and waitresses. This article is highly misleading and is only causing us a great deal of headaches by a lot of 16-year-old boys and a lot of women coming up and taking up the time of your officials to explain that we do not have any jobs for them.

DULUTH AGENT:

Due to the fact that we will not have many ships running up to Duluth until about the middle of June, Bill Stevenson has been ordered to Detroit to give Fred Farnen a hand in the crewing up of the vessels in this area.

VIGIL IN THE NEW ORLEANS HALL



This peaceful scene in the New Orleans Hall seems typical of many an off moment anywhere. But just wait for a new ship to appear on the board, and the boys lose all of their seeming lethargy.

Army Misuse Of Piers Hurts New York Shipping

Speaking at a monthly luncheon meeting of the Warehouseman's Association of the Port of New York, Charles R. Haffenden, Commissioner of Marine and Aviation, charged that the Port of New York is in danger of losing 3,250,000 tons of shipping traffic a year.

This loss, stated Commissioner Haffenden, is caused by the reluctance of the Army and Navy to release city-owned piers. He further pointed out that the armed services are occupying 20% of the city's piers, and that the

volume of traffic which these piers can handle represents close to 10% of the Port's total volume.

The armed forces are making no use of these piers, the Commissioner stated, and their continued occupancy is causing considerable hardships to shipping interests here. Twenty applications have been received from shipping lines anxious to rent piers and they cannot be filled due to the slow rate at which the Army and Navy are surrendering the facilities.

DAMAGES REPORTED

Preliminary reports from a survey of the city's piers, the Commissioner said, has shown that the city will be able to present a claim for considerable damages. These damages, incurred during the past five years of wartime shipping, were caused by negligence, the Commissioner charged. He specifically charged that the WSA had allowed the dumping of ballasts in the slips, thereby lessening the draft of vessels that can be accommodated in the slips, and necessitating dredging operations to make them usable.

Mr. Haffenden also stated that he thought passenger traffic is on

the decline and he urged warehousemen to begin making plans for handling a larger volume of freight as the day of passenger liners draws to a close.

Lakes Crews Due To Report

By ALEX McLEAN

BUFFALO—The Steward, 2nd Cook and Porters are now aboard the George W. Mead, and the full after-end crew will be on by the 26th.

The Oilers and Firemen of the George H. Ingalls will also go to work by the week of the 26th.

The members along with their friends viewed the St. Patrick's Day parade from the second floor assembly room with much enthusiasm.

Old Sol also put on his best for this time of year here. He came out in the 60s causing the sidelines to sweat a little along with the Irish.

With this unusual warm weather, ice in the Great Lakes continued to melt rapidly during the past week.

All Quiet In Savannah

By EUSTACE B. McAULEY

SAVANNAH—This city had a gala St. Patrick's Day parade Saturday. The Royal Order of Hibernians really put on a show for the visiting delegates of the IOU Conference (International Monetary Conference to youse guys what ain't heard of the limelight the Coastal Empire is now getting in the newspapers of the world.) We might be in the headlines on this conference deal, but in the shipping department we are viewing a famine.

We have a couple of South Atlantic Hogs in port, the Fluor Spar and the Schoharie. We paid off the August Belmont last week, but still have one beef pending on some overtime in Delaware Bay. The Belmont will be sailing today for Charleston. The way the WSA shifts these ships around, one has a tough time keeping up with these floating masses of steel.

The weather turned a little cold down under these southern skies. You know by that last paragraph this report is coming to an end, 'cause the weather is the last thing one talks about.

Here's hoping everything is running smooth at the Agents' Conference.

Alcoa Resumes Service To S. A.

Service from Baltimore to the principal ports of Venezuela and to Curacao and Aruba will be resumed on May 3, by the Alcoa Steamship Company, it was announced recently.

The first sailing will be by the Alcoa Cutter. Thereafter, fortnightly sailings are scheduled with the Alcoa Trader, Alcoa Master, and Alcoa Voyager, being used in this service also.



Duluth Hall Suspends

By WILLIAM STEVENSON

DULUTH — This country is really paradise now that the rob-ins are around. Some of the members tell me that they are as big as pigeons.

Brother W. H. Stovall dropped around. He made two trips across the pond since he left here last fall. We had quite a chat, and he is coming back next week to see the doctor.

We've had a lot of new prospects in this week. They seem anxious to get those sailing papers, but you lads who are on the coast will be able to make another trip before Duluth is



shipping anyone. It will be May 1 before they get going here.

So, boys, unless you have a sock full, make one more trip and then come out here where the mosquitos travel on show shoes in July. Duluth is the place where the beer is always cool, and the girls are friendly and beautiful.

EDITOR'S NOTE: Brother Stevenson seems to be straying off the straight and narrow with his pipe dreams of friendly girls and cool beer. Therefore, in order to save him from a life of shame and sin, the Secretary-Treasurer has ordered him to report to Detroit where his actions can be closely watched.

Make Isthmian SIU!

WITH THE SIU IN CANADA



By HUGH MURPHY

VANCOUVER — In Canada "crimping," like the "blacklist," is supposed to be illegal.

Every maritime nation in the world has definite regulations against such practices, and enforces them. Canada, which is the most regulated and governed country in the world, with more laws than an old rustbucket has barnacles, is still, in spite of all this, the happy hunting ground of financiers and industrialists.

This has brought about a condition where laws and regulations are stretched and, in some cases, even disregarded entirely if it suits the purpose of the employing class. Nothing must stand in the way of their accumulation of the almighty dollar, by the millions.

LAWS EVADED

Shipowners are the most notorious in this respect, and they kick the Canada Shipping Act around at will. There seems to be no central authority to enforce this Act. Its contents come

within the jurisdiction of many sub-departments, and none of them has the final authority over any part of it.

These are the kind of conditions that shipowners thrive on, and use to evade the just demands of organized seamen for a decent standard of living.

Now that the war is over, and the shipowners are juggling for position in the race for postwar trade routes, many foreign seamen who have given their services to various Allied Countries now find themselves stranded and unwanted in many ports. These men are usually imprisoned in our Immigration Building at the behest of the shipowner responsible for them, until an opportunity presents itself to ship them out on some old rustbucket.

CRIMPING FLOURISHES

Local shipowners retain their own "crimp joints" to handle the unholy work of disposing of these unfortunates under conditions over which they have no say, or

control. The only answer to this whole vicious mess is through the organization of seamen for their own protection. The organization through which this can be attained is here now. Join the Seafarers International Union for a better life.

POOR SHIP

The vessel, Hai Lee, arrived last week and was reported by the delegate to be in a hell of a shape. Crew quarters are dirty, there were insufficient linen and blankets; the electric fans were on the bum; there were no electric heaters. The crew was very much dissatisfied with conditions on a United States ship. These conditions will be rectified before this vessel pulls out again, and the company will be made to live up to the SUP agreement.

All members are urged to contact Isthmian ships in their respective ports. Voting will start soon to determine a bargaining agent for Isthmian seamen, and Isthmian must go SIU. The Seafarers is your Union, and you, as members, are the best organizers.



Monk Sets Stage For This Yarn

There's a titillating resolution among the minutes of the ship-board meeting of the SS Platt Park of January 22—one that lends itself to all sorts of conjectures. The resolution itself is short, sweet and to the point: "That monkey be barred from messroom for sanitary reasons."

But it's the sort of resolution that doesn't let a man be. He can't just read it and drop it. There are too many possibilities to explore.

There's the angle, for instance, that the monkey referred to may not be a simian at all, but an NMU man who somehow got aboard the ship. That would be understandable, at any rate.

MONKEY BUSINESS

Or it may be that the crew members are afraid that if the monkey gets in the messroom a meat-short Cook may spy him. The crew may like that monkey too well to consider him appetizing.

Again, the crew may be against fraternizing with officers, or prospective company officials.



Chairman McCrinic had other things to report about the meeting, however. For instance: that a motion was carried to contact Captain Parsons to ask him about the possibility of taking troops back to the States, since there was room for them aboard. This brings up new food for thought, since there is no report on what the Captain answered.

DIRTY CUPS AGAIN

A motion also was carried that members clean their respective places before retiring, since the complaint was raised that dirty cups were left in the messroom.

There was a suggestion made by the Steward, who was short-handed in the messhall: that one of the Bedroom Stewards be used for serving, thus leaving one man to clean the Officers' Mess.

To which we might add: Why not let the monkey help out there; at least he'd feel at home.

Editor's Note:—If you read this, Monk, we're just kidding.



SHIPS' MINUTES AND NEWS

HERE'S WHAT WSA'S 'DISCHARGE' PAPERS LOOK LIKE

WAR SHIPPING ADMINISTRATION

WASHINGTON, D. C.

Certificate

Issued Pursuant to Public Law 87-78th Congress

This is to Certify That

Bruno V. Seliste
has on this date completed a period of substantially continuous service in the Merchant Marine, commencing December 5, 1941, within the meaning of Public Law 87, 78th Congress (57 Stat. 162), and the Rules and Regulations issued pursuant thereto by the Administrator, War Shipping Administration. This certificate is issued for the purpose of establishing reemployment rights under said Public Law.

Mr. Seliste is eligible to be relieved from any future consideration for classification into a class available for service under the Selective Service System.

ATTEST:

A. J. WILLIAMS, Secretary
War Shipping Administration

DATED

JAN 29 1946

No 5685

Granville Conway
Acting Administrator
War Shipping Administration

For the information of Brothers who haven't yet seen a copy of the "discharge" certificates issued by the WSA, we're printing a facsimile (above) of the one issued to Bruno V. Seliste, Deck Engineer, Book No. 25155. It was issued to him on January 29.

