


SEAFARERS LOG

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

Vol. VIII.

NEW YORK, N. Y., FRIDAY, DECEMBER 20, 1946

No. 51

Strike Or Arbitration Are Alternatives As Tugboatmen Take Vote

NEW YORK—Following a deadlock in negotiations between the operators and New York Harbor's 2,800 tugboat workers, ballots have been mailed to the union membership to determine whether the union will strike or seek arbitration in the dispute over a new contract.

Captain William V. Bradley, President of the United Marine Division, Local 333, ILA, stated that the ballots would be returned by January 2, and would decide the union's action when the present contract expires December 31.

NO AGREEMENT

The Tugboat workers are seeking a reduction in the work week from 48 to 44 hours and an increase in wages of \$1.00 per day. However, to date the operators have offered to reduce the work week to 44 hours, but grant only an eight percent pay increase.

The operators have offered time and a half pay on Saturdays after four hours work, while the Tugboat workers are asking that all Saturday work be paid time and a half.

The negotiations, which are being supervised by the U. S. Conciliation Service, have been held at the office of the Tugboat Exchange, 17 Battery Place. During the talks the committee representing the members of Local 333 has stated that it has no authority from its membership to accept a new wage agreement which did not give the men at least 48 hours pay for a 40 hour week, thus giving the operators notice that they intend to go all the way in securing the demands of the Harbor workers.

Previously Captain Bradley had stated to the Log that he and Joseph Ryan, ILA President, planned to call a meeting of the local AFL Maritime Trades Council to discuss strategy in the present situation with a view to gaining the support of all maritime workers in their dispute.

HOPE FOR PEACE

While negotiations remain deadlocked at the present time, Federal conciliators are working doggedly to bring both groups into a peaceful settlement to avoid a repetition of last spring's crippling harbor tie-up.

Stubbornness on the part of the operators to meet the union demands for a wage rise necessitated by the soaring cost of living may cause an encore of last spring's walkout. The Tugboat representatives, however, are anxious to gain a contract without the necessity of a strike, but are determined to gain their demands which they feel the operators are well able to grant.

Merry Xmas!

The past year has been a good year for the men of the SIU and the SUP. We have won our biggest victories, our best contracts, and we are well on the road to gaining bargaining rights for Isthmian seamen.

So, wherever members of the Seafarers International Union find themselves on December 25, 1946, they can partake of Christmas cheer, and be happy in the thought that they have helped advance the fight of all United States seamen.

Regional NLRB Report On Isthmian Is Ready; NMU Blocks Action

NEW YORK, Dec. 18—Another chapter in the NMU's long history of stalling and deception is being written at each Hearing before the New York State Labor Relations Board. The latest chapter was added today when the NMU arrogantly turned down the SIU proposal to waive certain challenges. These waivers would be in cases of improper crew lists, and on condition that the NMU would do the same.

The SIU made the offer in the effort to expedite matters so that Isthmian seamen will not any longer be denied union representation. But the NMU, with the certain knowledge that they are losing the bargaining election, turned thumbs down on the bid.

Representing the SIU at the Hearing were Paul Hall and Ben Sterling, SIU attorney; for the NMU Mr. Rosenfeld appeared; and Messrs. Cherbouner, Coughlin, and Huff represented the Company.

CONSIDERED SIU

The meeting today was held for the purpose of opening the envelopes containing the votes of the twelve ships whose entire vote has been challenged by the NMU. None of the votes was seen by the representatives of the two unions involved, but crew lists and certifications were checked.

Although none of the votes of those ships have been seen by anyone, it is generally conceded that all twelve cast the majority of their votes for the SIU.

This is borne out by the reports of SIU Organizers, both ship and shoreside, and by the fact that the NMU challenged all votes on these ships when the counting first started.

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Seafarers Prods Trustees Of Snug Harbor To Investigate Complaints On Conditions

As a follow-up to the action two weeks ago, SIU Special Services Representative Joseph Voipian this week sent a letter to the Sailors Snug Harbor Board of Trustees in regard to the poor conditions existing at Snug Harbor today.

This further action was necessitated by the fact that Mr. Howard Flynn, Governor of the home located on Staten Island, neglected to answer the previous letter. (An article on the first letter appeared in the Seafarers Log of December 6.)

Asserting that "Our membership has given us a mandate on the entire Snug Harbor question" and that "we are prepared to meet with any of your specially designated representatives in order to go over our points of criticism," the letter went on to state that it was the desire of the SIU to cooperate in improving conditions in order to "make it possible for the retired seamen . . . to fully enjoy their final years.

Complete text of the letter to the Snug Harbor officials follows:

December 16, 1946

Board of Trustees
Sailors Snug Harbor
262 Green Street
New York, N. Y.
Gentlemen:

A short while ago we sent a letter to Mr. Howard A. Flynn regarding the conditions now existing at the Sailors Snug Harbor. We are enclosing herewith a copy of this letter. Up until the date of this letter to you, we have not received an answer from Mr. Flynn nor have we had the courtesy of an answer from anyone connected with your organization.

MEMBERSHIP MANDATE

We would appreciate it if you would let us know whether or not anything is being done in this matter. Our membership has given us a mandate on the entire Snug Harbor question, and in the event that you do not see fit to answer this communication, we have no other alternative but to give the matter the widest possible publicity in our official publication, the Seafarers Log, and other news outlets.

In addition, a further investigation on our part will probably be necessary to check into the court records covering the original establishment of the Sailors Snug Harbor, the trustee set-up, and all other matters pertaining to the operation and functions of the fund. This is imperative in order to satisfy our membership which is quite concerned with the treatment being accorded to the inmates of the Sailors Snug Harbor home.

COOPERATION REQUESTED

However, we would much rather have your complete cooperation in bringing Snug Harbor standards up to a par with condi-

tions now existing on SIU ships, and in trying to eliminate those sub-standard practices which we have noted in our original letter, rather than indulge in undue recriminations and otherwise criticize the administration of the Sailors Snug Harbor. In line with this, we are prepared to meet with any of your specially designated representatives in order to go over our points of criticism one by one, and offer our considered suggestions for the alleviation and/or prevention of these inequities.

It is our sincere hope and desire that we receive your fullest cooperation in once more establishing modern conditions and standards for the Sailors Snug Harbor, and make it possible for the retired seamen who are inmates to fully enjoy their final years. May we expect your reply in the very near future?

Very truly yours,
Joseph Voipian,
Special Services
Representative
Seafarers International
Union, AFL

Have You Voted? Last Days At Hand

Don't feel bad when voting has ended because you failed to vote. Once each year SIU members elect the officers who will lead them for the ensuing year. This is your chance, so make the most of it. From the way reports have been coming in it is apparent that all SIU men are interested in having their say. That is why more votes are being cast in this election than were ever cast before. Have you voted yet?

Strike Clearance Comm. Suggests Next General Strike Procedure

NEW YORK—Recommendations for future strike procedure, arising out of its experiences in clearing SIU members after the 1946 General Strike, have been placed before the membership for action by the Strike Clearance Committee, Headquarters Branch. The report was made at the regular membership meeting on Wednesday, December 18.

The Committee approved the Strike Picket Card system which was put into operation by the Strike Committee, but recommends that the color of the

picket-cards be changed from action to action so as to prevent any chance of confusing the cards.

In discussing the excuses which served, or can serve, as a basis for clearing men, the Committee lists six reasons, but makes it plain that the Clearance Committees in the various ports should be permitted to use their own discretion in accepting other legitimate excuses.

The Committee has recommended that its activity end on Saturday, December 21, but that

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SEAFARERS LOG

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

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York, 4, N. Y.

HAnover 2-2784

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

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

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



Not Quite So Merry

Considering the excellent gains made by the Seafarers International Union during the past year, this Christmas could conceivably be the merriest ever. This past year has seen the SIU go on to outstanding gains in wages and conditions, and to a long lead in the largest full scale organizing drive on the waterfront.

But, in common with the rest of organized labor, there is little else to be thankful for, and even less to be merry about. On every front labor has taken a setback, with indications that more will be forthcoming next year. Certainly the miners, even with the hope that the monstrous fine will be set aside, have no reason to celebrate the happy season.

Our Union has more to be cheerful about than most, but as seamen we know that little has been done to alleviate certain conditions which must be remedied before seamen will be on par with other people of the United States. Our long fight for a Seaman's Bill of Rights, better hospital conditions, more complete Unemployment Insurance coverage, and old age security, has not been successful enough to make us share the general cheer of Christmastime.

The heroes who garnered many waves of applause for their activities during the war years have been left out in the cold, and none of the benefits of the GI Bill of Rights have been extended to seamen. Merchant seamen and Navy men manned the guns and took the chances of war, and seamen want the same advantages given to Navy veterans.

As far as hospital conditions are concerned, readers of the Log are aware that these could be bettered to a great degree without giving the seamen any more comfort and treatment than they actually need. Nowhere has the SIU asked for special consideration; all we have requested is decent hospital conditions which will help bring seamen back into the pink of health in the shortest possible time.

Although some strides have been made in the field of unemployment insurance, a lot remains to be done so that seamen can enjoy the same benefits as other workers. Some states still do not grant benefits to seamen who are out of work, and other states will not start programs until June, 1947.

And as far as security for their old age is concerned, seamen can look forward to very little of that. Bound down by job limitations that leave little room for advancement, seamen work as long as they are able, and then must try to make ends meet on the little Social Security that their rate of pay through the years warrants.

All of the above abuses cry out for remedy. Seamen cannot consider slowing down the fight until they have achieved security and the assurance of decent treatment in case they fall ill. Until that day, it won't be a Merry Christmas for any American seamen.

Let's all pitch in to make sure that next Christmas will be the merry one.



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

- H. G. DARNELL
- THOMAS BAIER
- K. PETERSSON
- W. F. LEWIS
- F. BERGLAND
- SCOTTY ATKINS
- W. QUARLES
- CENTRAL MASON
- R. M. NOLAN
- MEL CONTANT
- JACINTO NAVARRO
- LIONEL ROTHERHAM
- J. W. DENNIS
- W. BROCE JR.
- H. GRAY
- R. E. FRINK
- MAX SEIDEL
- EDWARD CUSTER
- JOHN HANES
- S. BROTHERS

STATEN ISLAND HOSPITAL

- M. TROCHA
- C. OLIVER
- T. WADSWORTH
- C. KUPLICKI
- G. A. LUETH
- E. F. SPEAR
- R. G. MOSELLER
- W. G. H. BAUSE
- W. B. MUIR

- L. L. MOODY
- H. BELCHER
- C. RASMUSSEN
- L. A. CORNWALL
- E. N. DuPONT
- C. KOLSTE
- C. R. POTTER
- E. J. BONNER

BALTIMORE HOSPITAL

- HARRY WALSH
- RAYMOND GERHARD
- PETER LOPEZ
- MAX FINGERHUT
- THOMAS HOLT
- LEO RHODES
- ROBERT KUNTZ
- MELVIN MERCER
- E. DIPIETRO
- FRANCIS O'BRIEN
- OLIVER HEADLEY

GALVESTON HOSPITAL

- LONGKEMPT
- PAURGASON—SUP
- ALDERHOLDS
- KING
- MITCHELL
- DOWELL
- DEETRECH
- SWENSON
- CASTAGNERE—B.C.
- MULKE

Hospital Patients

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

Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

- Tuesday—1:30 to 3:30 p. m.
(on 5th and 6th floors)
- Thursday—1:30 to 3:30 p. m.
(on 3rd and 4th floors.)
- Saturday—1:30 to 3:30 p. m.
(on 1st and 2nd floors.)

NEPONSIT HOSPITAL

- LINDER CLARK
- J. FIGUEROA
- L. L. LEWIS
- H. SELBY
- H. BURKE
- J. S. COMPBELL
- B. BRYDER
- B. LUFLIN
- G. F. McCOMB
- E. FERRER
- R. BLAKE
- J. R. HENCHEY

SAN JUAN HOSPITAL

- N. HAMMER
- R. SAUNDERS
- E. LARKIN
- A. ACEVEDO
- P. FELECIANO
- F. APUNTE

ELLIS ISLAND HOSPITAL

- D. McDONALD
- J. KOSLUSKY

NMU Leaders Try To Hide Failure By Wild Charges Against SIU

By JOHN ARABACZ

Any seaman who reads the NMU Pilot knows that the primary occupation of the communist party members in the NMU and especially CP-NMU officials is to attack the SIU and to this end column after column of type has been devoted.

Their savage attacks against the policies, programs, membership, and officials of the Seafarers are based upon their own weakness and inability to give their membership something concrete and positive. It is a choice practice of the communists to hurl fantastic charges at their enemies to cover their own shortcomings, and find a scapegoat for their failings.

If you have ever bucked heads with a "commie" and maneuvered him into a corner, he will immediately change the subject or attack from another angle.

GOOD EXAMPLE

Take for example Joe Stack, a communist party member and vice-president of the NMU. Stack has been placed in charge of NMU organizing, and so far he has not had much success, nor is he likely to have any in the future.

In the first place, the number of unorganized seamen is limited, and secondly the CP brand of organizing, in which they drag in extraneous political and foreign policy questions has proven unpopular with seamen.

Proof that their organizing has been done to achieve a political purpose rather than to organize seamen to better their wages and working conditions comes from the NMU president, Joe Curran, himself. He openly came out and accused the organizers of organizing for the communist party



JOHNNY ARABACZ

and not the NMU. Brother Curran was promptly slapped in line and that was the end of that.

There lies the necessity for the CPers who are in charge of NMU organizing to wage war against the SIU. They must find a way to take the heat off their own deficiencies and perpetuate their jobs. So in this vein we can look for them to continue their campaign of calling every barroom fight and pierhead brawl the work of SIU "goons." Every shady deal that the commie leadership pulls—the shuffling of port officials as recently happened in Texas, the juggling of the books, etc. is "justified" because of the "SIU threat." Threat of what? Getting the seamen what they justly deserve?

WATCHING SEAFARERS

As of late there has been much attention paid to the Seafarers by Comrade Stack & Co. in the NMU meetings and in their scandal sheet. They have been failures in their organizing cam-

paign and we have been righteous successful; the easiest way for the commies to quiet the unrest of the NMU membership toward their own leaders is to attempt to mislead the membership into believing that the other side of the fence is much dirtier—an old commie technique. In this they will be failures with the rank and file of their own union, providing they are shown the score.

It is true that at times we have been guilty of confusing the policies of the rank and file with that of their leadership. We would be fools not to admit it. Most of the NMU membership are honest union seamen, whose policies are greatly removed from the commies, in spite of the tremendous "educational" job the commies have attempted to do on them.

We should discourage any tendency toward creating any hard feelings between the SIU membership and the NMU rank and file.

Instead we should show them by actual contact, by bringing them into our halls whenever possible, and by exploding the myth expounded in the Pilot that the commies are preaching as nothing but lies. We have all the facts on our side and blowing these myths sky high will be the easiest thing in the world.

MEET ISSUE CALMLY

The entire issue of communism must be discussed calmly, and not by red-baiting. Communism will be the crux of every discussion with NMU members and it is important that one knows what he is talking about when it comes up.

Wild name calling and labeling should be out. The commies have been very successful in their campaign to brand anyone who criticizes them as a "red-baiter." Use the facts and you will not only be listened to but respected and what is most important, you will convince them.

To resort to name-calling will only lead to being placed into the same category as some of the more stinking newspaper columnists, and the honest union man will turn away at an argument that sounds like a quote from the Hearst press or the National Association of Manufacturers.

The way to show them up for what they are is by quoting their record. It stinks. Nothing is more damning than their record in the maritime industry. Their record proves how the commies in maritime have consistently sold the welfare of the seamen down the river whenever their political line demanded it.

Their record during the war, when they went all out for Russia has shown them up in their true light. It isn't so long ago that we can forget the flip-flop they took when Germany attacked Russia. We were "warmongers" they claimed, but they sure changed their minds overnight. After Russia went into the war—we were then "anti-war fascists."

RECORD OF FLUNKYS

Their blessing of Coast Guard control, their complete subservience to all government agencies, their alliance with the bu-

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MINERS ACKNOWLEDGE SIU OFFER

United Mine Workers of America

JOHN L. LEWIS
PRESIDENT

TELEPHONE
METROPOLITAN 0530

UNITED MINE WORKERS' BUILDING
Washington, D.C.

December 10, 1946

Mr. Paul Hall, Director of Organization
Seafarers International Union of North America
51 Beaver Street
New York City, New York

Dear Sir and Brother:

Thanks greatly for your splendid telegram of December 6.

The fine pledge of support by your membership is deeply appreciated.

With my compliments and good wishes to each of your members.

Sincerely yours

L:G:G

The above letter from John L. Lewis is in reply to the offer made in the name of the Seafarers International Union by Paul Hall, New York Port Agent. This offer of support was made when the United Mine Workers' strike first started.

Miners Win Point; Court Considers Injunction Law

WASHINGTON—Over the protests of Attorney General Tom C. Clark, the Supreme Court has agreed to allow arguments on the applicability of the Norris-LaGuardia Act and the Clayton Act when the United Mine Workers and John L. Lewis appeal from contempt of court is heard on January 14.

The two anti-injunction acts, plus four amendments to the Constitution, will be considered when the High Court begins hearings on all petitions and the appeals.

Mr. Clark was unsuccessful in his effort to have the Court limit its consideration to the contempt convictions which were handed down by Judge T. Alan Goldsborough of the Federal District Court. Clark contended that the Norris-LaGuardia and the Clayton Acts were not involved, and had no bearing on the case.

The Union stated in arguments before Judge Goldsborough that

seizure of the mines by the Government was only a "token" action, and that the Government was not really in possession of the mines. The mines were only being handled by the Government for the bituminous coal operators.

For this reason, they stated that the Government had not the right to ask for an injunction, since the Norris-La Guardia Act bans injunctions in labor disputes.

The Union further argued that consideration should be given to the First, Fifth, Eighth, and Thirteenth Amendments to the Constitution. These deal with questions of free speech, involuntary servitude, and excessive fines and cruel and unusual punishment.

UMW arguments were sustained on all points, and will be considered at the hearings.

ANOTHER GAIN

In another victory for the UMW, the United States Court of Appeals for the District of Columbia decided that the Government was within its rights in contracting with unionized foremen at four seized mines of the Jones and Laughlin Steel Corporation in western Pennsylvania. The 136 foremen are members of the Supervisors Branch, District 50, United Mine Workers.

Attorney for the Company announced immediately that the decision would be appealed to the Supreme Court.

The main argument of the Company was that membership of supervisors in the UMW would result in relaxed enforcement of safety measures. Under Pennsylvania law this enforcement is the responsibility of mine supervisors.

The NLRB, which was sustained by the court, answered by stating that it did not believe that supervisors would be less careful of the safety of the rank-and-file because of membership in a group affiliated with the mine union.

Hq. Strike Clearance Committee Winds Up Its Work This Week

NEW YORK—The Headquarters Strike Clearance Committee, which has been busy clearing Seafarers since the end of the SIU-SUP General Strike on September 13, will disband December 21.

The Clearance Committee, composed of Brothers John H. Calhoun, David B. Sacher, Benny Goodman, and Chairman Ed. Bender, will disband and will leave the strike clearance work to the Headquarters Office to clear men with legitimate excuses, and to handle the explanations of members who missed the strike without good reason.

WILL HEAR PLEAS

During this 90-day period the disposition of pleas will be handled by an elected committee of the membership who will hear all cases and determine the penalties.

After the 90-day period, which will fall six months after the termination of the strike, all members who do not have legitimate excuses will automatically be suspended from the Union permanently.

It is felt that any seaman who stayed away from the strike without legitimate reason and has not

reported in by then is not concerned with the welfare of the Union and is not deserving of holding a book any longer.

The committee found in their contact with men appearing before them that many of the younger members were unfamiliar with the procedure followed during a strike and many of the men went home to wait the end of the tie-up.

In these cases the committee took into consideration the length of time the man has been in the Union and acted accordingly.

NOVEL EXCUSES

Some of the excuses rendered to the committee have been quite novel and the committee found itself at times involved in marriages and divorces; but each case was weighed and judged according to its merits and no hard and fast rules were adhered to in most cases.

The committee stated that most of the men who were fined or penalized realized their error and is sure that the majority of them are good Union men who can be counted on to do a real job in the event another tie-up takes place.

HERE'S WHAT I THINK...



QUESTION: What was the most exciting thing that happened to you since you have been sailing?



FRANK J. SOSS, AB:

I was on LST 1087 off Okinawa when the Jap planes came over with their suicide tactics. We were supposed to lay down a smoke screen, but the machinery was out of order and the boats were right out in the open. A bunch of ships were hit that day, among them the Pennsylvania. We weren't touched, but it was only luck that saved us. The LST on our right was sunk, and a ship on our left was hit. It was quite a sight to see those planes go crashing into ships. Those kamikaze pilots must have had plenty of nerve.

ROY GILMER, Steward:

Back in 1944 when the North Atlantic was really sub-infested, our ship became separated from the rest of the convoy. We were therefore forced to return to Halifax. This was plenty exciting because we were loaded with all types of bombs and with high explosives. Going into the harbor, we rammed another ship, and only quick action by the Mate kept us from a fatal accident. He dropped the hook and that lessened the impact, and thereby averted a certain explosion. It sure was touch and go for a while.



VIC MILAZZO, Steward:

Off the coast of France, in supposedly safe water, we were attacked by about a dozen German E boats. That split the convoy right up, and it was everybody for himself. The attack started around midnight, and was still going strong at 5:30 in the morning. A few of our ships were sunk, and most of us had just about given up the ghost. Just when it looked like the fight would soon end with all of us sunk, the British Night Flyers appeared over us and went to work. They drove the E boats away in short order.



GUS KERN, JR. ENG.:

On October 29, 1944, I was on the John A. Johnson, 950 miles S. W. of San Francisco. We were attacked by a Jap sub, and one of the torpedoes hit us square. A couple of us made it to a life boat, but once we got into the water, the sub surfaced and shot at us like we were sitting ducks. 13 men were killed and five wounded. After being in the water 19 hours we were picked up by the USS Argus and were taken to Treasure Island. None of us ever expected to live through that experience, and we all feel lucky.

Marine Arrow Has Typical Isthmian Trip; But That Seafarers Contract Is Coming

Paying off in Wilmington, California, last week, crewmembers of the Isthmian Lines' Marine Arrow declared that their last trip was the most hectic in many a moon. Right from the start of the voyage in New York last August 10, the Arrow boys had to put up with a short crew, short draws, and last but not least, short tempers.

When they left New York, according to Deck delegate Henry E. Sohl and Messman Louis Bucci, they were short a Bosun, Deck Maintenance, Dayman on deck, Oiler and Steward Utility.

They were unable to pick up any additional crewmen in Philly or Newport News, and it wasn't until the Arrow arrived at Norfolk that they managed to pick up a Bosun—a big fellow named Ernest E. Bell—who treated all the young crewmen as though he was a big shot and they were small fry.

Upon arrival at Newport News, the crew was entitled to a draw, but the tough Skipper, Gus E. Johnson, refused. Again, upon the Arrow's arrival at Panama, the crewmembers tried for a draw. But, no dice.

The Mate, who was a good guy, gave the deck gang two bucks apiece. So they were a little luckier than the others.

In Honolulu, when the crew

couldn't get a draw, they went to the SIU Hall, and contacted Blackie Silva. He immediately got in touch with the Isthmian office and they called in the Old Man. Captain Johnson only wanted to give the boys a \$2 draw. However, Silva managed to pressure him into letting loose of a five spot for each crewman.

HONG KONG EPISODE

The Arrow anchored in the stream at Hong Kong, and Isthmian didn't provide any transportation for the entire week that they were there. All of the boys who wished to go ashore were forced to pay their own sampan fare, going and returning.

It was in Hong Kong that the crew had their first big difference with Bosun Bell, when he slapped a young OS, Misham, and picked on him continuously. Delegate Sohl tangled with Bell over this, and he promised to behave himself.

Later, at Shanghai, Bell grabbed a fire axe while he was slightly pifflicated and chased several crewmembers until the 3rd Mate took the axe away from him. Bell then stationed himself astride the stairway and threatened to kick anyone in the face if they attempted to pass. Three men rushed him, and managed to clear the stairway. Later, Bell apologized to the men whom he had attacked.

Two minutes after the apology, the belligerent Bosun took off after two other fellows with a marlinspike, and would have stabbed them if other crewmen hadn't prevented him from doing so. As a result of his crazy actions, Bell was finally taken off the ship by the River Police.

Next day, the Arrow crewmembers pressed charges against Bell. After the usual amount of Coast Guard stalling and red tape, the trial was concluded with Bell losing his papers and being permanently yanked off the ship.

NO MEDICAL AID

At Taku Bar, Captain Johnson refused medical aid to seven crewmembers, and they were forced to get along as well as they could with assistance from other crewmen. Due to a feud between the bull-headed Skipper and the Port Agent for Isthmian, the Arrow remained at Taku Bar for a month before she could be unloaded.

When they arrived back in the U. S. and were paid off in Wilmington, the Arrow crewmen tried to get the SUP representative, Bill Bryce, aboard to help them with their beefs.

Most of the crewmembers had approximately 200 hours of overtime coming to them, but they paid off (under protest) with 179

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Tale For Seamen, With Moral For Bucko Skippers

By RAY GONZALES and SALVADOR COLLS

NEW YORK—What happened to Seafarer Jack Peeler on a recent trip to the Far East is a good example of why the SIU cannot for one minute rest on its laurels, but must continually fight for the maintenance of SIU contract conditions.

Jack was a crewmember aboard the SS John B. Waterman, Waterman Steamship Company, when she tied up in Yokohama, Japan. As the area is disease-infested, the crew was asked to submit to cholera injections, which all of them gladly did, except Jack. This was due to the fact that he is sensitive to the serum and on previous occasions it had made him very ill. He asked to be excused as it is the option of seamen to accept or reject injections.

REFUSED TO LISTEN

The Skipper and the First Mate refused to listen to Jack when he told them of the reaction he received from the shots. Instead they forced the injections upon him in spite of what he had told them.

Immediately after receiving the shots he became violently ill and nauseated. He went to his bunk to recover but the Skipper, when he saw he was unable to work, told him he was to get off the ship. Unable to do anything about his condition, Jack accepted the payoff and left the ship in Yokohama.

The actions of the Skipper and the First Mate should have been enough trouble for one trip, but Jack's troubles were not ended. A few days later he was placed aboard the SS Dunham Victory, another Waterman ship, as a consul passenger.

The trip home aboard the Dunham Victory was far from the first class passenger accommodations called for in the contract. For Jack, along with the other passengers, found himself stuck in steerage with 12 men to a room.

The food was—well, there was none, because the Captain refused

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Check It - But Good

Check the slop chest before your boat sails. Make sure that the slop chest contains an adequate supply of all the things you are liable to need. If it doesn't, call the Union Hall immediately.

THE LEARNED THE HARD WAY!



These two Isthmian seamen, Henry E. Sohl (left) and Louis Bucci (right), learned about Isthmian unorganized conditions the hardest way—by sailing an Isthmian ship. However, it wouldn't be possible for the SIU to begin bargaining negotiations with Isthmian in the near future if it wasn't for the sacrifices of men like Sohl and Bucci.

Marine Runner Really Hops Preparing For Long Cruise

A vessel preparing for a long trip is a beehive of activity. It's as much as a man's life is worth if he doesn't watch himself, what with longshoremen hard at work loading and placing cargo; sailors readying the ship for the voyage; and stores being brought aboard for meals and the slop-chest.

Not all of the activity is confined to physical work. In the saloon of the Marine Runner, Robin Lines, as she made ready to leave for South Africa on Tuesday, December 17, were groups of men being examined by a physician and signing Foreign Articles for the trip.