The typewritten section, which didn't reproduce very well, reads: "Mr. Seliste is eligible to be relieved from any future consideration for classification into

a class available for service under the Selective Service System."

In plain English, Brothers, that means Seliste ain't available for the draft no more, no more.

Suffice it to say, Brother Seliste has done his share—and more—in the late and unlamented war. He has seen action in every war zone, and has been under fire several times. He holds the Atlantic War Zone Bar, the Pacific

War Zone Bar, the Mediterranean Middle-East War Zone Bar and the Merchant Marine Combat Bar. The fact that he's seen "substantially continuous" service "commencing December 5, 1941" shows he's been in more action than many well-decorated, uniformed heroes.

Any of you Brothers who have seen 32 months combined service at sea or accrued leave are eligible for one of these gadgets.

Digested Minutes Of SIU Ship Meetings

ANTINOUS, Dec. 9—Chairman Carolyn; Secretary M. Daire. Crew refused to sail on Dec. 2 because of an 800 lb. meat shortage. Steward from another ship impersonated Port Steward and said ship should sail because meat had been brought aboard. Upon questioning he admitted that he was not Port Steward but a member of SIU. Motions carried: That charges be brought against this Steward, and an investigation be made of reported shortage; in future Patrolman be asked to check Steward's

supplies and contents of slop-chest before allowing crew to sign on; all departments to turn in list of needed repairs at end of voyage; to have all overtime lists signed.

MADAKET, Dec. 2—Chairman W. Pozen; Secretary S. Rolkiewicz. Motions carried: That every man who eats between meals would clean up the mess hall; crew to return dirty linen for fresh. Good and Welfare: A survey of members, twelve probationary, fourteen tripcards. Bosun C. Dole,

an oldtimer, gave a short talk on Unionism and its meaning. He stated that most of the conveniences on ships today were gained by Unions.

ST. AUGUSTINE VICTORY, Jan. 14—Chairman I. Schlipf; Secretary E. Sedlack. Motion carried: A list of violations be placed on bulletin board. Violators be brought before three judges, and fines collected will be donated to US Marine Hospital. Maximum fine \$1.00, minimum fine \$0.10. Good and

(Continued on Page 11)

Union Men Go All Out On Colabee

They're got a militant bunch of boys aboard the SS Colabee, Seafarers who are going all-out to bring home what Unionism means to the Tripcarders aboard ship. Most of the March 2 meeting, as reported by Secretary J. E. Williams, was devoted to that issue.

Chairman R. F. Vincent opened the meeting by suggesting that Delegates from each department make up lists of all Tripcarders who desired to join the SIU and present them to the Patrolman upon arrival at home port.

Then he explained to the first-timers the method of changing endorsements.

UNINFORMED TRIPPER

A Tripper (who seems to have been reading Pegler, or at least the Hearst or Scripps-Howard papers) raised a question on the probability and stability of the Union. He wanted to know whether Unionism wasn't really a racket.

The Bosun (name not listed in the minutes) explained Union spirit in action. He waxed elo-



quent. Then he came down to earth and brought up the obligations entailed by a man shipping on a trip card. He went into probationary books, obligated books, deferment and draft age men and assessments.

A motion followed, which was carried, that the Tripcarders who are going to school should pay regular dues.

WELFARE ITEMS LISTED

Then the Trippers were able to see what could be done aboard a Union ship in the matter of Good and Welfare. The following improvements were suggested and will be taken up:

Fumigation and painting of the entire fo'c'sle; replacing broken lockers and putting locks on all of them; a wheelhouse for the helmsman; repair of steam-pipes, electric fixtures, radio speaker, plumbing facilities, the leaking oil drain of the steering apparatus which passes through the Black Gang's fo'c'sle, which is dangerous; to replace toasters and coffee maker; to replace or recondition the icebox.

All in all, this was just a good run-of-the-mill meeting, with no special beefs or problems, but it was the sort of meeting that makes for a good Union ship—and brings men into the Union as good Union men.

Digested Minutes Of SIU Ship Meetings

(Continued from Page 10)

Welfare: Safety measures were discussed; sanitary conditions were spoken about and plans made to better these conditions.

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JAMES SWAN, Jan. 23—Chairman Arthur Forcier; Secretary Curtice Robbins. Motions carried: All overtime beets to be settled before pay-offs; Union to be asked to take action to alleviate crowded conditions aboard Liberty ships; to request better toilets and showers for Engine Department.

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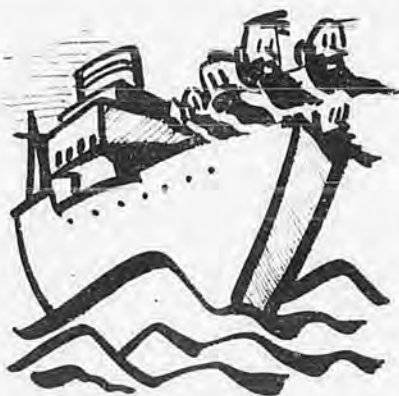
BERNARD L. RODMAN, Jan. 24—Chairman A. Meshefsky; Secretary W. Dupchuk. Good and Welfare: For the benefit of new members, Deck Delegate discussed the way to acquire a Union Book; general discussion on how to get a ship for next trip; Deck Department dissatisfied with quarters, claim garbage dumped too near them, wish to change back to pre-war quarters.

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GOVERNOR JOHN LIND, Jan. 27—Chairman Lloyd Thomas; Secretary George Bilak. Motion carried: All beets to be brought to a Union Hall meeting. Good and Welfare: A list of repairs and needed purchases was submitted; on board are eight full book members, three probationary members, and eleven tripcards.

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E. G. HALL, Jan. 9—Chairman H. Tucker; Secretary O. T. Gates. Motions carried: That dues and assessments be cut due to decreased earnings of seamen now that bonuses have been revoked; that action be taken to insure that unsatisfactory conditions aboard ship be corrected, and that crew stick to the grievances at time of payoff. Good and Welfare:



Galley and all crews quarters should be painted; numerous articles, such as razor blades, T-shirts, leather work gloves, have been left out of slopchest. It was requested that these articles be furnished; Deck Engineer's full, approved overtime was not paid him when ship paid off in Antwerp. This is to be reported to Patrolman when ship gets back to States.

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COASTAL COMPETITOR, Feb. 8—Chairman Roman Vilaria; Secretary J. E. Winderweede. Suggestion made that Purser sell slops during slopchest time, and not do his book work, also that a sign be posted showing slopchest time. Motions carried: That a sink and scuppers be installed in galley; that the crew be allowed more cigarettes; list of repairs and improvements to be presented to the company.

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CODY VICTORY, Feb. 10—Chairman Schmidt; Secretary

Dellavalle. A repair list was drawn up. Motions carried: Payoff will be held up until a Patrolman views the overcrowded situation; ship should be fumigated; brand of coffee should be changed.

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ROBIN TUXFORD, Feb. 10—Chairman Thomas Tooma; Secretary Robert P. Moran. Motions carried: Definite information to be obtained as to whether Steward's Department should take care of Steward's,



Electricians', or Purser's rooms without being paid overtime; that a precise agreement be drawn up so that deck hands on sea watches will get a full hour for meals or payment of a penalty hour; that Patrolman investigate why Engine Department received no soap powder and officers did. Good and Welfare: It was decided that entire crew should settle beets before paying off; all crew forecastles, heads, showers, and passageways should be painted; licensed personnel must remain out of crew's mess-hall; Patrolman will be asked to investigate slopchest situation, since crew is rationed and passengers can buy all the cigarettes they want.

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CRANSTON VICTORY, Feb. 10—Due to an epidemic in Nagoya, it was necessary for all men to get smallpox "shots." One man refused because of the after affects. Motions carried: That souvenirs be returned to the crew and not held by Purser; Purser was voted off ship because he is incapable of doing his job; one man sailing on tripcard was voted out of the Union because he is incompetent; no crew member to sign on again unless repairs are made to lockers, scuppers, and railings on crossrees.

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AM-MER-MAR, Jan. 28—(not noted) Motions carried: "Horseplay" to be eliminated in passageways and messroom; crew to hold meetings to take action against anyone violating regulations. Good and Welfare: Sanitary regulations discussed; after coffee time, each person to rinse out his own cup; messmen to defrost ice boxes once a week.

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JOHN A. ROEBLING, Feb. 3—Chairman Joseph Lecke; Secretary G. Lindstrand. Motion carried: That Union literature be procured for new member. Good and Welfare: Ship sailed one Wiper short; delegates report everything else OK.

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CHARLES W. STILES, Feb. 9—Chairman Ed Johnston; Secretary A. Pontoni. Motions carried: Each department have men responsible for cleaning laundry once each week, and department delegate be respon-

sible for execution of same; fine each man 1c for each offence of throwing debris on deck of messhall or passageway, accumulated fines to be donated to the Log.

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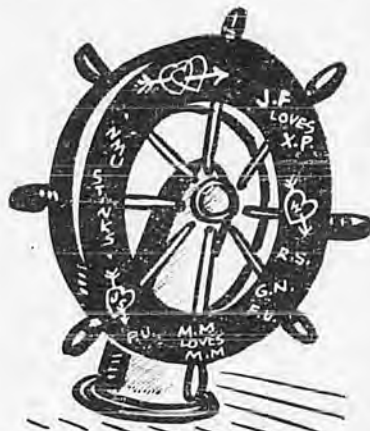
CUBA VICTORY, Feb. 10—Chairman E. Metros; Secretary A. Johnson. Motions carried: Crew to refuse to sign on again until a number of minor repairs and purchases be made for the safety and health of the crew; each department to appoint two men to inspect all forecastles before payoff. Good and Welfare: Purser sold articles from slopchest to passengers and limited purchases of crew, this beef was adjusted.