Accompanying Patrolmen Louis Goffin and Ray Gonzales, this Log reporter went on board the Marine Runner to see what actually happens when a ship is preparing for a trip. There's plenty of activity, and although some of it looks demoralized, all of it has a purpose.

LASH IT DOWN

The most active workers, before the ship sails, are the longshoremen. On the dock and on the ship, they are hard at work loading the slings with freight, hoisting the heavy slings up on the ship, and discharging the load into the various holds. This is hard work and it takes a high degree of skill to accomplish the job without damaging cargo or men.

The slings swing back and forth across the deck, and a man must watch in all directions at once while making his way along the decks. Just one slip, one unwarly moment, and the result is a head bashed in by a swinging load.

Down in the holds the cargo is being stowed by experts. The load must be equalized and lashed in such a way that the motion of the vessel will not cause it to shift. Men who have been on ships on which the cargo shifted, have come back with stories of damaged holds, hours of work to straighten out the situation, and injuries to personnel. Some ships have even been sunk because of poor stowage of cargo.

Signing of Articles is another long process. SIU Patrolmen go aboard for sign-ons and payoffs. This is to provide the crew with representation and to make sure

SS Marine Arrow Is Truly Isthmian

(Continued from Page 4)

hours after Isthmian stalled around and claimed later that they could collect the difference at the company offices.

Both Sohl and Bucci asserted that they had a good bunch of officers aboard the Arrow with the exception of the Old Man. In addition, they stated that Isthmian seamen could expect to sail under similar conditions to those aboard the Arrow as long as Isthmian remained without an SIU contract.

"With an SIU contract," Sohl stated, "no bull-headed Skipper like Johnson will deny us our legitimate rights."

that the men are not signing Articles with clauses that will not protect them.

SHIP ON BALL

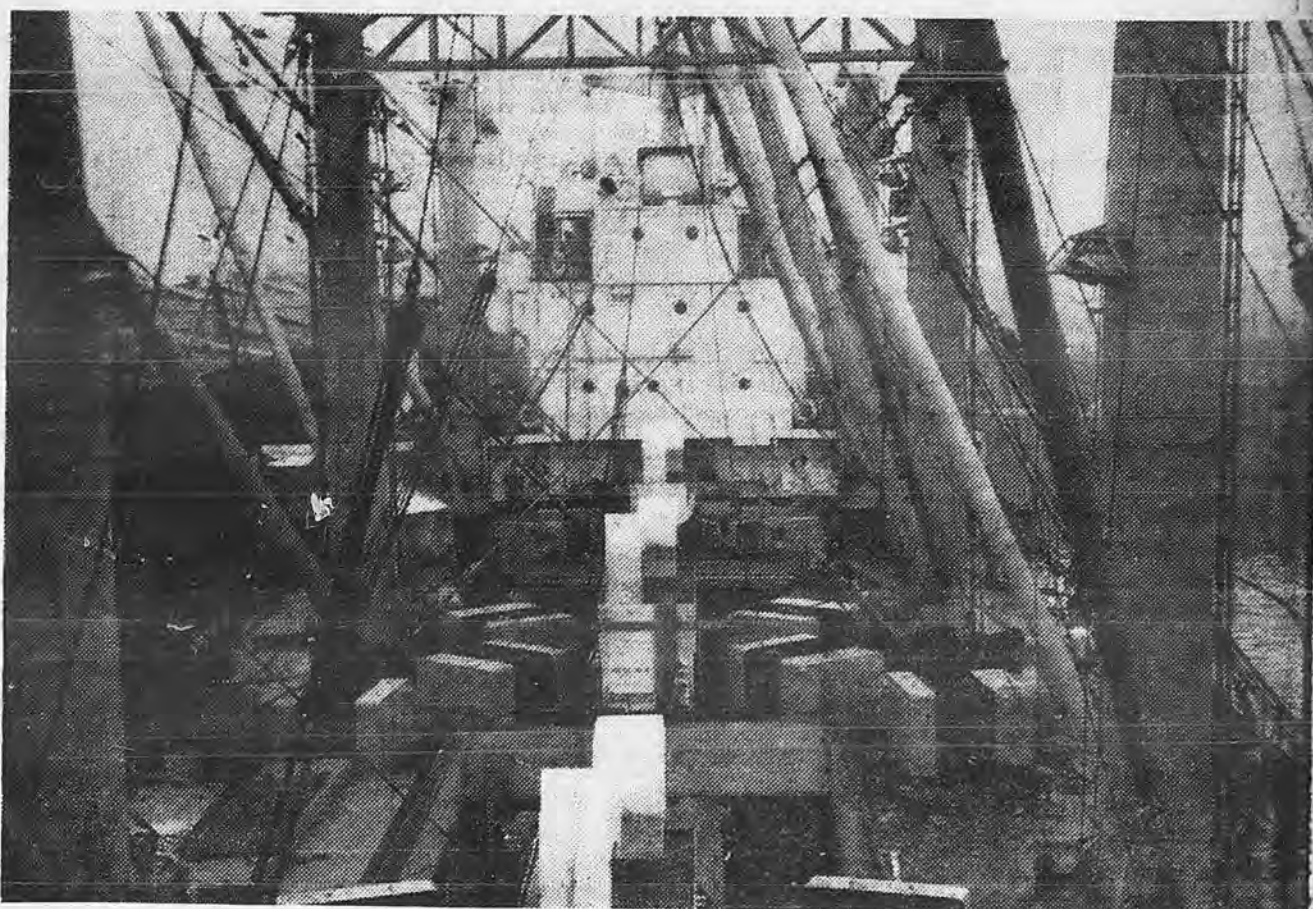
Once this question is satisfied, the men are examined by a doctor. This is not a thorough examination, but it shows whether or not men are in good enough physical condition to withstand a voyage.

Next comes the actual signing of Articles, under the direction of a Shipping Commissioner. Men line up after the doctor's okay, and one by one they place their John Hancock on the Articles.

All right, the cargo has been stowed, the stores taken aboard, the Articles signed, and so off on a good trip. The Marine Runner is a clean ship, with a good crew, so it looks like a fine trip to southern waters—and just when the weather is getting rugged up here.

Keep her steady as she goes, men.

THE LONG VIEW



Taken from high on the bridge, this is a picture of the deck of the Marine Runner, Robin Lines, as the ship was preparing to get under way for a trip to South Africa. Plenty going on, but with an SIU crew aboard, everything is completely under control.



Dr. Lecky H. Russell examines an AB prior to the sign-on. Every man undergoes an examination, and anything wrong is checked before the ship pulls out. It's too late to treat a bad heart or other ailments when the ship is in the middle of the ocean. It takes men in excellent physical condition to man ships, and no member of the SIU wants to take sick a thousand miles from nowhere and put the burden of his work on his shipmates.



After being examined by the doctor, these members of the crew of the Marine Runner queue up for a chance to sign the Articles. From here on it's a long trip to South Africa, and back home again. Oh, for the life of a sailor!

NMU Blocks Seafarers' Proposal To Expedite Isthmian Vote Count

(Continued from Page 1)

The twelve ships challenged by the National Maritime Union, CIO, are the Argonaut, William N. Byers, Carleton Victory, John Constantine, David Dudley Field, William Glackens, William D. Hoard, Anson Jones, Norman E. Mack, Marine Fox, W. W. McCrackin, and the Ocean Telegraph.

AS IN ESSO

In the counting of the Isthmian votes, the NMU is pursuing the same course as it did in the case of Standard Oil of New Jersey, where NMU delaying moves resulted in the NLRB Examiner throwing out the entire election. Standard Oil seamen have suffered since no union has ever been accredited as bargaining agent.

Mr. Sidney Levy, the NLRB Field Examiner, announced at the meeting that he has practically concluded his investigation, and that his report will soon be rendered to Mr. Howard LeBarron, Regional Director of the NLRB in this area. He would set no

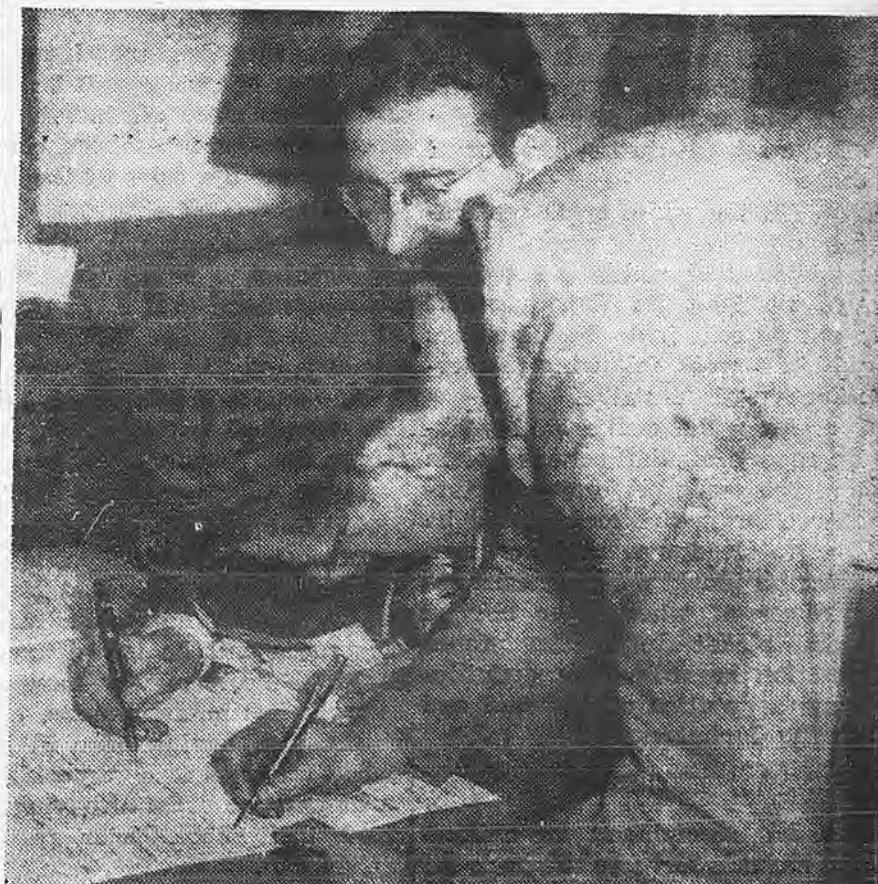
date for this action, but reiterated that it would be very soon.

All waterfront workers are enraged by the shoddy tactics of the NMU. They consider that the election has been lost by the CIO union and that its dog in the manger actions are only harming the Isthmian seamen.

Even the Pilot's wild tales of collusion between some SIU organizers and some Isthmian officials is only being received with laughter.

Seamen know of the difficulties encountered by the SIU in this Organizing Drive, and they are aware that it was hard work and straight union principles that caused Isthmian seamen to go Seafarers by an overwhelming majority.

Nothing that the NMU or the Pilot can say will change the facts. The Seafarers International Union has the support of Isthmian seamen, and the NMU is raising a false issue to cover up its own inability to gain the confidence of these previously unorganized seamen.



An AB places his signature on the Articles and he is all ready for a long trip. Two SIU Patrolmen are present to make sure that the men signed the correct Articles and that the ship is okay with no beefs by the crew. This is standard practice on SIU contracted ships.

Strike Clearance Committee Has Plan For Next Strike

(Continued from Page 1)

one person be retained to keep up records and correspondence for an additional ninety days.

This person also to be empowered to clear individuals who are entitled to such clearances. In the event of a question, a special committee should be elected off the floor to hear the facts of the case.

Following are the recommendations submitted by the 1946 General Strike Clearance Committee, Headquarters Branch:

1. We recommend that the same strike picket card system which was used in the last General Strike of September 3-13, 1946, be accepted as the permanent picket record system for all future strikes.

It is necessary, however, to change the color from time to time in order to avoid confusing the picket cards from the next strike with the previous one.

These cards and the other strike record slips used should be ordered and distributed to the various branches as soon as this is accepted by the membership. This will avoid delay in the event the Union is again involved in another strike.

UNIFORM SYSTEM

2. We recommend that all ports follow a uniform system of keeping track of the credit given for picketing. We suggest the following for this purpose:

a. Area Commanders should turn in the picket assignment slips daily. These slips or reports must contain the names of the pickets in his area together with a credit stamp next to each picket who performed duty that day. Absence or sickness must be noted likewise.

b. The Strike Committee representative in charge of picket assignment records should see that the daily credit stamp for picketing is immediately stamped on the card marked "To Be Retained By Port Strike Committee" and on the two white cards marked "To Be Sent To Headquarters."

c. If necessary, a 24-hour system should be set up to keep the records up to date. As many men as are necessary can be divided into three watches, each shift under the direction of a sub-chairman who will be responsible for all the records during his tour of duty.

d. All the white cards containing the picket duty record of the members and which are marked "To Be Sent To Headquarters" must be sent in to Headquarters within a week following the termination of the strike.

e. After the strike a bi-weekly report of the actions taken and the work performed in further clearance of men should be sent to Headquarters. Each man must be issued a picket card regardless of whether or not he stood picket duty. The proper notation regarding his activities must be written on his card and on the duplicates.

EXCUSES

3. We recommend the following excuses serve as the basis for clearing men:

a. Proof of illness or disability, in the form of a hospital discharge or notarized doctor's certificate covering the strike period.

b. Proof of being in jail during the strike period.

c. Proof of being out at sea on an SIU or SUP ship or in a foreign port during the strike period.

d. Proof of being in the Armed Forces during the strike period.

e. Proof of extreme hardship in one form or another.

f. Proof of having retired Union book prior to the strike vote.

It is understood that the Clearance Committee in the different ports will be permitted to use their own discretion in regards to the possibility of accepting other legitimate excuses.

FINES AND PENALTIES

4. We recommend that every attempt be made to set-up a uniform system of fines and other penalties to be imposed upon men who have missed the strike without having legitimate excuses.

5. We also recommend that any brother who retires his book while a strike vote is being taken shall not be permitted to rejoin the Union for a period of not less than six months from the date of the termination of the strike.

DO NOT UNDERSTAND

6. The Committee has listened to the cases of many of the brothers who did not have legitimate excuses for missing the strike, and is convinced that quite a few of these delinquent brothers simply did not understand all of the circumstances and conditions which exist when a strike takes place.

We therefore further recommend that a pamphlet be written which shall outline in clean language exactly what is required of members during strike situations. This pamphlet is to be distributed to the membership to serve as a guide to all those members whose knowledge of the rights and duties of Union members, especially in a strike period, is limited.

7. And finally, this Committee recommends that its activity end on Saturday, December 21, 1946, except that one person shall continue to keep up the records and correspondence for an additional period of 90 days.

During this three month period the person in charge will be empowered to clear all individuals who are entitled to strike clearances under the rules of the Union.

For these individuals who are not entitled to strike clearances, we recommend that a committee be elected off the floor every Monday and Thursday to act on these cases in accordance with the procedure laid down by this Committee.

And finally, after the 90-day period is up, all the strike clearance records will be deposited in the files of the Union at Headquarters and no more strike clearances will be issued except for those brothers who have absolutely legitimate reasons, such as proof as having been in jail, out at sea, in a foreign port, sick in hospital, or proof of having retired their book prior to the strike vote.

Signed by:

Ed Bender
Benny Goodman
Paul Parsons
John C. Calhoun

THEY CHECKED THE CLEARANCES



Winding up the tremendous amount of work of checking Strike Clearance for the 1946 General Strike, the Committee takes time to explain the job to a Log reporter. Left to right, David B. Sacher, John H. Calhoun, Edward Bender, Chairman of the Committee, Benny Goodman, and the Log reporter. Missing from this picture is Paul Parsons, who served from the time the Committee was set up.

MEET THE SEAFARERS



Thomas W. King

Because he ran into some ISU members in Tampa during the 1937 Strike, Thomas W. King, AB, is a seaman today. That may not sound too sensible, but it's the gospel truth.

Tom started out as a coalpasser on the Severance in 1925. He continued sailing until 1930, but when the bottom fell out of shipping, he returned to his first trade, house painting. From 1930 to 1937, he plied his trade all over the United States.

Although business was bad, as a member of the AFL Painters Union, he was able to pick up jobs. That's how come he was in Tampa in '37.

He heard about the strike of the seamen, but he felt that he had left all that behind him when he stopped sailing. It was quite by accident that he ran into some old buddies, and their talk of the sea and the fight they were putting up caused him to change his mind.

BACK TO SEA

He immediately quit his job, and reported for picket duty. When the strike was over he went down to the Union Hall, and as soon as possible, he made a ship.

Again in 1940, he went back to painting, but when Pearl Harbor was attacked, he came right back and has been sailing since. All during the war he sailed the danger zones, and he intends to continue shipping from now on.

Brother King was a party to one of the most heroic incidents of the war. He was aboard the SS Robin Sherwood when she was returning from Europe with coal slag in ballast. In the midst of a storm the ballast shifted to a 45 degree angle, and the propeller was lifted clear of the water.

HARD WORK

For ninety hours the men worked with their bare hands and improvised tools to shift the cargo back. Sometimes a sudden lurch of the ship would undo all that they had been able to accomplish.

No one slept. Only cold food was available, but even this had to be taken on the run. Finally



they shifted enough cargo so that they could make headway, but even so they had to remain at work to prevent the cargo from shifting back.

This went on for five days until they made port. In the storm, and the activity that followed, seven seamen lost their lives. When the entire story was released, eight members of the crew were commended by Washington.

MORE ADVENTURES

As if this occurrence wasn't enough, Tom also took part in the invasion of North Africa, and then was one of the first merchant seamen to go into Okinawa. Luckily, he was not hurt in any of these ventures.

King is a good Union man, as is proved by the way he came back into the organization at the height of the 1937 Strike. He was in New York at the time of the 1946 General Strike, and took his turn on the picketlines.

As a good Union man, Brother King has always accepted his responsibilities aboard ship. When elected to do so, he acts as Deck Department Delegate, or in any other capacity.

Thomas King's only boast is that he is the best bridge player in the merchant marine, and that he is ready to take on all challengers at any time. So that's something for other bridge playing Seafarers to think about.

Tale For Seamen, With Moral For Bucko Skippers

(Continued from Page 4)

to order extra food for the passengers. Coffee was drunk from tin cans, as there were only six cups for 24 passengers.

For the 24 passengers there were eight plates and three soup bowls. There were no glasses, and only spoons for eight. Jack, like the rest had to take the main course, dessert, and sometimes soup, all in one dish due to the lack of utensils.

HEALTH MENACE

When Jack was put aboard in Yokahama he was put in a room with a man having active tuberculosis. The man died before the ship left Japan; but if had lived, the Captain would have allowed the passengers to remain in the same room with the diseased man.

All of the passengers complained to the Skipper about the conditions aboard ship, but nothing was done about it. Jack bided his time until he was back in the States before blowing his top. As soon as the ship tied up he came into the New York Hall and told us his story.

GOT TRANSPORTATION

We got a hold of the company and in short order collected the transportation money and pay due him from the time he was dumped off the Waterman in Japan until he arrived in the states, and told him to put his case concerning the forced inoculations on the John B. Waterman, and the unhealthy conditions aboard the Dunham Victory, in the hands of an attorney.

He had an excellent case and we couldn't see how he could lose. The company obviously looked at it the same way we did, because as soon as they were shown the case they quickly called him in and asked him to forget the suit and take a settlement.

Jack's attorney agreed that the amount offered in settlement was not to be scoffed at and so they made a settlement out of court.

Before the final action was taken on the beef with Waterman, Jack took a ship out, so if he gets this Log he will be happy to learn that there is a check for him waiting at his lawyer's office, and rumor has it that it is well in the neighborhood of 500 smackers.

Toledo Agent Gives Lowdown On The LSU

By HENRY CHAPPELL

TOLEDO—At this time I wish to repeat a statement which appeared in several of my Log articles regarding the fact that the NMU is a front for the Communist Party.

However, it was not my intention to create the thought in the minds of anyone that all NMU members are communists. The statement refers to the high officials of the NMU, a number of minor ones, and their stooges.

These individuals throw their weight around at meetings and in the discussion of vital union matters out of all proportion to their actual numbers, and force the NMU members to abide by their decisions with threats of bodily harm, expulsion or fines.

Most NMU rank and filers are good conscientious union men who lack real leadership, and who in many instances are just now awakening to the fact that their phony leadership is only interested in promoting political lines for the party. This is proven by the fact that many NMU members are continually turning to the Seafarers where they know that they have a voice and vote on all issues.

Any Lakes sailor considering the joining of a union should dismiss the Lake Seamens Union without the usual grain of salt. This outfit is not even worthy of mentioning whenever and wherever unions are discussed.

LOWDOWN ON LSU

Here's the real score on the Lake Seamens Union:

It is financed and controlled by the Cleveland Cliffs Iron Company. LSU officials are not elected by the membership, but appointed by the higher up officials of the Company. No one represents the membership ashore except the Company attorneys.

The LSU is not affiliated with any other labor organization, and would not have outside support in the event of a labor dispute. In fact, the only purpose this phony outfit has for existing is to retard the movements of the only real sailors union on the Great Lakes, the Seafarers International Union—AFL.

The SIU has the best contracts, wages, and working conditions. All of our gains have been won by collective bargaining negotiations between the Union and the companies, not handed to us on a silver platter as is the case with the LSU when they finally get what the SIU has already won.

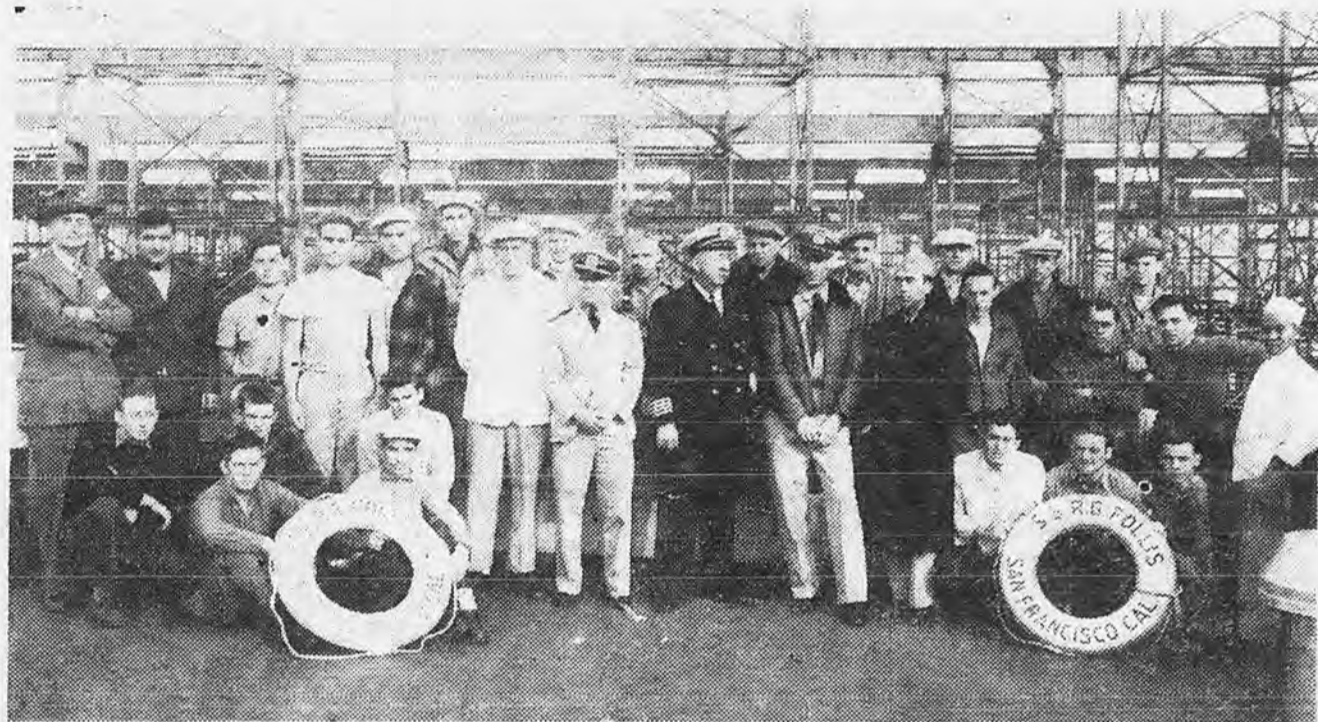
As far as the legal aspects of unionism, the SIU is active, too. But, we're only active where the seamen are actually concerned, such as securing passage of better unemployment insurance laws and other favorable laws in regard to the safety of seamen and the bettering of living conditions both ashore and at sea.

This fall, if an SIU organizer fails to contact you aboard ship, be sure to come up to the SIU Hall and find out about joining the Seafarers. It's the only union of sailors run by sailors for the good of sailors, and where every member is consulted on all matters.

Don't forget, in Toledo the SIU is located at 615 Summit St. Phone number: Ga. 2112.

AROUND THE PORTS

Standard California Has Last Word In Tankers: Semi-Private Foc'sles, And Hot And Cold Radar



After furnishing enough men to crew up the SS R. G. Follis, Standard Oil of California (above), Marcus Hook reports that there aren't enough men on the beach to crew a rowboat, small size. The SIU and the SUP worked together on this ship so that enough men were available in all Departments. Thanks to the fact that Mr. J. H. Echeron, manager of the Marine Department of Standard Oil of California, has not forgotten that he was once a seaman himself, the Follis has been outfitted with all the latest conveniences for the crew. Mike Kerney, S. O. East Coast Rep. stands left of Blackie Cardullo, Marcus Hook Port Agent, and Captain Sullivan, Skipper of the ship and a real oldtimer, himself, is right in the middle of the front row.

By BLACKIE CARDULLO

MARCUS HOOK—We have quite a busy week in this port. What with shipping men to organized and unorganized ships, we haven't enough men on the beach to crew up a rowboat.

The last ship to crew up was the R. G. Follis, the sister ship of the Bryant, both of them the newest additions to the fleet of Standard Oil of California. The Follis was ready to make her maiden voyage, and the SUP worked together with us to get her crewed up before she took off.

HE REMEMBERS

This ship is the last word in comfort and safety devices. There are only two men to a room, hot and cold running water in each room, big closets, table lamps, and writing desks in the crew's lounge. Besides that, the ship is equipped with radar; the only ship in the merchant marine so outfitted.

The credit for these conditions

goes to Mr. J. H. Echeron, manager of the Marine Department of the Standard Oil of California.

He is an oldtime seaman who once worked under lousy conditions. He has done everything to make this ship a sailor's dream, and no expense has been spared. In all this he has been assisted by Mike Kerney, who is the East Coast representative of the Company.

The Skipper of the Follis, Captain Sullivan, is an oldtimer who has been going to sea since he was twelve years old.

He knew Andy Furuseth well, and he never forgets that he used to be an unlicensed seaman himself.

He instructs the Delegates to bring the beefs to him as soon as they occur, and then he goes to bat to settle them immediately.

SUN OIL GESTAPO

Organizing Sun Oil is still a game of hide and seek. The company stooges still report anyone

seen talking to an SIU Organizer. Every now and then one of the stooges will get fired, and then he comes running to the Union Hall to tell us about the dirty deal received, and how phony the company is.

They ask us how they can join the SIU, and they seem surprised when we give them a short and sweet answer.

The newspapers have really been funny lately. The columnists like Westbrook Pegler and Drew Pearson try to figure out what is going on in the minds of labor leaders, and then they hurry to get it into print.

Most of the time they come up with wrong information, or else they figure things out backwards. But that doesn't stop them from trying again the next day.

They should round up all those columnists, put them in a bag, and then shake the bag real hard. If they could get one good brain out of the whole bunch, I would be very much surprised.

The Patrolman Says: Fault Of The Crew

NEW YORK — It has been brought to my attention that frequently vessels in port with skeleton crews aboard are feeding two messroom service while the Steward Department has a complement of only Chief Steward, Chief Cook, one Crew Messman, and one Saloon Messman, a total of four.