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MADAKET, Feb. 12—Chairman W. Pozen; Secretary Mastrandrea. A member claimed that the Chief Mate was working on the Deck Gang and giving order to the Deck Department instead of through the Bosun. New members were informed about Union Fees. Good and Welfare: The following beets were brought up; no penicillin aboard; insufficient slopchest; radio and record player needed in crew recreation room; washing machine and iron needed for laundry.

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OCCIDENTAL VICTORY, Oct. 14—Chairman W. J. Walsh. Deck Delegate reported that someone in deck department had cut the wheel with a knife, and that if it didn't stop, the men who steer the wheel will have to pay for it. Good and



Welfare: Men complained about shortage of French fries and were promised a more adequate supply; one order of steaks to be placed, at a time to insure equal distribution; the crew utility is to prepare the coffee from now on.

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OCCIDENTAL VICTORY, Oct. 27—Chairman R. Meeks; Secretary W. Walsh. Deck Delegate reported that Purser had received no order increasing rate of subsistence, but that if there should be an increase it will be paid on return to an American port. One hour per week of overtime goes into dispute because skipper will OK only one hour for sanitary work on Sundays and holidays. Motions carried: Probationary members have voice and vote aboard ship, but voice only at regular meetings on the beach. Good and Welfare: The victrola head disappeared and men were requested to return same to Armed Guard, if found.

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LLOYD S. CARLSON, Feb. 11—Chairman Ernie Fast; Secretary C. Parker. Motions carried: Last standby of each watch to clean messhall; a list of duties drawn up so crew can help each other.

SEAFARER SAM SAYS:



READ THE ARTICLES AND RIDERS CAREFULLY BEFORE SIGNING ON!!!

Nicolette Supports Four-Watch Action

A motion to support any action taken by the Seafarers International Union on the matter of a four-watch system was voted unanimously by the crew of the SS Nicolette at its shipboard meeting on March 14, according to minutes submitted by Chairman W. Malley and Secretary S. Stein.

The crew's resolution follows:

"That in view of the long hours worked by seamen (56) and the danger of unemployment, the crew of the SS Nicolette unanimously agrees to support the Union 100 per cent in any action to secure the four-watch system."

ADDITIONAL ACTION

Other important action taken at the meeting included:

A motion to ask the Union to put up the area or street where a ship is docked on the board in the New York Hall as well as the destination. The Chairman and most members felt such a motion should be brought up at the New York membership meeting, but it was agreed to put the matter under Good and Welfare, so it could be brought up at the next meeting.

A motion that Delegates attempt to obtain new books for the ship's library, since the ones on board are of poor quality.

That the Steward obtain a fruit squeezer and that breakfast juices be more varied.

NOISY OFFICERS

That officers be asked to be more quiet in the Saloon after midnight, since the Watch can't sleep through them.

That in view of the Mate's attitude toward the dog, and in order to protect the animal, the Captain be contacted and asked whether the crew can keep the dog aboard.

That the spare toilet be cleaned and locked for use by any member who contracts a contagious disease while on the trip.

That the four to eight watch keep messrooms clean at sea, and that members who continue to be careless about butts and dirty cups be fined.

Baldwin Hills Crew Says Steward Cut Hours Off Overtime

A beef charging the Chief Steward of the Baldwin Hills with chiseling on overtime of crew members in his department was lodged by the crew at a membership meeting held at sea on Feb. 24, according to the ship's minutes.

Stewards Delegate J. P. King said men had complained to him that they had worked five hours, during which they also cleaned the chill box, but that they were credited with only four hours of overtime. All men doing this type of work verified the discrepancy, and the matter has been referred to the Port Agent.

The crew gave a vote of thanks to Chief Engineer Morgan for his "fine work at sea" when the ship's engines broke down. Morgan stayed day and night at his job until repairs were completed.

A food discussion brought the recommendation that the Delegates contact the shore Agent who in turn is to notify the Port Steward to have the ship's supplies brought to the vessel before sailing time. In addition it was recommended that Delegates can check stores with the Steward concerning ship supplies for the voyage.

The crew voted that each member make a donation to the Log at the payoff, and that the money be turned over to the Agent in Port Arthur, Texas.

Recommended also was the painting of the Stewards' quarters and showers, which were described as "filthy."

Make Isthmian SIU!

THE MEMBERSHIP SPEAKS



JIMMY STEWART COMES IN FOR MERITED PRAISE

Dear Editor:

I would like to pass along some merited praise for Jimmy Stewart, and at the same time give some of the boys a good steer.

I want to tell the fellows that they should go and see Jimmy when they hit the New York Hall if they want their endorsements raised. I was in with two discharges showing 57 and 55 days respectively as Fireman and Waretender, and Jimmy phoned the



Coast Guard at 10 a. m. By 2 p. m. the same day he had obtained my endorsement!

It sure is nothing like the deal in New Orleans (at the Hole in the Wall) at the Customs House, where you stand out in the street and are called in at the Coast Guard's discretion.

So three cheers for Jimmy and his handling of the Coast Guard.

F. Clopton

FORMER MEMBER OF NMU CHARGES SPY PLOT IN U. S.

Dear Editor:

The anti-American situation now existing in the National Maritime Union is similar to the Canadian spy plot now being revealed in the daily press, only on a smaller scale.

It has been revealed that some of the so-called leaders of the NMU collected shipping information during the war and passed it on to other sources outside the United States.

It is already known by the State Department that some of this information on departures and cargoes found its way to Russian operators in New York. Several members of the NMU National Council whose wartime activities and connections are being further investigated may be indicted along with the seditionists who tried to sell America down the river. These would-be spies have no right to a soft berth on the payroll of an American Union.

As a shining example of leadership these men are using young inexperience seamen to picket personal enemies. If the men express any contrary opinion on the picketing, they are denied the right to take a job at the Union Hall.

Furthermore, this same so-called Union has collected and used without accounting for some 12 million dollars during the war. Where is the \$12,000,000? That is a question NMU

MORE RUINS OF NAGASAKI FROM OCCIDENTAL CREW



WEST COAST TOWN GARBAGE DRIVER IS SYMBOLISTIC

Dear Editor:

I was on the West Coast at a small steam schooner port recently and was waiting for a bus at the bus station. A garbage truck drove up to collect the garbage from the restaurant in the station.

I did a double take, and then laughed like hell.

The garbage truck driver was wearing a Stewart's high pressure cap—crescent and all.

Whoops!

R. E. Tunison

LOG BECOMING FAMILY PAPER, BROTHER SAYS

Dear Editor:

I am an SIU man sailing SIU ships. I have read several copies of the Log on board ships. I brought one home and let my dad



and mother read it. They enjoy it very much. I would like for my name to be put on the mailing list and the Log sent to my home.

James L. La Caze

seamen are asking among themselves.

If American Unions are to continue to enjoy the privileges they have gained through hard struggles for decent pay and conditions, such misleaders as the above mentioned should be cast out where their loud-mouthed un-American activities will not mislead young America.

Former NMUer

Make Isthmian SIU!



Dear Editor: Here are two pictures I took during a five month trip on the Occidental Victory. No 1 is myself at Nagasaki, Japan, in the area where the atomic bomb was dropped. The destruction can hardly be described. No. 2 might be titled "The Old and The New." It is of Oscar Grimm, Second Cook (left), and Danny Ungaren, Wiper, on his first trip.

Phil Adelman

BROTHER LANGLEY TELLS OF CAPTAIN WHO HATES UNION

Dear Editor:

I thought I would write and let you know of a certain louse who is sailing as Captain for LAT. He is Captain Dickson of the SS La Brea Hills.

On March 19 we arrived in New York from Port Arthur. Six of us were paying off, all in the Stewards Department. We worked that day. At 3:30 p.m. our replacements came aboard. I asked the Purser when we were paying off, and he said after supper. We went to the Purser at 6:15. He said the Captain was busy. At 7 p.m. I went up to the Captain's office, knocked and stepped in. The Captain was just getting up after a nap. I asked when we were paying off. He said as far as he was concerned we could wait all night.

At 9:45 p.m. the Purser came back to the Messroom and said the Captain was ready to pay us off. Afterward I told the Captain I was bringing this matter up with the Union. The Captain said: "The hell with the Union."

There's the story, fellows. You can see that the guy is strictly NFG.

Charles A. Langley

ENGINE BEEF'S SPELL TROUBLE FOR DELEGATE

Dear Editor:

Threatening charges were made against me by the First Assistant Engineer aboard the George W. Alther at sea today.

This morning, January 28, I was approached by the First Assistant and questioned about the overtime, which as Engine Delegate I turned in for the Fireman and Oiler for relieving the watch



for supper, and for the Wiper for carrying angle iron and lumber from the magazine to the store room.

The First Assistant claimed I was a trouble maker and that he was going to turn me over to the Coast Guard for putting in such overtime. I denied causing trouble but insisted I would con-

Log-A-Rhythms

UNION MAN

By SCISSORBILL

He was gentle and quiet, yet Strong as steel;
Never seemed to know he was around;

Yet any time a helping hand was needed

There he was—

Real as real.

And somehow all felt better,
More sure and certain of themselves

When Bill was there.

Bill? you ask, What Bill?

Why any Bill will do

We're talking of a Union man,

A man of will,

Of courage and convictions

He may be Sam or Mike or Jim,

But for our purpose,

He's just plain Bill.

What was his race, his creed,
his color?

Why friend, I do not know,

He was all races,

All names,

All religions.