An example of this I found on a victory ship I visited recently, where I found 18 crewmembers aboard and a Steward Department of four. This, I must say, is not the fault of the company, but the fault of the crew for not calling the Hall for additional

men or man. It is the practice of the Union when a ship is maintaining a skeleton crew to have no less than five men working in the Steward's Department.

NOTHING GAINED

In the Agreement, Section 17(b) of the Steward's Department working rules, it states that no division of overtime will be made when there is a skeleton crew aboard, so it is only sensible and proper that an additional man or men be called out from the Hall as no one is going to receive extra money for the work done.

We don't want to go back 20 years to the days when the feed-

ing was done by one man in the galley, so when on a ship that is carrying a skeleton crew make sure that there are at least five men in the galley. If not, notify the Hall at once; don't wait for two or three weeks before making your beef.

Remember that even though the company furnishes bread, pie, and cake during these periods, the cook will still need a galley man to clean the galley, wash pots, peel potatoes, and go to the ice box.

The men are here at the Hall waiting for those jobs so don't be afraid to call for them.

Claude Fisher

Spurt Expected In New York After New Year

By JOE ALGINA

NEW YORK—After a few weeks of activity, shipping has sort of slackened down, but we expect a spurt after the first of the new year. A lot of companies are prepared to expand their activities at that time, and as a result we should be plenty busy.

Right now things are going along smoothly, with all hands being kept busy, but there are just not enough jobs on the board for all men on the beach.

Of course, nobody has to wait on the beach too long, but it will be good to have jobs available immediately when a man comes off a ship.

We paid off the Ransome Moore, Alcoa, last week and ran into a bit of trouble. There were 800 hours overtime in dispute, and it looked for a while as though the company was prepared to fight it out if it took all winter.

Ray Gonzales and Salvatore Colls were the Patrolmen and they finally convinced the company that it would be smarter to pay the overtime than to have the ship tied up until the dispute was settled.

CONTACTS CLEAR

On and off we have these little tiffs with the various companies. All of them could be avoided if the contracts were clearly read



by the licensed officers and by the Company Agents. What constitutes overtime is clearly explained, and when a seaman enters overtime on the sheet, it is usually legitimate.

Fighting this overtime only makes for bad feeling between the crew and the company. Besides that it holds up the payoff, and that is important. So here's hoping that all companies get on the ball and study the contracts.

The National Association of Manufacturers just had a convention, and I'm willing to bet that the most important subject they discussed was what to do about labor.

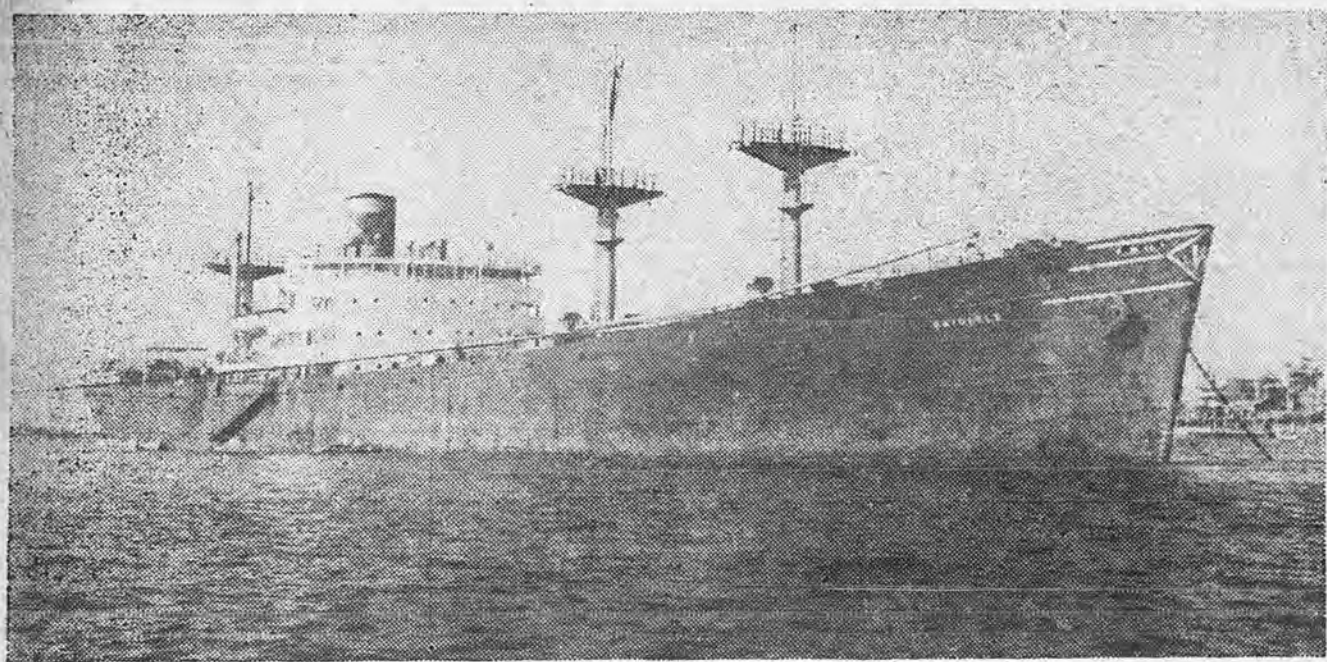
CRY BABIES

The news stories that came out of the convention showed that they are all in favor of repressive legislation against labor, legislation that would rob labor of every gain made in the past twenty-five years.

They didn't say a word about restricting management, in fact they cried about how employers have taken an awful licking because of labor's gains.

Well, if it didn't prove anything else, it proved that big business is really on the war path against labor, and that labor better dig in and prepare for a long fight. Otherwise we may lose more than we can gain back in the next fifty years.

OFF THE ROCKS NOW



This is the SS Fairisle, Waterman Steamship Company, which is now on a regular Far East run. This picture was sent in by the Baltimore Branch. Incidentally, 26 seamen have entered salvage claims in Federal Court in Baltimore, contending that their volunteer efforts saved the Fairisle from destruction on reefs off the coast of India a few months ago. They have asked that the cargo of the vessel be sold and the proceeds turned over to them as "compensation for their valuable service." The Waterman Steamship Company has filed a notice of intention to fight the claim.

Bring Your Own Food With You When You Ship With The LSU

By WILLIAM STEVENSON

DETROIT—Old man winter has yet to appear in full force on the Great Lakes but, with the exception of a few stragglers, most ships have already found their winter berths, not waiting until caught in a freeze before running for a dock.

Some of the SIU ships are laying-up here in Detroit, and their crews have been coming to the Hall regularly after working hours to pick up their mail and the latest issues of the Seafarers Log.

Naturally, most of the men who come in are off SIU ships, but the other day we were visited by two SIU members who layed-up one of the Cleveland Cliffs ships. This is the outfit which sponsors, and has a contract with the Lake Seamen's Union.

LSU TALE

It is well worth repeating some of the tales they told me regarding this contract, and just how much good it is to the men in the Lake Seamen's Union.

In command of the ship, the SS Grand Isle, was Captain Brytz who acted as though he had a military crew aboard, for when receiving their pay the crew had to stand at attention, no smoking, no talking, in fact everything except salute.

If the crewmembers didn't sign their pay receipt when he placed it on his deck they were reprimanded.

Naturally the fellows told me about the feeding aboard ship,

for they were only served twice a week, once hard boiled, and once cooked to order.

Butter was out of reach for the poor company, so the Steward was required to make his own with oleo and butter fat. The fellows told me it had the appearance of cheese but that was all.

CONTRACT POOR

Remember all this on a union contracted ship. (Lake Seamen's Union alias Cleveland Cliffs Company) Somehow the contract neglected to be specific about working hours, a little matter which was no doubt overlooked during negotiations, for the Deck Crew worked eight hours a day, in a manner split up to suit the officers.

Night or day; Saturdays, Sundays, or Holidays, it made no difference to the LSU contract.

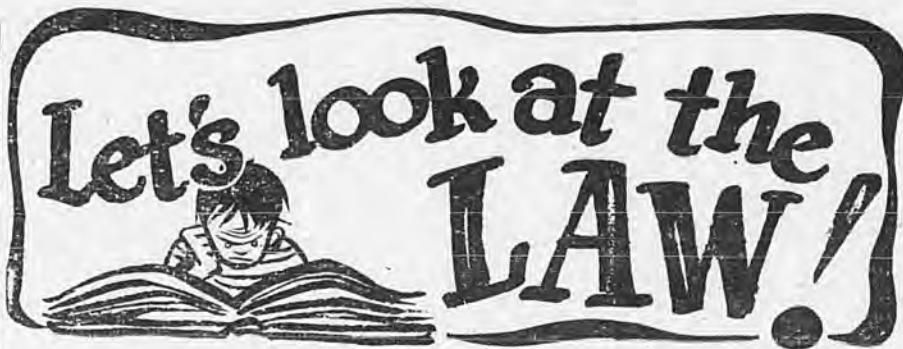
Everyone knows that in the SIU contracts there is no unnecessary work after 5 p.m. or before 8 a.m., and no unnecessary work on Saturday afternoons, Sundays, or holidays without the payment of overtime. The LSU boys can claim only payment of overtime for Sunday work.

The SIU men who told me these facts said that many of the men were fed up with the way things are operated on the LSU ships, and would welcome the SIU. Well, they will have their opportunity for these conditions are what we are out to eliminate when our organizational drive opens in the spring.

Just a P.S. to Gust W. Schultz. There is mail for you here at the Detroit Hall. Drop us a card notifying us where you want it sent.

Duty To Vote

It is your Union duty to vote for officials for 1947. The SIU is only as strong as the membership, so make your Union strong by taking an interest in its activities. You can vote in any SIU Hall until December 31, 1946. Don't delay; do it today.



By JOE VOLPIAN

The more members our Union has, the more powerful we become. In order to recruit members, we have to have more ships to give these new members jobs, so that they would not cut out any of the old members from working. Getting ships is not just a question of going aboard and asking men to join our union. It is much more than that.

When the decision is made to organize a ship or a Company, we send our organizers either aboard the vessel or if they can't get aboard, we stand at the gates and button-hole every member of the crew. We tell them the merits of becoming a Union member and especially the value of joining the SIU. We convince him by showing that we have done much more for seamen than any other union.

There are so many arguments we can use that it would take up more than this paper to set them all forth. After a man has been convinced that we are the best union, he signs a pledge card, in which he promises to vote for the SIU. After a sufficient number of pledge cards are obtained, we then notify the vessel's owner that we represent a majority of the seamen aboard their ships and request that they meet with us to arrange a contract.

NO CONSENT

In most cases the Company refuses and it is then necessary to present a petition to the local National Labor Relations Board, requesting that an election be held to determine a bargaining agent for the unlicensed personnel working the ships of the Company. All other unions who might have an interest in the outcome of the election are then notified. In due time if we prove that we have enough pledges, an election is ordered by the National Labor Relations Board in Washington.

The order of election usually

There Are Happy Days In Boston As Shipping, Business Pick Up

By JOHN MOGAN

BOSTON—The time has finally arrived when it is possible to say that shipping and business in this Branch has made a turn for the better.

The Niantic Victory, Simmons Victory, Berea Victory, and Abram Clark were crewed up completely. These vessels are all owned by Waterman, and all but the Berea Victory were just recently acquired.

In addition, there were quite a few jobs on the Falmouth (Eastern) and on the Newberg (Deconhill tanker), which paid off here along with the Falmouth.

Also paying off and crewing up here last week was the Trinidad Head, a Moran tug. All of which contributed to the busiest week we've had since the end of the strike.

With these fast sales and reallocations of ships these days, we

also crewed up a West Coast ship in error. One of our agents, who has occasion very often to order men from us, mistakenly ordered a full crew for the SS Cardinal Gibbons, formerly NMU.

We crewed her up all right (it was a hurry-up job) and then she turned out to be a West Coast ship, with only the deck crew supposed to come from here.

Unfortunately, foreign articles were being signed as soon as the crew got aboard, so that by the time the situation was clarified the entire crew was on articles and underway.

A good proportion of our book members, at least all of those who wanted to ship, made jobs during the week. Toward the end of the week, however, there were jobs going begging—with plenty of book and tripcard men still around—which necessitated the issuance of a couple of permits, as time did not permit of contacting New York for the men.

Some members are inclined to resent seeing a permit issued these days, and wisely; but these same members are perhaps standing around passing up jobs when it does happen.

Still, the holidays are coming up, and fast, and this doubtless has its effect on the job situation.

MERRY CHRISTMAS

We have been getting an average of 300 members at our meetings in recent months, and some pretty good sessions they were, too. Now, though, with over 150



members shipped, the next meeting will seem like a Sunday school affair in contrast.

Incidentally, voting this year was much better than the average for previous years; but has now slowed down to a walk.

Well, it is hoped that future reports from Boston will continue to be as favorable as this one insofar as business and shipping is concerned. But now to end this one—by sending to all members everywhere holiday greetings, wishing one and all a Merry Christmas and a Happy and Prosperous New Year.

a total of 401 votes to win the election. However, if the challenged votes would make a difference in the final outcome of the election, then the Field Examiner investigates the challenges and submits his report to the Regional Director of the National Labor Relations Board, who then rules whether or not the challenged votes should be counted or disregarded.

We shall continue this article at a later date, but in the meantime every SIU man should be an organizer because after all, who knows best what benefits can be gained from joining our Union than an SIU man?



and, as could be expected, it was rough. It seems that the company thinks eggs are too expensive,

Last Ship Of Year Clears Duluth; Expect AB Shortage To Continue

By E. NORDAAS

DULUTH—The last ship of the 1946 season on the Great Lakes has cleared the Lake Superior port of Duluth. Only a handful of seamen are around the Hall taking care of odds and ends before they leave for their homes to await the reopening of shipping in the spring.

With the season closed, the Lakes seamen are taking a long rest which they all deserve, for no one but the Lakes seamen know how tiresome it can become plying the great inland waterways from spring to fall.