Sometimes he wore dungarees,

Sometimes he had smooth hands,

Instead of callouses

And wore white collars,

But underneath

It was all the same.

And this is Bill, American

And Union Man,

A rebel against all tyranny.

Oppression and dictatorship.

He asked nothing

For himself, other than his due.

Old? Young? Why, he is all ages,

And all trades.

He is the dignity

Of labor and its fame.

~ ~ ~

EARNED RESPECT

By ERNEST KAPRALL

The earned respect of your fellow men,

Is the finest thing on earth.

And as you go along in life,

You'll find out what its worth.

But that respect which can be forced,

By virtue of authority,

Can at best but be endorsed,

By a very small minority.

And even those who thus respect you,

While you are on top,

Will be the first ones to reject you,

Once you take a flop.

tinue to turn in overtime as requested by the men.

The First Assistant said that if such overtime is put in again, he will refuse all overtime. I retorted that he did not have to check the overtime if he did not wish.

The First Assistant then told me he did not want me on the ship and he would have me put in jail for stating I would not go to sea any more.

The First Assistant stormed against the SIU as just a bunch of scabs, kicked out of the NMU. He is a member of the NMU.

Alvin W. Frierson

COMPANY TRYING TO BUMP STEWARD ON CAPE PILLAR

Dear Editor:

I would like to call to the attention of the crew members of the MV Cape Pillar who paid off on March 3 in Norfolk the attempt that is being made to smear Pete Piralta, who was Steward that trip.

The South Atlantic Steamship Company's agent at Norfolk says the Steward brought in a dirty ship, but certainly you fellows know better than that, just as I do.

Surely, you recall the Captain, the Chief Engineer and the Chief



Mate making the inspection rounds every day. I know that most of us won't forget it, because it made us mad as hell. But at any rate, there wouldn't be much chance of a dirty ship with that sort of inspection deal.

The thing for you fellows to do is write the company and set it straight; point out that everybody on the ship left it, and that the Norfolk Agent is probably sore about that and wants to take it out on someone.

Henry Beckman

BROTHER TRYING TO FIND SEAMAN JAMES POULOS

Dear Editor:

I am writing in an effort to locate my brother, James Lampropoulos. We have not heard from him for six years.

We believe he sails under the name of James Poulos for convenience sake. He is in the Stewards Department and usually ships from West Coast ports.

Any information that any Seafarers might have as to his address or present whereabouts would be greatly appreciated.

Theodore Lampropoulos

Tulane Victory Crew Sets Union Example

The SS Tulane Victory in its minutes of March 7, as reported by Secretary R. Goldstein, has a motion that would be worth while for any ship to follow: To visit all Isthmian ships in ports hit and speak to crews about better conditions in the SIU.

The crew also voted to see the Captain about obtaining names and addresses in ports where the crew can get mail; to have domestic water aboard; to notify the Agent of Stewards Department shortages, and to have the New Orleans Agent take care of the fans.

Hey, Shipowners! The War's Over, Yet

You may not know it yet, Shipowners, but the war's over. The crew of the SS Williams Victory wants to know why blackout covers were installed. The query came up in the minutes of the March 11 shipboard meeting, as reported by Chairman William Blakeley and Secretary P. Dyer.



BROTHER SUGGESTS NEW ORGANIZATION: 'OFFICERS WITHIN THE SEAFARERS'

There are among the licensed personnel on a lot of SIU ships many members of the Seafarers and former members of the Seafarers, and I know that a lot of these boys figure on staying in the Union after they get their papers.

I don't see why the SIU, then, doesn't build up an organization within the organization to take care of these men. They would be plenty useful in keeping members from getting a rough deal and helping them out aboard ship.

In addition, we certainly could use them for constructive criticism on what Seamen can do to get along with officers without bending a knee to them. How about it, Brothers?

Answer: This is hardly a beef, Brother. But it does merit some consideration, and should be brought up at a membership meeting by interested parties.

BROTHER PROPOSES AN ASSIST FOR OUR HARRIED DISPATCHERS

Most of our members are unaware of the fact that the Journal of Commerce carries full news about shipping—dates of arrival, departure, destinations, lengths of trips, etc.

As a result of this not generally being known, the dispatchers have to answer many unnecessary questions and because of the pressure of work are unable to satisfy everybody. I propose, therefore, that the full shipping page of the Journal of Commerce be posted in a convenient place on the second floor of the hall, and that care be taken to change the page daily.

B. Goodman

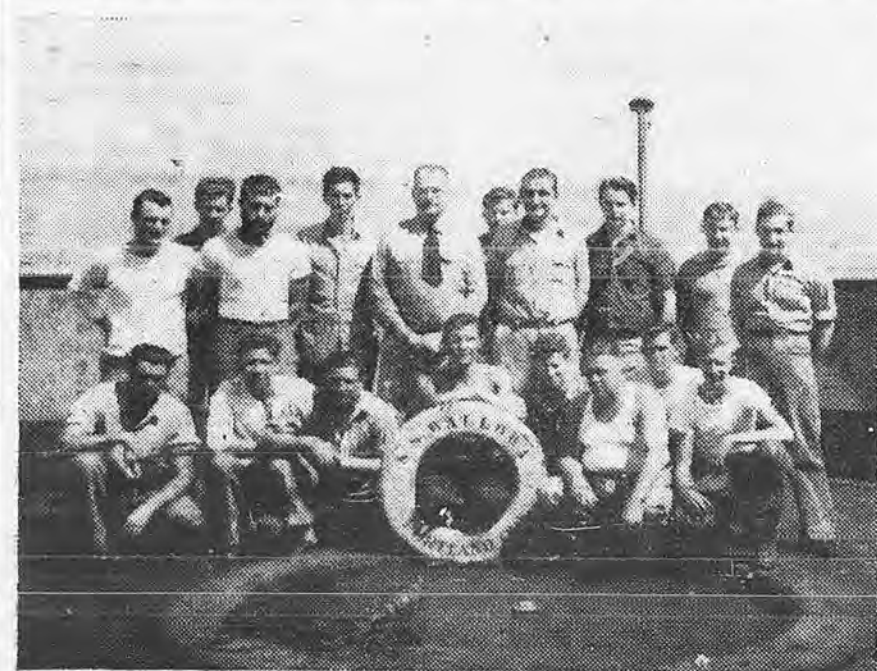
Answer: A very good idea, Brothers; we'll call it to the Dispatchers' attention.

SEAFARERS ABOARD WALLOWA REFUTE CANARDS ABOUT COOPERATIVE OLD MAN

Dear Editor:

We, the undersigned crew members of the SS Wallowa, having just completed a trip to Germany with Capt. O. W. Chaffee, would like at this time to add a word of praise and admiration for the "Old Man."

It appears that in the past a few unsavory letters have been written to the Log concerning Captain Chaffee; but as far as this



Captain Chaffee (standing center) and friends.

crew is concerned he is 100 percent, and never has there been a Skipper who has cooperated more wholeheartedly with the crew than Captain Chaffee.

Letter signed by 36 crew members.

Editor's Note: The Log is glad to learn of Captain Chaffee's new attitude toward his crews; this letter is markedly different from those received about him in the past. The Log trusts it had something to do with the transition.

SICK BROTHER ASKS FOR LOG AND MAIL

Dear Editor:

I am in the Marine Hospital here in Detroit, and across the ward from me is Brother Wares, our former Agent in Detroit.

I would like to ask you if there is any chance of getting the Log as I haven't seen one since I left Baltimore last August. Also, if

there is any chance of getting some mail for Brother Wares and myself. Perhaps you can put us on the mailing list.

I've been in these hospitals for almost two years now, but I will become a militant SIU member again on my release.

James R. Lewis (Book G28)

STEWARD, COOK STIR UP CREW OF ELBRIDGE GERRY

Dear Editor:

We, the undersigned crew members of the Elbridge Gerry wish to report the activities of the Chief Steward, C. Chattin, and the Chief Cook, Casella, aboard this ship.

Both of them should have their papers revoked. The Steward is a company man, a first class officers' stooge, who has failed throughout this whole trip to perform his duties. In addition, he has kept Casella on as Chief Cook, knowing he was no cook in the first place.

When he gets gassed up, which is frequently, he comes down to the crew's mess, accusing us of breaking into the storerooms and



selling the stores. We know that he's the one who does it. When the officers' water pitchers were broken he took the ones from the Black Gang's mess to replace them, saying: "if you don't like it, go to the Old Man."

He spends all his time with the Purser and in the saloon, never thinking of the lousy chow his stinking cook puts out. The cook has taken but one bath the whole trip, and that was when he went ashore in Rotterdam. He has worn practically the same clothes the whole trip.

These men should be put ashore where they belong, and not allowed to contaminate American ships. We want this to be printed in the Log so other members who come in contact with these characters will know what to give them: the toes of their shoes.

The letter is signed by 19 members of the crew.

RETIRED SEAMAN WOULD LIKE TO RECEIVE LOG

Dear Editor:

I am a retired seaman. I would like to get the Log every week.

The Log is always full of good news for a former seaman now in the Army, and I would be quite happy if you would send it to me.

Pvt. Charles F. Cirri

SEAMAN'S DEATH ABOARD CROSBY IS INVESTIGATED

Dear Editor:

Will any of the former members of the crew of the SS Nathaniel Crosby who know anything about the injury to, and death of, George Braddock on August 24, 1945, while the vessel was at Stockton, California, please communicate with the undersigned as promptly as possible. I represent his family.

Sol C. Berenholtz
1102 Court Square Bldg.
Baltimore, 2, Maryland
Lexington 6967

BUNTLINE CREW WANTS HOT WATER RUN FOR A CHANGE

Dear Editor:

The good ship Buntline Hitch is loaded with plenty of trouble and is always headed for Iceland, the land of the midnight sun. These trips would be exceptionally dull and desperate if the crew had not picked out of the



old hat an exceptionally fine set of deck officers. Especially Captain Harold Reid, Jr. and Chief Mate Royce Graham. They are both old hands and members of SIU.

"To you Captain and to you Chief Mate, we salute you as good brothers and will damn well sail with you any time, but please don't take us to Reykjavik, Iceland again!"

The Crew

OUACHITA VICTORY HOSPITAL SHOWS PURSER'S ABILITY

Dear Editor:

The enclosed shot of the hospital on the Ouachita Victory was made on its trip to Sweden



and Denmark last fall.

The Purser took the Steward's key to the hospital at the beginning of the trip and said it was his room to look after—so stay the hell out. Just how well he took care of it is shown in this picture. It was like this for more than half of the trip.

That Purser is a phony if one ever lived. So, Brother, look out for Lieut. Peter Del Morris, one of the Sheepshead Bay wonders, because he's strictly C. S.

Harold Baldauf

BROTHER NERRING HELD UP, STABBED; WANTS VISITORS

Dear Editor:

One of your boys is sick in the Holy Family Hospital, 155 Dean Street, Brooklyn. His name is Frank Nerring (Fireman). He sure would like someone from the Union or some of his friends to come over.

Visiting hours are 2-3 and 7-8 p. m. every day, the Ward is St. Charles on the second floor. Nerring was held up and stabbed in the left arm and left side just below the heart, but is coming along fine.

Sincerely yours,
Stern H. Clliah

Skipper Of SS Lawson Is 'One Of The Boys'

Dear Editor:

The current crew members of the John Lawson agree that fate has cast one of her rare smiles in their favor. Not only are they bound for Buenos Aires, which alone is a boost for morale, but are also fortunate in sailing with a captain who everyone vows is the best they have ever sailed with.

Captain T. H. Hostetter, a former member of the SIU, carried book No. G-136. He joined the Union in 1938 and retired his book in 1941. He was a former ISU member before joining the



SIU and started his sailing days at the age of 16 on the Lakes. He remembers the days when he fought with NMU men, when he first joined the SIU, and also the days when you had to fight to get an SIU ship. At present he is a member of the Master, Mates and Pilots in good standing.

He prefers a Union crew who knows their agreements and jobs, rather than men who belong to a Union because they have to. He sees the Union's viewpoint in what they have done and ask for and what they are willing to go out and get in raising wage scales and conditions.

Captain Hostetter says this is the best crew he has ever had under his command. Six men of the Deck Department and two of the Steward Department are now making their third trip with him, and the rest of the men are making their second trip.

This ship has never been delayed or held up because of any crew member, and Captain Hostetter feels with a crew like that they deserve the best of breaks. He cleared several of his crew in Galveston when they had a run-in with the police. He also went to bat in front of the Coast Guard when one of the crew missed the ship in Marseilles.

He has sailed with South Atlantic since 1935, the past three years as Captain. And up to date, there hasn't been a log on the Lawson, despite the futile efforts of the Chief Engineer and his social climbing First Assistant, and we don't think there will be.

A quiet-spoken go-getter is Captain Hostetter—a gentleman of the seas if ever there was one. "One of the boys" is a fitting description, and we of the John Lawson are happy to be the ones to say so. With the majority it's a case of: "suitcases over the side, here's my home sweet home."

Very truly yours,
Johnnie Johnson
Gene Yarborough
W. L. Cunningham
Frank "Scottie" Aubascsson

Make Isthmian SIU!

ORGANIZE, CRIES BROTHER BUCKLEY; GIVES SOME TIPS

Dear Editor:

Organize is the cry in every issue of the *Seafarers Log*. Organize to create more jobs. That is one method of reconversion. Go out and tell these unorganized seamen of the gains they can win by joining up with the SIU. The old-timers are especially called upon to do this work because their experience will be a great aid to the younger element within our ranks today.

Indeed, the art of knowing things as they really are is exceedingly difficult; moreover, the mind of man is by nature feeble and drawn this way by impressions coming from without; furthermore, the influence of passions takes away or diminishes the capacity for grasping the truth.

On this account force is often used in controlling Union affairs to keep together those who cannot agree in their way of thinking.

When you go aboard an unorganized ship it is not with purpose of telling the world in general your business. Keep to yourself at first. Study your shipmates. Every fo'c'sle has a leader to whom most of the men are drawn. When you are sure of your ground, bring the subject of unions into the ordinary conversation; don't try to force it upon men. If your subject is interesting their normal curiosity will make them listen. Bring your



subject to the point and don't drag it along. Let the men understand you. Above all, get them to respect you.

A worker on the job trusts a worker who approaches him in the same capacity. He feels the other fellow has a understanding of his economic life better than an outsider.

It is important that you do your job and stay sober. Then you can prove your ability to protect your shipmates when the brass hats attempt the usual exploitation found on these unorganized ships.

Brute strength in organization shows stupidity and lack of understanding. So do prejudices when displayed in an argument, whether the men around you hold the same prejudices or not.

Your job is to gain the confidence of the crew; understand their weaknesses and fears; know their hopes and ambitions. Only then can you organize them.

Joseph S. Buckley



STURDY BEGGAR'S CHIEF MATE HAS 'ACHING' ALLERGY

Dear Editor:

The following was read and approved by the members at a general meeting held aboard the Sturdy Beggar at sea on February 15.

The ship left New Orleans on January 18. One man, Milton J. Malouse, AB, went to the hospital at St. Thomas, V. I., the Deck Maintenance man was put on watch in his place. On leaving Recife, Brazil, one man, R. Henault, Tripcard, missed the ship. The Chief Mate said it was unnecessary to put either the Bosun or the Carpenter on his watch, as he would be at sea over the weekend!

In Rio Henault rejoined the ship and the Deck Maintenance returned to day work. An SIU



man was picked up off the beach as an Ordinary Seaman to replace the AB whom we left in St. Thomas. The Mate claims it is all right to keep four Ordinary Seamen without promoting anyone to Acting AB.

The Mate also claims that no OS can go aloft to work, but they can go up in a Bosun's chair!

F. "Cuz" Murray

Make Isthmian SIU!

THE FIRE ISLAND SUPPORTS STAND ON COAST GUARD

Dear Editor:

The SIU crew of the Moran tug M. V. Fire Island held its first weekly meeting of this trip on Saturday, March 2, shortly after leaving New Orleans for Guantanamo, Cuba.

After crew discussion of Paul Hall's remarks in the *Log* of February 22, 1946, concerning the SIU plans to investigate the possibilities of removing the Coast Guard's authority over the Maritime Industry, the following was entered in the minutes of that meeting:

The topic of taking the Coast Guard's authority away from the merchant marine was thoroughly discussed. The crew as a whole agreed to support the decision of those in the Union qualified to investigate the situation.

These minutes will of course be handed in to the Patrolman on a regular blank whenever we may be in an SIU port again. Meanwhile, the crew of the M. V. Fire Island desires to go on record with the *Log* as willing to endorse whatever steps the SIU officials may decide upon with regard to authority over merchant seamen.

Woodrow A. Soderman,
Deck Delegate
W. N. Lockwood,
Engine Delegate
Jack M. Greenberg,
Steward's Dept. Delegate

What Commie Unity Means

By WHITEY LYKKE

The unity of all waterfront workers has always been the goal of all union seamen. Today the waterfront unions of the AFL are the organizations closest to achieving this.

Our Union, the SIU—which includes seamen, fishermen, cannery workers, inland boatmen, and tugboatmen—together with the International Longshoremen's Association representing longshoremen, warehousemen, checkers, and other waterfront workers—and the Teamsters International Union, which represents the men hauling the freight to and from the docks, are working together very closely.

This group of unions has no political mission. Their only concern is decent wages and working conditions for the men they represent. And by militant organizing and unity in action, these unions enjoy the best conditions in the country today.

HISTORY SIMILIAR

There are, however, other organizations among the maritime workers. One, headed by Harry Bridges, is the West Coast International Longshoremen's Union. The other, headed by Joseph Curran, is the National Maritime Union. This history of both of these organizations is quite similar.

They started out as militant rank and file organizations, and ended up saddled with a leadership that has been ruling them with an iron hand.

These leaders were put in there to carry out a certain political line and to develop the unions as a weapon for furthering the program of the Communist Party.

This is the first concern of these leaders. Conditions of the members is secondary.

These very same political agents are now asking the legiti-

Visas Opened To Alien Seamen

Alien seamen, heretofore barred from entering the United States due to the fact that they had served aboard ships of the United Nations since September 1, 1939, are now eligible to receive immigration visas. These instructions were recently sent to Consular Officers by the Department of State.

The text of the instructions has not been made public, but it has been learned that Consulates will be permitted to accept applications and issue visas to alien seamen who have American-citizen wives, and alien seamen who are nationals of any one of the countries with which the United States had wartime agreements.

The countries referred to are Great Britain, Norway, China, Greece, Belgium, The Netherlands, France, and Yugoslavia. The applications will only be accepted if the seamen can secure a release from the country with which they served.

Any alien seaman who since September 1, 1939, served aboard a merchant ship of the United Nations, may apply for an immigrant visa. The Consul to whom such application is made, will determine whether or not the seaman is eligible according to the authority contained in the new instructions.

mate waterfront unions to unite with them. What can be behind this move?

PARTY LINE

We know that in the past the policy of these unions always connected with the relationship between the United States and Russia. When Russia was allied with Nazi Germany, they were isolationists. When Russia joined the Allies, they became super-patriotic. Whatever the Government or one of its agencies did was OK with them, even when it came to cutting the seamen's pay.