As a rule, they spend only an average of four hours in any port, and after a while a milk run begins to get pretty monotonous. The long winter rest will put new vigor in the boys and they will bounce back ready to knock out another season when the flowers bloom in the spring.

AB SHORTAGE

Unlike reports we receive here concerning the shipping in the deep sea ports, we have had a real shortage of AB's throughout the entire 1946 season.

At times the shortage was so great that we had to let ships sail with as many as four vacancies among the AB's.

It was a shame that these jobs could not be filled and now is a good time to get ready for next season so there will not be a repeat of this.

I suggest to all Ordinary Seamen, who have enough sailing time and believe they can qualify, to go after an AB ticket.

There is every reason to believe that the coming season will produce the same shortage of AB's,

occurred when the boom was used where there were men on the docks who could have taken the lines.

Another cause of accidents is open bunker hatches. On many ships they are left open the whole season, and when firemen or coal-passers come on deck at night to turn the ventilators they can easily fall in the bunkers.

The open hatch is unnecessary and should be eliminated. There is no sense in taking unnecessary risks which may mean permanent crippling or death to a seaman.

Although the season is at an end in Duluth, membership meetings will still be held at the Duluth Hall every first and third Monday of the month at 7:30 p.m.

Ships That Pass In The Night Don't Think Much Of Operators

By LOUIS GOFFIN

You've often heard the expression, "like ships that pass in the night," but have you ever wondered whether these ships are embodied with souls and are able to communicate with one another? I have, and so while thinking about it the other night I got to wondering what their conversation would be like, and what they would discuss, should they meet.

I sat back in my chair and closed my eyes trying hard to visualize such a meeting, when to my mind came the familiar sound of a ship plowing forward through the seas in the calm of the night, and just off the starboard bow came the equally familiar sound of a ship passing in the opposite direction. To my sensitive ears it seemed that I could hear the following conversation:

First Ship: "Hello, there. Where are you bound for, and what are you carrying?"

Second Ship: "Hello, and may I ask you the same question?"

First Ship: "Well, I'm heading east with a general load. How about you?"

Second Ship: "I'm heading west with grain."

First Ship: "Say, your owners must be making quite a profit on your load."

Second Ship: "You wouldn't

by that SIU crew I can't see their beef. As a matter of fact, they ought to be pretty thankful that I'm an SIU ship."

Second Ship: "Well glory be, Sister, I'm a SIU wagon, too, and my owners have the same line of crap as yours. If we weren't passing each other in the night, but in the daytime where everyone could see us, I'll bet they would say that we were the best looking ships afloat."

First Ship: "I agree with you, and not only that, our owners should be thankful that we are under SIU contract. I had the misfortune of colliding with a NMU ship, and it took my SIU crew a long time to get that vile smell off of me. Well, sis, so long, and I hope we'll meet again some time in the future."

Second Ship: "So long, be seeing you—and as the SIU boys say, 'steady as she goes.'"

Soft Coal Smoke Gets In Our Eyes

The coal strike produced its expected quota of repercussions. A South Carolina municipal official nominated John L. Lewis as the man who made the year's outstanding contribution to smoke elimination. A CIO union in Buffalo, N. Y., proposed Lewis for President in 1948 on a "labor party" ticket. In another place the miners went on strike against a mine they owned themselves.

But all this fades into insignificance in the light of a report from Cambria, Ill., where a miner announced that his 13 hens stopped laying eggs on the day the strike started and didn't resume until the day the walkout ended. THAT is union solidarity with a vengeance. And proof, too, that all hens aren't dumb clucks.

think so from hearing them talk. They keep moaning that they are losing money every trip as it costs too much to operate."

First Ship: "Yeah, my owners talk the same way, and it seems to me that the reason my owners are squawking is because they have to pay a decent living wage to their crews."

"The way I'm being kept up

FAREWELL TO THE CAPE PILLAR



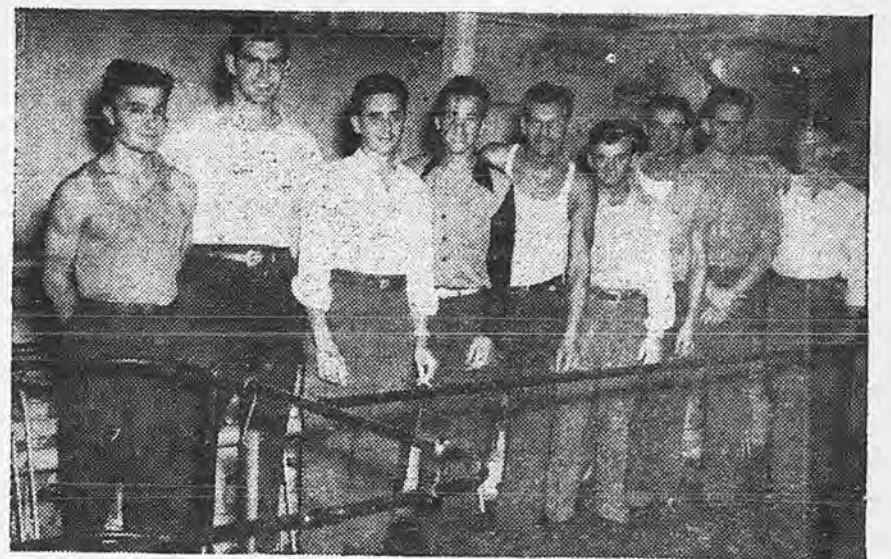
This well known ship, the MV Cape Pillar, is being sold and will leave the SIU-contracted fleet. Members of the crew say that they hope the vessel is sold to the Norwegian Government rather than to Lykes Brothers. Their reasoning is that they don't want to see the NMU "crumb up the ship after the SIU men worked so hard to make her a home." Above are pictured some members of the crew.

NO NEWS??

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

- CHARLESTON
- PORT ARTHUR
- HOUSTON
- NORFOLK
- JACKSONVILLE
- MOBILE
- GALVESTON
- CORPUS CHRISTI
- TAMPA

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



The Cape Pillar Engine Department takes time out to pose for a picture. They, too, are sorry that the ship is being sold. They worked hard, and the Pillar had a reputation as a clean ship. Left to right, E. Delaurentiss, F. Dombouki, W. Fagan, J. Borek, F. Bose, A. Ruscetoki, R. Marsh, H. Rolan, and W. Sinclair. They made the slogan "An SIU Ship Is A Clean Ship" come true.

The Patrolmen Say...

Rules Are Rules

NEW YORK — During the past week I have covered several SIU ships and can honestly say that all ships were 100 percent shipshape in all three departments.

The only headache that is plaguing the Patrolmen at the present is in the bellyrobbing department in regards to the placing of men. For example, when the Steward divides up the work, trying to place the men to the best of his ability so that no man would be burdened with too much work, he finds that he has a hard time getting the men to co-operate.

The men, it is reported, want the Union representatives to go out to the ship and set up the work for them, instead of accepting their assignments from the Steward.

STEWARD IS HEAD

All brothers in the SIU should realize that the Steward is the head of his department, and in his hands rest all responsibilities for the department.

He was not placed aboard the

ship to do the actual work, but to see that the departments are well taken care of.

So remember the Steward is the one who assigns in food, linen, work, etc., and the Patrolman has nothing to do with the Steward's job.

It is also important that when a man is dispatched from the Hall to a job he must report aboard the ship with his gear ready to work as per the shipping rules. I would like to impress on the minds of the Brothers, chiefly the tripcarders and permitmen, the necessity of reading their shipping rules.

The time is past when we can abuse the rule, and every Brother should cooperate and obey this part of the shipping rules.

BIRTHDAY CELEBRATED

Aboard the George Washington, Alcoa Steamship Company, on December 4, Chef Benjamin Bailey, celebrated his 66th birthday.

Pop Bailey, who is no stranger to shipping companies or seamen, has spent 52 of his 66 years sailing the seas and whipping up tasty delicacies for the palates of the crews he has sailed with.

Since 1895, when Pop went to sea to earn his living, he has been respected by all seamen and no one has ever had a bad word to say about him.

So we wish a belated "happy birthday" to Pop Bailey from the New York Agent and all his friends around the Hall.

William Hamilton



and any Ordinary who believes he can qualify should not hesitate to go after it.

The procedure only takes a day or two for both lifeboat and AB ticket, and the dividend in increased wages and abundant jobs is well worth the small bit of trouble. Any Ordinary who goes after his AB ticket will not regret it in the spring when the call goes out for AB's.

SAFETY FIRST AGAIN

During the war the accent was on speed and more speed, with everything being sacrificed to insure the victory. Among the casualties was the observance of safety rules. Well, the war is over and the Safety First signs on board ships should again be observed for what they stand for.

A couple of safety measures which have been neglected during the war years, should be observed in the future.

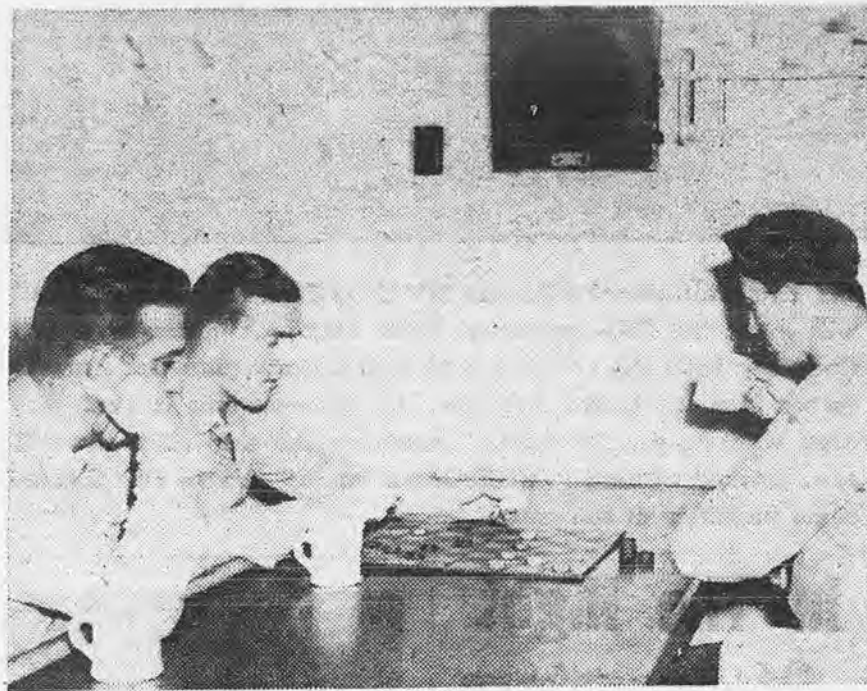
First, the use of the landing boom should be eliminated. There is no reason why it should be used as men from the various docks can catch the lines upon arrival and let them go upon departure.

Only on rare occasions should it be used. Many accidents have



SHIPS' MINUTES AND NEWS

CREWMEMBERS AND THEIR VESSEL



During the 10 a. m. break for coffee, two men of the Meredith Victory crew relax by trying to outwit each other at a game of checkers while a third Seafarer looks on.

Crew Calls Meredith A 'Fit Home At Sea'

The objective which all good SIU crews strive for aboard ship—that of making their vessel a fit home at sea—was accomplished by the worthy crew members of the SS Meredith Victory on the voyage that wound up in Norfolk last week. Votes of thanks for cooperation went to the Steward department, the master and his staff. There were no major beefs. Those that came up during the trip were satisfactorily settled at the payoff.

The lads worked hard to make the voyage a pleasant one. The officers did likewise, the crew said, and at the final shipboard meeting on Dec. 4, the crew approved a statement drawn up by Walter Cressman, Engine Department Delegate; John Papa, Deck Delegate; James Doris, Steward

Delegate, and W. LaChance, recording secretary, expressing thanks for the officers' contribution to the trip.

CREW STATEMENT

The statement received by the Log with the ship's minutes, follows:

"It was the unanimous voice of the entire crew, and made part of the minutes of a joint meeting held this date, that the Master of the Meredith Victory, John Tryg, and his entire staff be given a vote of thanks for making this voyage, BC 102, to Antwerp and Rotterdam a most pleasant one.

"Anyone sailing with this Master will find, as we have, that he has been more than fair in his consideration of the crew. Merè words are inadequate to properly express the word master in this instance. Suffice it to say, this ship is a home and rates a mention in the Log."

Any vessel which makes a trip, lauded by all hands as being entirely satisfactory and "pleasant," as did the Meredith Victory, certainly does rate a mention in the Log.

The fact that crew had praise for the voyage, however, should not be construed as meaning the crew didn't make demands for improvement of conditions.

RUSTY WATER

At the membership meeting the crew voted to have the department delegate speak to the Chief Engineer about "a positive and permanent remedy" for the fresh water tanks. The water had been coming from the tanks odorous and rusty.

Not without humorous implications was a suggestion made by a Brother who, if he doesn't like to dine in class, at least has certain dining room standards. He proposed that crew members wear at least a "Tee" shirt at mealtime.

"The sight of a hairy chest isn't very appetizing," he said. And all hands agreed.

COOPERATION

Sample of the type of cooperation and willingness to please that was so universal on the Meredith is brought out in the section of the minutes dealing with the night lunch. On several occasions, the minutes say, the twelve-to-four watch found no night lunch and sometimes very little.

At the meeting, the Steward replied that he had not been informed of the situation and that he was amply prepared for night lunches. Obviously annoyed with the condition, he vigorously stated to those present that from "now on there will be adequate night lunches."

Other matters settled at the meeting were of a routine nature and included improvement of messroom conditions, various repairs, cleanliness and courtesy.

Following one minute of silence observed in memory of departed Seafarers, the meeting adjourned.

The meeting was chaired by Brother McErlane with LaChance doing the recording.

Heat Has Mohican Men On War-Path

According to the books, we've heard the last of the Mohicans. But there's one Mohican from which the last has not been heard.

More specifically, the reference is to the Cape Mohican of the Bull line tribe, and the lads aboard her were war-whooping it up without reservation at a recent shipboard meeting. The minutes report that the sturdy band were making a vain stand against the heat elements—in one form or another—and they urged that the massacre be called to a halt.