Today, relations between this country and Russia have become strained, although there are indications that everything will be ironed out to the satisfaction of all concerned. But in the event that something should happen at some time in the future, what is the most effective blow which could be struck against this country in time of war?

TREASONABLE ACTION

Complete paralysis of the waterfront is the answer. How can the commies achieve this? By putting themselves in a position whereby they control all maritime and waterfront workers.

And this is the purpose of their so-called unity program.

While unions such as ours work together for better living conditions, the communist unity means a weapon against the economic system of this country, which they believe they can change by helping the Soviet Union, even to the extent of defeating this country in a war.

This is the difference between their brand of unity, and our unity for a better standard of living.

Tugboat Strike Cools Philly

By J. TRUESDALE

PHILADELPHIA—News from the City of Brotherly Love is not so hot this week. The tugboat strike called by District 50, United Mine Workers, is really giving us the business. Although the men involved in this strike have gained practically everything they want, with the exception of one point which is going to be arbitrated, it will be a few days before we will know what is what. So no ships are going out right now.

We are now fixing up the Hall so it will be more comfortable for the members. A lot of Philly men are now coming back and we hope they will like it.

Here at the Agents Conference in New York everything is going along fine. There is a lot of constructive work being done, and it looks like we will come out with a program which the membership will like and approve of.

PORT OF NEW YORK TO KEEP PACE

Mayor William O'Dwyer of New York has promised that his administration will improve New York's harbor facilities, particularly piers, warehousing and approaches.

Make Isthmian SIU!

BULLETIN BOARD

—Unclaimed Wages—

SS THEODORE ROOSEVELT

Back pay checks for the following men will be held at the Chicago Branch until May 15th, 1946, after which they will be returned to the Company offices.

Marie McMillan, \$12.69; J. McMahon, \$15.99; John Cass, \$39.01; Charles Brown, \$17.73; Wm. Richard, \$24.54; Clarence O'Donnell, \$28.85; Paul Byrd, \$30.61; Joseph

Smith, \$57.01; Arnold Kelm, \$21.38; Salvatore Barers, \$22.61; G. Catandella, \$29.55; Donald Keret, \$20.86; Walter Otis, \$28.85; J. L. Smith, \$51.27; Charles Pataky, \$27.46.

Natale Cantendella, \$17.73; Salvatore Cinellato, \$29.55; Edward Galgin, \$30.15; Louis Johnson, \$26.76; Anton Prusaitis, \$26.76; Mechle Scala, \$22.59; Walter Wolden, \$27.81; Richard Wechel,

\$23.93; Wm. C. Fisher, \$21.72; Oscar Huggins, \$58.47; Francis I. Jolcoeur, \$28.85; Betty Grater, \$19.12; John Naglowski, .95.

SS WALTER M. CHRISTIANSEN

George Smith, Messman, and Frank H. Sullivan, Oiler, contact the American Liberty SS Corp., 75 West Street, New York, for unclaimed wages.



NEW YORK

SS PENDLETON

R. Pack, \$1.00; U. Johnson, \$1.00; W. Walker, \$1.00. Total—\$3.00.

SS BASTROPE

J. LeVassuer, \$3.00; R. McLeod, \$3.00; J. R. Frutton, \$2.00; G. A. French, \$2.00; G. Silva, \$5.00; C. E. C. Collins, \$3.00; Edward F. Raposa, \$1.00; H. J. Piszgrowski, \$1.00; E. P. Lanigan, \$1.00; Lewis B. Michaud, \$1.00; Rubin L. DuBose, \$1.00; E. C. Dacey, \$1.00; Peter S. Kozak, \$1.00; A. Supple, \$1.00; J. Garello, \$2.00; Henry Higham, \$2.00. Total—\$30.00.

SS DORCOSTER

E. F. Raul, \$1.00; A. W. Shearer, \$1.00; A. Watson, \$5.00; W. Kaczanowski, \$1.00. Total—\$8.00.

SS CITADEL VICTORY

W. Howell, \$5.00; T. Nickols, \$1.00; J. Saucier, \$1.00; T. Sharp, \$1.00; M. Rossi, \$2.00. Total—\$10.00.

SS FT. McHENRY

C. Hargis, \$1.00; J. Floyd, \$1.00; W. Palmer, \$1.00; R. Drobiak, \$1.00; S. Cohen, \$1.00. Total—\$5.00.

SS HILTON

LeRoy Harrod, \$2.00; T. Balde, \$2.00; W. W. Allen, \$2.00; W. Eslinger, \$2.00; J. E. Maher, \$2.00; T. Popa, \$2.00; F. Garcia, \$10.00; C. H. Kisner, \$2.00; H. Chapman, \$2.00; R. Rae, \$1.00; P. Alnocisa, \$1.00; Paul Schobenzid, \$2.00; Charles Lacy, \$2.00. Total—\$32.00.

SS COASTAL MARINER

H. T. Clisson, \$1.00; L. A. Cabrera, \$2.00; W. T. Scott, \$1.00; C. Reyes, \$2.00; R. M. Porter, \$2.00. Total—\$8.00.

SS ROBIN WENTLEY

D. R. Fisher, \$2.00. Total—\$2.00.

SS R. M. CULTER

Roy Voss, \$1.00; A. Tavares, \$2.00; R. McDougald, \$2.00; Clyde S. Couch, \$2.00; C. Georgevich, \$5.00. Total—\$12.00.

SS CLAYMONT VICTORY

J. J. DiFebo, \$2.00; Jose Toro, \$1.00; H. D. Shackelford, \$2.00. Total—\$5.00.

SS W. S. YOUNG

C. Kasparian, \$5.00; E. D. Holmberg, \$2.00; J. H. LaFlame, \$5.00; F. Salhany, \$2.00; O. Pelland, \$2.00; E. D. Neipel, \$2.00; A. Freund, \$2.00; M. Kennedy, \$2.00; B. C. Osborne, \$2.00; H. Harr, \$2.00; I. Boe, \$2.00; B. Inghe, \$2.00. Total—\$30.00.

C. Chambless, \$1.00; T. Whitford, \$1.00; T. George, \$1.00; J. Dudley, \$1.00; E. Jolly, \$1.00; C. Hughes, \$1.00.

NOTICE!

Henry Connolly, Book 38839, contact Union Hall, New York, and pick up your book.

E. McArthur, \$1.00; L. Cheaves, \$1.00; R. Parker, \$1.00; R. Broadus, \$1.00; C. Pendergraft, \$1.00; M. Gilbert, \$1.00; D. Huff, \$1.00; W. Stoen, \$1.00; J. Rainwater, \$1.00; D. McCorvey, \$1.00; R. Stribner, \$1.00; F. Stanton, \$1.00; J. Fleeman, \$1.00. Total—\$19.00.

SS GEORGE WASHINGTON

J. Cora, \$2.00; S. Ferarz, \$2.00. Total—\$4.00.

SS WAYCROSS VICTORY

W. Lemkey, \$2.00; F. A. Calitri, \$2.00; W. Barwacz, \$2.00; N. Mattei, \$2.00; K. Blair, \$2.00; J. Marsh, \$2.00; C. Lefebvre, \$2.00; R. O'Dell, \$2.00; P. Tietsche, \$2.00; S. Lazari, \$2.00; L. A. Schumann, \$2.00; A. Birrell, \$1.00; R. T. Moran, \$2.00; G. R. Gass, \$1.00. Total—\$26.00.

SS EDWIN WEED

Garland Brown, \$2.00; C. E. Swenson, \$1.00; O. V. Hale, \$2.00; P. Klein, \$2.00; C. W. Wells, \$2.00; J. C. Hamberlin, \$2.00; R. H. Davis, \$2.00; R. M. Bennett, \$2.00; J. L. Turner, \$2.00. Total—\$17.00.

SS F. CRITTENDON

K. Bagley, \$2.00; M. T. Coffee, \$2.00; R. Darby, \$2.00; Donald Cease, \$2.00; John W. Andreasson, \$2.00. Total—\$10.00.

SS WILLIAMS VICTORY

F. Rutkowski, \$1.00; J. W. Gard, \$1.00; C. A. Hancock, \$3.00; M. Goldenberg, \$1.00; R. G. Kluerk, \$1.00; W. J. Balkeley, \$1.00; S. D. Wright, \$2.00; Thomas M. Quinn, \$1.00; V. J. Benedetto, \$2.00; P. Dyer, \$1.00. Total—\$14.00.

SS SAMUEL GRIFFIN

J. Quiapo, \$2.00; A. Leiner, \$2.00; R. L. Varnum, \$3.00; A. H. Harbaugh, \$2.00; R. D. Rossi, \$2.00; C. W. Gorley, \$2.00; D. Crabtree, \$2.00; J. E. Lillis, \$1.00; R. N. James, \$2.00; R. McManus, \$2.00; H. E. Encelder, \$1.00; S. Escoldi, \$2.00; T. Wheeler, \$2.00; F. Shapiro, \$2.00; F. Phillips, \$2.00; J. R. Smith, \$2.00; T. McCarthy, \$2.00; P. J. Y. Spinney, \$1.00; J. Panozzo, \$2.00; George Bogorae, \$1.00; R. B. Lowe, \$2.00; Lee Simmons, \$2.00; A. J. Nitti, \$1.00; E. C. Johnson, \$1.00; C. P. Jackson, \$2.00; M. Trocha, \$1.00; D. M. Moody, \$1.00; T. Adkins, \$1.00. Total—\$48.00.