CARBON CONDITIONING

For one thing the air conditioning system aboard the Cape Mohican, which makes tropical runs, is in dire need of repair. The minutes point out that the equipment's insides are full of carbon, with the result that instead of getting fresh clean air,



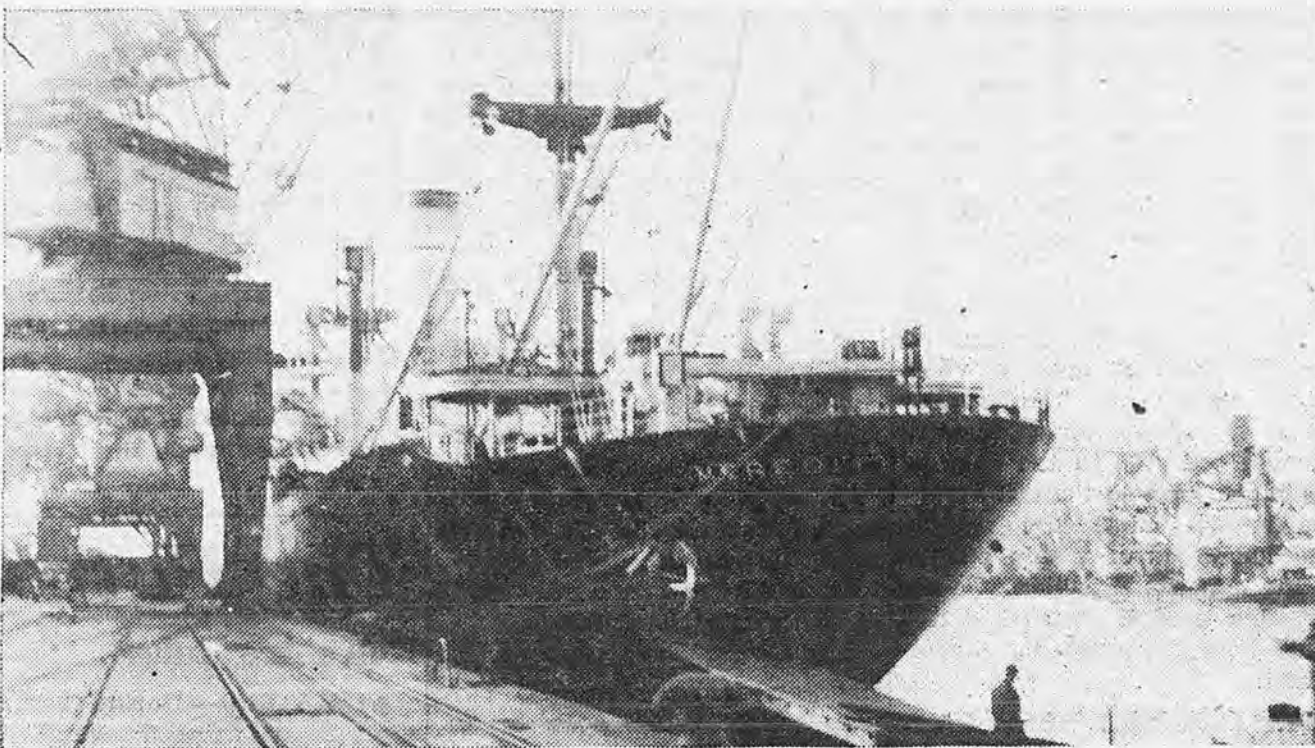
the men are getting mixed doses of air and carbon gas expelled from the unit.

In an open discussion it was claimed that the Cape Mohican "is the hottest ship running south." It has been necessary for the crew to seek relief by sleeping in cots placed out on deck. But this has posed another problem—the hot southern sun scorches the men and the heavy rains soak them up. For protection against the elements it was unanimously recommended that a canvas cover be put up on the poop deck to provide shelter.

HOT STUFF

The Mohican men had still another steaming complaint stemming from a crazy shower system. Both taps—the hot and cold—give off hot water only, and then it only dribbles. And, very correctly too, they want to be able to feel cool water when they turn on the tap marked "cold." A motion passed unanimously calling for repair of the system whereby the hot and cold water can be adjusted to the satisfaction of the man in the shower.

Other matters of lesser importance getting attention at the meeting were the medicine chest, into which an inspection was ordered; the shifting of watches on every trip, and the leaving of mess gear at various parts of the ship.



The Meredith lies alongside dock in Rotterdam after unloading some of her cargo. These pictures were taken by Brother Parker, a member of the ship's crew.

Foaming Crew Works Up A Strong Lather Over Soap Shortage On William Johnson

The lads of the SS William Johnson were worked up in a neat lather when they answered a call to attend a special meeting aboard the vessel at Quebec, Canada. The cause of the foaming was the serious shortage of supplies with soap drawing the fattest complaints.

The Bull line ship is outward bound on a long trip, possibly six or seven months, and in view of the supply problem the prospects for a happy voyage are none too happy, the minutes reveal.

Two departments are bearing the brunt of the situation, and the third department is doing its best to keep all hands clean.

The Engine department, the minutes point out, has no soap, no matches and a host of other things essential to a Seafarer's well-being at sea. The situation in the Deck department "is just as bad." The men in these two departments have, therefore, been reduced to "bumming soap

and matches from the Steward department."

And this state of affairs has everybody bursting bubbles, because the bellyrobbing bunch have little enough for themselves as it is. But they are willing to share it, in true-blue style, with their less fortunate Brothers until reinforcements can be procur-



ed. The department delegates reported to the meeting that they had gone to see the Skipper about the shortage. All he had to say was: "We have ordered all supplies." Three weeks after this

statement the shortage was still shorter.

How well-bollaxed up the situation is can be understood easily from the following portion of the minutes:

GET TOGETHER BOYS

"The First Assistant makes out a requisition for supplies, but when the Chief Engineer sees it he cuts it down to nothing."

Other supplies were discussed in order of their importance with cigarettes getting a big blow. Investigation into medical supplies revealed an ample stock, the new purser having procured everything needed.

All hands approved a motion recommending that the messhall and recreation room be kept spotless at all times. One department is to be assigned each week to cleaning of the recreation room.

J. J. Bluitt, secretary of the meeting which was chaired by Brother Fox, added to the minutes a request for a copy of the new agreement.

It isn't hard to see why.

Digested Minutes Of SIU Ship Meetings

POWELLTON SEAM, Aug. 25—Chairman Kerester; Secretary McLane. All delegates report smooth sailing in their respective departments. Motion carried that funds be taken from ship's treasury to pay delegate's union dues for one month. To be eligible, delegate must serve in that position for one month. Decision was made for each department to paint their own quarters. Only members of the Steward Department to be admitted to the Steward Department storerooms. One crewmember fined \$10.00 for creating a drunken disturbance. This to serve as warning to all other members. Under no circumstances shall the Captain be awakened in regards to night lunches. One minute of silence observed for our departed Brothers.



(Name of ship not given). **Nov. 24** — Chairman Hurbert; Secretary William Jenkins. Delegates reported everything okay. Motion carried that all union influence be used against slopchest and see that crews have proper warm clothing and toothpaste before sailing. Motion carried that ship be properly stored three days before signing articles. Motion carried that the three delegates and Union officials hold meeting.

Cape Horn Crew Does A Good Job

First-rate success was reported resulting from a Cape Horn membership meeting held at sea recently. All suggestions and recommendations for improvements of conditions and facilities which were made at the routine meeting have been put into effect, according to Brother Philip Vandel, recording-secretary.

Motions carried unanimously, and which subsequently led to the correction of conditions, follow:

That faulty drain system in deck department shower be repaired; that proper lighting be installed in pasageway adjacent to Steward and Engine departments' showers; that laundry and recreation room be cleaned by the three departments on rotating basis.

Ralph Stein chaired the meeting.

MARQUETTE VICTORY, (Isthmian) July 28 — Chairman Jones; Secretary Frank Dam. Discussion about the Jr. Engineer having to clean their rooms as the wipers did not have the time to do it. Old Business: Motion was carried to have the crewmembers clean up the messhall at coffee time and at night, put away the books, etc., to leave it clean for the following watch. New Business: Motion carried to have shorts or undershirts worn in the messhall. Motion carried to have the crew delegates for the next trip check the slopchest before leaving port, because of the fact that there was not enough supplies for more than half of unlicensed personnel since the officers purchased everything they wanted ahead of time.



MEREDITH VICTORY, Sept. 22—Chairman G. Garcia; Secretary W. LaChance. New Business: Motion carried that the members doing all the griping and kicking because they think the Steward is not qualified for the job, draw up charges, and turn them in at the first port along with their own book numbers. Furthermore, said Steward to be tried by a shore-side Steward Department committee, who, if they find him guilty will place him in the 99 year club, and if he is found innocent then the signers of the charges will be placed in the 99 year club as agitators while said Steward to return to the ship. Subject of eleven men of the Steward's Department using one shower. By mutual consent it was arranged to use one of the Engineer's showers and head to be kept clean as per agreement. Due to the fact that personal property was found missing while tied alongside of dock, the question of keys to the rooms to be brought immediately to the attention of the Captain or Engineer. Discussion was made about the grade of flour and type of menus made up.

DANIEL WILLARD, Aug. 11 — Chairman W. W. Allred; Secretary S. D. Laney. Good and Welfare: The Delegates were asked to check the Purser's copy of overtime to see that his copy and the crew's overtime correspond. The Purser was told that both sheets would be checked by the boarding Patrolman. Motion was carried to leave the beef about carrying trash from the chill box to the Patrolman to see if it's payable overtime. Suggestion was made to ask the tripcard men to pay at least half of the assessments and dues up to the present month. A talk was made by NMU brother Hayle who complimented the SIU crew by the way he has been treated and said that if any SIU man happens to be on one of the NMU ships that he would get as good treatment in return.

STEELORE, Aug. 6—Chairman Robert Humphrey; Secretary Fletcher Bray. Steward Delegate discussed the manning scale for his department and the need for a galley man. Deck Delegate spoke on the proper procedure for securing better living conditions aboard. Motion carried to have the delegates prepare a list of rules and regulations and submit it to the crew subject to approval. Repair list drawn up including fumigation of the ship, repair of toilets, conversion of spare messhall to library and recreation room for the crew and painting and repair of the Navy washroom to make it usable for crew.

FOLONSBBE, Nov. 21 — Chairman George Shaughnessy; Secretary James Whalen. Everything okay. No discussions. Motion made to go into Good and Welfare. Light fixture to be fixed in 8-12 seamen's room. 2nd Cook asks why he is being taken off. Oiler Thompson explaining that the Union rules state that tripcard members are allowed on one round trip or 60 days. It was agreed that all tripcard members having been on 60 days or more would pay off at first port in the U. S. One minute of silence for brothers lost at sea.



MV FIRE ISLAND, Oct. 30 — Chairman M. C. Foster; Secretary L. B. Clyde. Special meeting. Steward Department delegate reported sick man. After discussion with Captain it was arranged to put man in hands of CG off Key West to be hospitalized. New Business: Motion carried that upon arrival at first port all delegates contact SIU official for purpose of clearance of this non-rescue trip during the MM&P and MEBA strike. Also for information regarding transportation back Mobile (crew under impression that rescue trip was phony). Crew in question about no articles and supplement. Motion carried that all members in all departments stay until beef is settled.

Whistle Gets Blow On Follansbee

A whistle that can't be heard by the man on "standby" isn't worth the steam it takes to blow it, in the opinion of the crewmembers of the SS B. A. Follansbee.

Expressing their dissatisfaction with the whistle signal, the Follansbee boys buzzed for awhile in search of a solution to the situation at a recent shipboard membership meeting.

Apparently inspired by the crew's buzzing, some one suggested that a buzzer be used. The whistle was promptly blown out of existence.

Other matters discussed and voted on at the meeting were repair of toilets, rubber stoppers for sinks in heads, obtaining of new percolator, putting out better night lunch, repair of shorted light fixtures in foc'sle and adding another Wiper to the ship's complement.

HELEN, Nov. 26—Chairman Leroy Jackson; Secretary Red Morgan. New Business: A list of needed repairs was drawn up. Request a new speaker be put in crew mess to be connected with the WSA radio in the radio room. Good and Welfare: Discussed the need of another room for the freezers as they have been carried in the hospital in the past. A committee of three men was appointed to look over the ship for a suitable place for the freezer. It was agreed to have a book rack built in the messhall and secure a library when the ship gets in. One minute of silence was observed in memory of our brothers lost at sea during the war.

SEAFARER SAM SAYS:



YOU STILL HAVE TIME TO GET YOUR STRIKE CLEARANCE CARD. AVOID TROUBLE AND EMBARRASSMENT BY SEEING THE STRIKE CLEARANCE COMMITTEE IN THE SIU HALL.

CUT and RUN

By HANK

This week we're lucky enough to get a fresh turn-over of items—which we need now and then—to keep this column from out of the cut-and-dry vein . . . We were talking with big "Red" Hall, (no relation to our Agent, Paul Hall) last week. "Red," who is from Tampa, has several brothers who are sailors, and he sails in the Steward's Department. He was explaining what a tough trip he had last. The ship hit Ras Tanura, Arabia,—the over-boiled desert of a port which is an American Oil town—but the crew was never allowed ashore. Not even to the beach near the dock to pick sea shells or take a fast swim, keeping a watch for sharks . . . Frank Devlin, who was up in Great Lakes, is in town right now. Say, Frank, your pal, Dusan Dei Dusan, nicknamed "Old Chile," left recently in a plane for his home town of Santiago, Chile.

Charles McDonald, ex-Norfolk pie-card, just blew into this town with his pal, Brother "Red" Hoy. Brother McDonald says he's going back to that old town and anchor in the hospital there for awhile . . . Happy birthday congratulations to Jimmy De Vito—December 16th was the big day . . . And the same happy congratulations to Al Kerr who had his day last Wednesday—celebrating with his wife and a cake . . . Jimmy Saliba, a lucky guy, just came in from a good four and a half month trip to the Philippines and China. Jimmy's now up in his home town of Boston, counting his few notes and figuring out those Christmas presents.