NORFOLK

R. S. Turman, \$1.00; W. G. Manning, \$2.00; H. Beckman, \$3.00; W. Finley, \$1.00; J. Owens, Jr., \$10.00; F. E. Koppersmith, \$10.00. Total—\$27.00.

INDIVIDUAL DONATIONS

J. F. Wood, \$2.00; E. E. Cosby, \$2.00; B. E. Brooks, \$2.00; H. W. Beck, \$2.00; S. Rosoff, \$2.00; W. W. Eddy, \$2.00; W. A. Smith, Jr., \$2.00; J. H. Richardson, \$2.00; A. R. Douglas, \$2.00; Roy L. Auman, \$2.00; Vincent Vallencia, \$2.00;

Ed. J. Hoblin, \$2.00; W. H. Hunsucker, \$2.00; L. Smithson, \$2.00; M. A. Freeman, \$2.00; H. L. Westfall, \$2.00; L. E. Farmer, \$2.00; G. A. Brinkley, \$2.00; W. M. Van Dresser, Jr., \$2.00; M. M. Robbins, \$2.00; D. A. Waffell, \$2.00. Total—\$42.00.

PHILADELPHIA

INDIVIDUAL DONATIONS

C. Dunphy, \$2.00; J. Quist, \$1.00; A. Anderson, \$1.00; H. Sharpe, \$2.00; Follett, \$1.00; D. Groner, \$5.00; Crew of J. Lenon, \$7.00; Crew of Schoarie, \$11.00; C. O'Brien, \$1.00; Herman, \$1.00; C. Jacques, \$4.00; N. Bartholomeo, \$1.00; L. Goldwaite, \$2.00; J. Harrison, \$4.00; C. Dolan, \$3.00; R. Allare, \$1.00; B. Meyers, \$4.00; T. Bomango, \$4.00; J. Logan, \$4.00; P. Bistline, \$3.00; J. Bendergrass, \$4.00.

A. Melin, \$10.00; G. James, \$4.00; W. Kwitchoeff, \$2.00; W. Weber, \$3.00; K. Brown, \$4.00; W. Cahill, \$4.00; Bruoffy, \$2.00; A. Bitale, \$3.00; A. Djerdi, \$1.00; J. Connolly, \$1.00; J. Patient, \$1.00; J. Velthe, \$3.00; R. Harimant, \$1.00; J. Ringtont, \$2.00; J. Wheeler, \$1.00; F. Quindnest, \$1.00; D. Cavanaugh, \$1.00; C. Pohnro, \$8.00; T. Amann, \$1.00; R. Stedman, \$2.00; J. Gouiea, \$4.00; J. Baveas, \$5.00; A. Hawley, \$2.00; M. Reeves, \$1.00; L. Dower, \$2.00; Crew of Rider Victory, \$12.00; A. Rosenfield, \$3.00; A. Valdez, \$3.00; S. Liberto, \$5.00; W. Black, \$4.00; E. Dillon, \$3.00; J. Dougherty, \$3.00; E. Wentz, \$3.00; W. Swoboda, \$15.00; D. Scalise, \$15.00; R. Swoboda, \$15.00; T. McEirone, \$2.00; F. Wherritz, \$2.00; A. Aghazasmetz, \$3.00.

G. Owens, \$3.00; J. Callagher, \$3.00; J. Campbell, \$4.00; J. Shaw, \$4.00; A. Sellre, \$3.00; D. Smith, \$4.00; J. Doughlas, \$1.00; A. McGuffey, \$4.00; W. Hines, \$4.00; A. Scardina, \$2.00; A. Ploch, \$3.00; Sarchild, \$2.00; V. Smith, \$1.00; F. Newcomer, \$2.00; Ginn, \$2.00; H. Price, \$1.00; J. Blach, \$2.00; J. Hoyle, \$4.00; J. Ledden, \$4.00; J. Myefski, \$2.00; Crew of Capitol Reef, \$8.00; C. Santee, \$1.00; T. Delia, \$1.00; G. McLawhorn, \$1.00; P. Harris, \$1.00; G. Butter, \$2.00; Crew of Scripps, \$68.50; G. Bursick, \$1.00. Total \$261.50.

BOSTON

SS CALVIN AUSTIN

Joseph Forget, \$1.00; Robert Falke, \$1.00; W. Mosley, \$2.00; R. W. Clark, \$1.00; S. J. Steel, \$1.00; Raymond Ohara, \$1.00; N. Funken, \$1.00. Total—\$8.00.

INDIVIDUAL DONATIONS

Crew of SS Geo. Whitefield, \$15.50.

GALVESTON

J. H. Seiber, \$1.00; W. T. Neel, \$1.00; P. H. Devine, \$4.00; L. G. Johnson, \$1.00; F. N. Meinert, \$1.00; J. Denke, \$4.00; N. L. Fuzzell, \$5.00; R. J. Hardt,

PERSONALS

PETE HUDAK

Please get in touch with Donald Dahl at the Marine Hospital, New Orleans. When Dahl was taken off the Pacific Tanker Mission de Pala in Panama, as the result of an accident, you were a member of the crew, and he needs your testimony.

GEORGE W. MEANEY

Peter King, with whom you sailed on the SS Peter Zenger, wants you to get in touch with him through the New York Hall.

JAMES AND NICHOLAS LAMPROPOULOS

Write to your brother, Theodore Lampropoulos at 361 Neperhan Ave., Yonkers, New York, or call Batavia, New York, 612-R.

GEORGE E. BENTLEY

Please get in touch with your mother, who is ill, at 238 Howard Ave., Brooklyn, New York.

NOTICE!

The Seafarers' Hall in Duluth, Minn., will be closed for a month or so.

MONEY DUE

J. MANFREDI

You can collect three days wages for standing fireman's watch on SS Ft. Meigs, at 17 Battery Place, Room 1723.

SIU HALLS

NEW YORK 51 Beaver St. Hanover 2-2784
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
HOUSTON 7137 Navigation Blvd. Phone Wentworth 3-3809

\$3.00; G. Mahmlel, \$5.00; J. Gess, \$5.00; B. T. Glover, \$5.00; P. Heckman, \$5.00; J. Shuman, \$5.00; D. Rae, \$5.00; H. P. Bilinski, \$5.00; L. S. Atzull, \$5.00; C. West, \$5.00; S. Jones, \$5.00; E. P. Peterson, \$5.00; H. A. Brown, \$3.00; E. L. Wecker, \$1.00; B. Coffey, \$2.00; F. C. Walz, \$2.00; SS John Bartman, \$19.55; E. P. Meck, \$1.00; T. Momarety, \$1.00; SS Council Crest, \$20.00. Total—\$126.55.
Grand Total—\$753.00.

Notice!

Books for the following men are being held at the New Orleans Hall:

Wm. E. Apple	38166
Reginald Arceneaux	106-6
Louis L. Arena	6908
Pio Arna	28425
John C. Atherton	30472
Francis P. Aucoin	23973
Wm. L. Austin	75-6
Thos. J. Baier	767 P.D.
Angelo Barone	39918
Lionel F. Baxter	31910
Doyle B. Bellew	34487
Arthur Berger	22724
James A. Berley	34045
A. T. Bernard	356-6, 70003-A, 1675-Lakes
J. A. Berry	32655
W. W. Bickford	39144
E. A. Bishop	6964
Richard L. Blake	752 P.D.
James F. Blizzard	33277
Fred B. Bloomer	38625
Victor T. Bonura	7103
Warren Bose	38006
Carter E. Boyd	29656
John R. Boyle	332 P.D.
Preston Boyter	176-6
B. J. Brewer	44519
Charles Briscoe	31908
Frank Brookins	33510
Carl L. Bruner	34124
Richard Bryant	39303
Geo. Bunch	37881
F. V. Burrus	37925
Ralph Butler	296-6
Leonard Bailey	45487 Pro.
Joseph S. Barron	44588 Pro.
Henry Bonk	39269 Pro.
W. J. Boudreaux	44637 Pro.
Joseph L. Campbell	32371
Clarice Carey	36314
Paul Carlson	41170
John C. Carolan	23058
Oliver Carpenter	29936
Jas. G. Carter	3720 SUP
Edgar Caudill	248 P.D.
W. C. Chancey	37944
Frank Cimperman	32485
Jesse Clarke	37214
Jack W. Conway	29659
Houston E. Cooper	6739-A
E. B. Crowther	37493
Joseph S. Crustuski	29474
V. J. Cortez	62
P. M. Darnell	22449
Thomas Q. Dear	21692
L. H. Denton	34043
C. E. DeShane	234 P.D.
Steptoe Dixon	22733
H. H. Dorer	37911
Chas. M. Dowling	7654
Keneth M. Dowty	32923
Charles R. Duff	29547
E. E. Eklund	25-6
H. E. Elkund	42466
W. Epton	45480 Pro.
Edward Faris	25387
Michael J. Feeheny	22006
John Felix	5890
Charles D. Feraci	20082-A
Joseph N. Fisette	29672
E. P. Flannagan	37856
Harvey L. Flora	30157
L. C. Fortner	35857
H. J. Fountain	37082
S. Franzella	7552
Raymond F. Fristoe	27825
J. J. Frisella	32847
H. Fruge	37966
Jas. Fulmer	39792
Wm. M. Faulkner	37688 Pro.
R. V. Felger	49620 Pro.
K. Fortenberry	45220 Pro.
Samuel Garouette	34354
Harold J. Garty	23213
A. A. Gonzalez	209 P.D.
Willie Gooden	32515

The J. Sterling Morton Back From Hectic, But Typical, Isthmian Trip

By W. E. WYMAN

NEW YORK — After a hectic voyage of three and a half months with a bully 1st Asst who only had a 3rd's license, the J. Sterling Morton of the Isthmian Line docked at New York. My total overtime under Isthmian rules amounted to 76 hours, while under an SIU contract, it would have added up to a total of 213 hours. What price non-Unionism!

We went on the Morton for the first time at Galveston on Dec. 13th, and wouldn't have stayed on this filthy scow, only we had a job of organizing to do. Our first beef was with the Steward who didn't want to feed us one morning when we had worked through breakfast shifting ship. We went to the Capt., raising the devil about it, and he made them feed us.

After breaking and setting sea watches five times in two days, and sounding the bilges and deep tanks, we finally got the okay to leave on Dec. 22nd. On the 24th we started in to paint and decorate the messes for Christmas, and on Dec. 30th we held our first Union meeting on ship-board.

MEETING HELD

All crew members were in full attendance with Joe Barron elected Recording Secretary, and yours truly as Chairman. The SIU policies and program were fully explained at the meeting, and various agreements were broken out for the benefit of those brothers who didn't know much about the Union. They were told that the Seafarers had no isms or ists.

The meeting was adjourned after the election of delegates as follows: Deck—W. E. Wyman; Engine—W. Roux; and Stewards—M. E. Logan.

We really did a job of cleaning up the Morton; two coats on the messhalls; varnished the tabels and chairs; repainted the icebox; painted the decks; overhauled and repaired or replaced almost all of the gear; put two coats of fish oil on the decks; painted the foc'sles and repaired the lifeboats. Boy, what a job, but it was worth it!

UTILITY WORKED OVER

After the Captain and the Utility had a beef, the Utility was chased back to the Gunners' quarters. When the Captain stuck his head in the door, the Utility punched him in the nose. So, the 1st Asst. and the Captain worked him over good, and then shackled him to his bunk.

When we arrived at Piraeus on the 20th of January, we had to spot and lower booms every time the longshoremen went to work. We also had another beef with the Steward who would feed all of the outsiders first and let us wait.

NO FREE RIDES

We had to pay to get a boat to take us ashore at Piraeus, as the Isthmian Line doesn't believe in giving the crew free rides—not the unlicensed personnel, at least. A couple of us met all of the officers at the Frolics Club in Athens one night, and we gave them a good talk about the merits of the SIU, also some SIU literature.

On Feb. 1st we left for Crete, and had to hunt for it at least 48 hours, finally finding it on the

3rd. If we didn't have a good Chief Mate on here, it really would be tough as he does all of the navigating.

H. Norwood, one of the Oilers, was broken down to a Wiper for supposedly being drunk, even though he oiled the winches while we were in port and none of the others in the Black Gang were working. A friend of the First Asst's was promoted as a result of Norwood's demotion, and the entire crew was of the opinion that his demotion was planned by the 1st for that specific purpose.

The 1st Asst, 2nd Asst, 2nd Mate, Captain and 3rd Asst were always drunk or drinking, but nothing was ever said or done about that. They were never broken. The Chief Engineer was warned by the Captain to stay away from the crew, to refrain from fraternizing with them or be fired, and we all believed that the 1st Asst was trying to get the Chief's job.

GIRL STOWAWAYS

Leaving Crete on Feb. 11th, we arrived at Oran on the 12th, and found it to be a pretty good port. While there, we enclosed the flying bridge with plywood dodgers, made dodgers for the steering stand, took down all jumbo guys and renewed the boat falls.

From Oran, we went to Arzeu to get ballast, finding two girl stowaways when we arrived there. Leaving Arzeu, we went to Gibraltar to bunker, and got there on the 23rd. While we were at Gibraltar, I took the Captain

ashore in the motorboat to see the American Consul. On the way up, he took one case of coffee, two cases of syrup and five cases of dried potatoes, and gave them to a man who owns a yacht.

LINEN, EGG SHORTAGE

Due to the Steward giving away most of our eggs in Greece, the supply was cut down, and we were forced to go without eggs quite often. Linen was cut down to changes every ten days as the Steward claimed 1900 sheets were stolen in Greece. We only had 800 on the entire trip, so I guess the rest must have been lost, strayed or stolen.

Leaving the Gib on the 3rd of March bound for New York, we fish-oiled the decks and painted her up. We really didn't need to oil the decks as the engine room spilled oil nine separate times, and we're 1000 barrels of oil short.

The 1st Asst was bragging all of the trip about being in the Navy during the First World War, and that he had an unlimited Chief's license. When the licenses were posted, we found out that he only had a 3rd's license, and that he was only 33 years old. He must have been in the Navy when he was the ripe old age of six years.

These beefs are typical of Isthmian, so we must bear with them the best we can while Isthmian is still unorganized. We'll fight back the best we can until Isthmian is under an SIU contract. Then things will be a lot different!

One Trip Was All He Needed

NEW YORK — William T. Witushynski, NMU 73138, visited the SIU Hall the other day in company with some SIU shipmates off the Robin Adair. He paid off an NMU ship, the Mitchell Palmer in Montivedeo and, after two months on the beach, he was shipped on the Robin Adair.

Prior to joining the NMU Witushynski had sailed in the ATS. He then sailed on several ships of the NMU operated by the United Fruit, American South African and other lines. He heard the same story in the NMU that had been told him in the ATS, "the SIU is an outfit of goons—keep away from them."

With this ringing in his ears he went aboard the Adair with some trepidation. Once aboard however, he found himself treated like any other crew member of the crew. No one threw his weight around or treated him any differently because of his NMU membership. The relative merits of the NMU and SIU were discussed and the SIU agreements explained. In his own words "they were all good shipmates."

The majority of the beefs were so well squared away that a good speedy payoff was made with practically all beefs settled. The question came up however, of two Wipers who had been standing Oilers' watches. An inspection of the ships log showed that these Wipers had not been promoted.

Patrolman Jimmy Hanners, representing the engine dept., immediately took an overtime sheet and began writing. The result

was that the company error in not officially promoting the wipers put \$600.00 in one Wiper's pocket and \$200 in the other's.

Witushynski said, "In the ATS the army decided what was overtime; in the NMU the patrolman took all disputed overtime ashore with him and that was the last ever heard of it; but here on my first SIU ship I found the overtime settled before we got in."

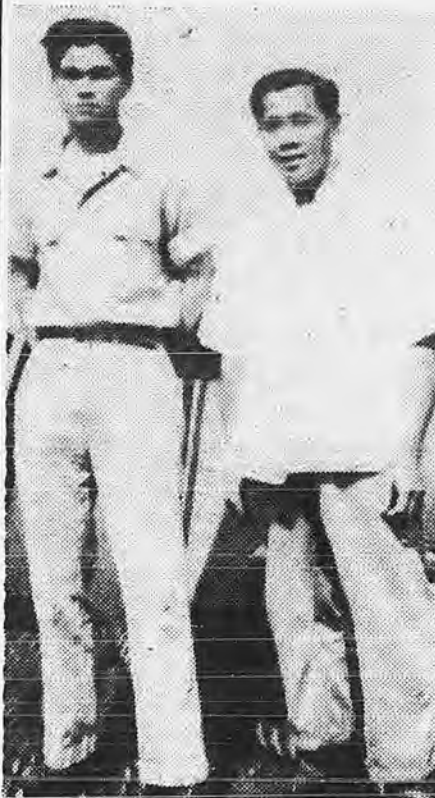


DECK (from left): Jesse Barton, AB; W. Wyman, Bosun and ships organizer; R. Kati, OS; H. Boyd, AB; and C. Kumrow, AB. Brother Wyman, with some valuable assistance from other Seafarers, is doing a splendid job on the Morton, and has her almost solid SIU.

J. STERLING MORTON, ISTHMIAN LINE



ENGINE: (reading from left—front), H. Thomas, Wiper; and Charles McDowlel, FWT. Standing: John Chaplin, DE; E. J. Sanes, 1st Eng. (this is the man who caused so much trouble; read story), and Joe Barron, Oiler.



STEWARDS: Sol Fernandez and Henry Evangelista, with their buddies busy getting chow ready, were the only men available from the Stewards Dept. for this shot.

Short Reports On Isthmian

WILLIAM D. HOARD — This Isthmian vessel, which the NMU claimed so strenuously a couple of months ago, held two ship-board meetings on the trip over from New Orleans to Genoa, Italy. With two exceptions, the Chief Cook and 2nd Cook, the entire crew is SIU. The NMU Steward and Bosun got off before the Hoard left New Orleans, and were replaced with Seafarers.

At the first meeting on Feb. 10th, Briant, Peterson and Stevens were elected Chairman, Reading Clerk and Secretary respectively, and Hilton was elected as Ships Delegate. Discussion revolved around certain sanitary and safety measures, and fine penalties were imposed for violations with the money to go to the Log. Meeting was closed after giving one minute of respect to the fallen Seafarers of the last World War.

On Feb. 24th, a second meeting was held with Stevens being elected Chairman; Hunt as Secretary; and Bishop as Reading Clerk. All beefs from the previous meeting had been taken care of, and Ships Delegate Hilton reported on his activities. After discussing various measures for improving shipboard conditions, and holding the memorial observation, the meeting was adjourned.

STEEL INVENTOR — This is another four star ship with at least 25 certain SIU votes aboard counting reconverted NMU men. The Captain of the Inventor is one of those tough Skippers who believe in living up to the letter of the rules. When any crew member wishes to make a draw, he only gets the actual amount of money coming at that time.

Recently, several men were short on dough, so their only alternative was to sell their blood. Up to the blood bank went two AB's, two Messmen, one OS and one Wiper. They all gave a pint of blood just for a six dollar bill! That's really one for the books, but conditions like this will stop just as soon as Isthmian is under contract to the Seafarers.