Morris Rosenberg is waiting to ship out, it seems . . . Well, well "Whitey" Jutchess just announced the happy fact that his wife gave birth to a nine pound baby boy. Congratulations, "Pop," and good health all around . . . Electrician Frank Bose and his mustache just blew in from New Orleans where he finished a not-so-good trip to Okinawa . . . No sodas, señoritas or sambas out there, eh Señor Frank? . . . Earl "Snuffy" Smith just came in. Where's your pal, James Manning, "Snuffy"? . . . Bud Ray is visiting New York right now. Your pal, Carioca Red, shipped out, Bud. Say Bud, looks like half of the Delaires crew is here right now, including Al Baer, second cook, with his faithful dark mustache.

A vote of thanks to the balloting committee, which consists of: Brother Flannery, who sails the deck; Ed Kelly, the fisherman, and Ralph "Red" McKenzie . . . And of course the same thanks to the Strike Clearance Committeemen who are: Ed Bender, the organizer; John Calhoun; Paul Parsons; Ernesto Erazo, and Benny Goodman, who did a swell job directing publicity, etc., during our strike . . . Bill Gale, who is a Tampa man, is waiting to see Tampa after eight months of absence . . . George Brown—standing look-out for a ship to South Africa—where he always goes anyway . . . Coffee-drinking Clyde Morgan shipped as Cook on a tanker for nine months . . . Thomas Massey, Rebel Melton's best shipmate got married this past July. Congratulations Tommy and where was the shanghaied honeymoon? . . . The only birthday present Fred "Ski" Sweder got recently was a good ship for more than a month in port. Isn't that right, Brother Duffy, who is his relief fireman . . . Bosun James Scott, is fresh in town, mustache and a case. How's the wife and kid, Bose?

THE MEMBERSHIP SPEAKS



Labor At Mercy Of Capital, Politicians, Brother Says

Dear Editor:

I read with interest a letter published in the *Log* of Nov. 29 written by Louis Goffin in which he complains about the fact that Labor has no friends among the Washington politicians. He therefore concludes that Labor has nothing to gain from politics of any kind. Then he contradicts himself by stating that he believes that "the workers should vote anyway in spite of all the baloney and false promises thrown at him," adding that he "wouldn't be so naive as to expect anything to come of it".

Brother Goffin correctly recognizes the fact that the politicians of both the Republican and Democratic parties are direct agents for Big Business, and can-

Navy, law courts, etc. The very laws that labor depends on to establish a legal right to organize, to strike, and to maintain themselves in Labor Unions are at the mercy of the politicians in Washington.

Goffin correctly states that we should depend primarily on our organized strength to maintain our conditions. But to allow Big Business to establish a monopoly on politics is to hand over to the enemies of labor the legal and military means of crushing the entire trade union movement.

LABOR'S WAY OUT

The way out is for Labor to organize on the political front just as it has organized on the economic front. If the Trade Unions got together and organized a Labor Party we could run candidates who would come directly from the Labor Unions, would be controlled by the Unions and who would use their political power for the direct benefit of Labor.

That would be Labor politics and be as different from the Big Business politics of the Republican and Democratic parties as a fink differs from a good union man. Take the present struggle between John L. Lewis and the Government. Lewis and the coal miners are fighting the battle of all labor against the political representatives of Big Business.

Why couldn't the Trade Unions get together to run Lewis, or any other Labor Leader for President on a Labor Party ticket in the coming Presidential elections in '48. That would be far better than bemoaning Labor's lack of friends in Washington.

Benny Goodman



not be expected to help labor in any way. Then why advise the workers to vote, unless he also recognizes that it is absolutely possible to ignore politics?

POLITICIANS HAVE ALL

The politicians who take over Washington have the resources of the entire country at their disposal. The police, the Army,

COFFEE TIME



Coffee time aboard ship as it appears to Seafarer J. J. Bluit. Brother Bluit is aboard the SS William Johnson, which called recently at Quebec, Canada.

Brother Pleads For Strengthening Ties Binding New And Old Members

Dear Editor:

It is supposed to be that all members of the Union are Brothers and that they should get along as such. And they do. But occasionally some guy will pop up whose actions seem to pull the other way.

Some guys are damned good shipmates and Union brothers in every respect, but give them a drink and they go off the beam and they act just the reverse of the way they would when sober.

Then there are a few guys who are always putting the touch on you for two bits for "breakfast." Okay if they had to use it for breakfast but it's for a snort that's something else. I have no objection to lending dough to a brother who is in legitimate need, or is feeling the pinch. I'm not talking about these guys.

HE'S BEEN HARD HIT

But the guy who "needs" it for a drink, well—he makes the same dough as the rest of us and I don't see why he can't get along on it like the rest of us. Sure,

I've been low on dough myself at times, but I don't hit up any of the guys for anything, because I realize that it's one way to lose a friend.

One more thing which I notice fails to tighten the bond of Union brotherhood is the attitude of a few oldtimers. Most of the oldtimers I have met are helpful, anxious to set a younger member straight. But I have met a few who beef about the younger men because we are just getting our start. These oldtimers ought to realize that they had to make a start once, too. It generally is that the few guys who do this beefing are the ones who are all fouled up on their books—dues, assessments and such.

GET ON THE BALL

If these jokers would get on the ball a little bit and try to set some of the younger members straight everything would be okay. I had to wait until I was old enough to get seaman's papers before I could ship out, and so did thousands of other Seafarers. Just because a guy happened to be in the Union before another guy, it doesn't mean that the younger man can't be a good all-around man, proud of, and willing to work for his Union.

On most of the ships I have been on the biggest percentage of men were all young, and from the looks of things we didn't do so bad. If some of the gripers would wise up and do their share of the work things would work out a Hell of a lot better all around.

If you see a guy with a permit card, don't give him the run around. Set him straight and tell him the score. That should be the duty of all of us. We want to make our Union stronger and one effective way to do it is to tighten the bonds of brotherhood.

Let us all meet each other half way. The road will be a lot easier for us all that way.

Henry Sohl

CRESCENT CITY HOSPITALIZED ARE CHEERED UP

Dear Editor:

I thought I'd write before the year runs out to express my thanks for the good work done in publishing the *Log*. The *Log* explained many things to unor-

Log-A-Rhythms THE CLIPPER CREW

By "the Clipper Wren"

We bid farewell and a fond adieu To the grandest gang—the Clipper crew.

Deckhands, cooks, captain, maids And every engineer; Firemen, Bellhops, Wipers Whose memory we revere. The entire gang has my acclaim For their help in the Milwaukee Clipper's rise to fame. An echo softly steals o'er the blue, It's Orlando calling—calling for you.

And if I've been any good at all Perchance from good old Joe or Bert

I'll receive some sort of call To return. If not, Sweet friendship will cheer me As of yore, In fair and stormy weather. And off in thought I'll live once more The happy days we've spent together.

I LIVE THE LIFE OF A SEAMAN

By HOWARD LAMM

Oh, the ocean may be stormy, It may be calm and serene, But I'll be in there sailing, I live the life of the merchant marine.

It may be bombs or food we carry, Perhaps it's troops or gasoline, But I will help deliver them, I live the life of the merchant marine.

Ships have been sunk by foul weather, They've been torpedoed by the submarine, And thousands of men have died at sea, But that's the life of the merchant marine.

And if you were to pay a visit to Heaven,

You'd see a very familiar scene— Seamen registering at Union Halls Still living the life of the merchant marine.

Some faces would be old and wrinkled,

Others would be young and in their teens,

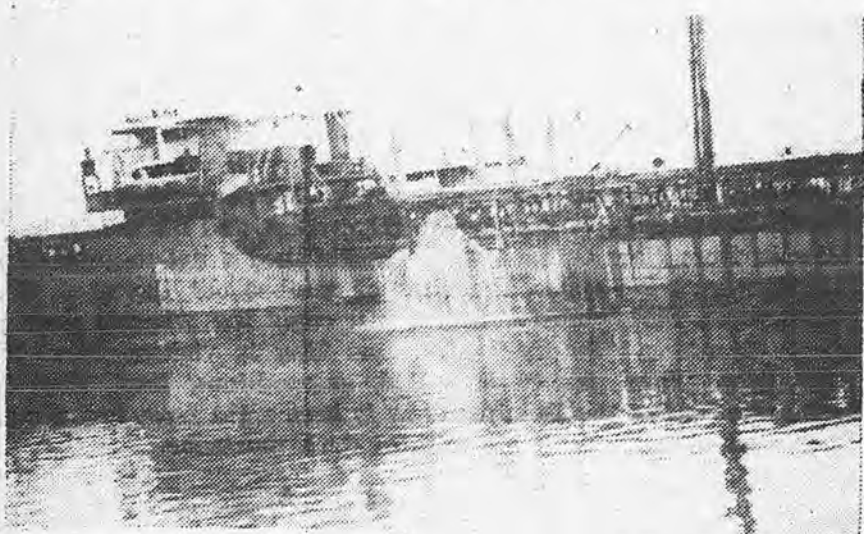
But each one will be happy Just to live the life of the merchant marine.

ganized seamen and to some foreign seamen that I couldn't explain to them.

I also want to praise Brother Buck Stephens and Brother Birmingham of the New Orleans branch for the good job they have done for us here in the New Orleans Marine Hospital. Birmingham hasn't missed a week coming out here to cheer us up and give us the latest dope. Besides, he was always bringing along something extra for us such as gifts, cigarettes, magazines, which were donated to us.

Greetings to all, and our thanks. J. W. Dennis

Tanker Acts Up For Camera



High octane gas overflows tank and pours over side of the SS Portoreo Hills at Bay Town, Texas.

Dear Editor:

I was just looking over some of the pictures that I have taken on recent trips. I thought that the one which I have enclosed was especially interesting.

No, that's not water that is pouring over the side of the SS Portoreo Hills—it is high octane gas. I was aboard the ship when it was in Bay Town, Texas, and I decided to take a picture of her.

Well, just by sheer accident, the high octane gas started overflowing just as I started to snap the picture. At least 50 gallons of the stuff went over the side. And just to think that one cigarette or a spark could have blown us to kingdom come. I guess we were just lucky.

Otherwise it was a swell, smooth-running ship.

John Marsh
Kenneth Blair

Wanted: Tips

Ships are again on the roll, plying the seas to the four corners of the earth. You Seafarers who man these vessels will be popping into ports of call in Africa, Asia, Australia. You'll be hitting the Near East, Middle East and the Orient, and you'll be making the high spots and the low in the islands, and down South America way.

Your experiences in these places, the characters you meet both ashore and aboard ship as you wend your way, make interesting stories. Surely, you'll run into strange gals and guys, clip-joints, dives, and points of historical interest. Maybe you'll have a beef on the way, or a tip to pass along to your Brothers that might save them some trouble.

We want to hear about any and all of these. Just jot them down and mail them to the Seafarers Log, 51 Beaver Street, New York 4, N. Y. Enclose pictures if you have any, we'll return them.

Michelet Is Still Taking Advantage Of Shrimps: Hank

Dear Editor:

If you're going to think that my amateur course is a menu of ideas—you're going to be right. Well, anyway, as soon as I heard that Brother Frenchy Michelet came into New York from way down in New Orleans (where his literary and galley experiments came to a complete cold stop, and his business-like voyage of canning crabs or goldfish, or something, bloomed into happy birth) I really thought there was going to be plenty of big parties canned by the special technique of Brother Michelet. Especially because I heard that Frenchy was an able-bodied business man now—and was always known in the upper crust of viscious belly-robbing circles as a famous cooker and literary operator while sailing all sorts of tubs.

And after all, even if Kilroy, who never was a sailor, but who was here, there and everywhere on malls all over the world, had come sudden-like into New York, he wouldn't have been a more welcomed man—or oddity. Now I hope I can say that Frenchy is an oddity—an oddity of genius with food and literary scraps, and got away with it, without being cooked with some old potatoes and canned for export.

PARTIES AND EVERYTHING

You see, that's why I thought there would be some sort of canned parties opening up—with broken bottles of hard liquids—dragged-out good old dust-covered remembrances, burning the Broadway lamps deep into the precious, happiest hours of the nights. And all of it over-flowing with salted poetry and Latin American philosophy of the happiest,



earliest vintage. Sudden-like, a wild suspicious idea wiggled inside of my brain machine telling me that perhaps Frenchy was really in this big town of a million two-by-four "greasy spoons" and ballroom restaurants to get contracts for his New Orleans Canning Business. And in those cans you wouldn't find shrimps as you were told—but Frenchy's own cookings. Yes sir, his own cooked food—canned and guaranteed to be eaten safely under water or fifty miles up in the air.

This idea shook me like an atomic hamburger-sandwich. After all, maybe French does have huge cooking pots down in New Orleans—pots which are as big as houses—and Frenchy wants to sell his own canned food to all restaurants in SIU ports. But I was wrong. Completely wrong. It double-chilled me when I realized the truth. You see, Frenchy didn't come with any cans attached, a 1947 flivver waiting outside the hall, a ninety dollar suit on his hull, plenty of dollar-made "seegars" and giving all his pals big slams on the backs.

No, Brother Michelet came in quietly, smiling, a quiet-colored striped suit on with that familiar tilted fedora on his head. He asked for Steward Milazzo and several others, and laughed about how the communists down in New Orleans were charged twenty-five skins or more for fighting and revolutionizing their own meeting—probably over the idea of which of them should take the fastest planes to Moscow to tell Joe Stalin how the Poison Party is losing millions of American dollars and so much of their proud treachery.

Yes, indeed, Frenchy had come into New York on a ship, just like any happy well-dressed Steward might, to say hullo and laugh about this and that. Well, Editor, here's hoping Frenchy doesn't mind a little stranger to him as I am, writing this greasy letter of attempted humor.

"Cut and Run" Hank

Fun-Maker



Chief Steward Joe Malone of the SS John Gibbon, keeps his shipmates amused as well as well-fed, as this shot will testify. When the ship paid off in New York last week, the ship's crew voted Brother Malone their "heartfelt thanks for the good chow served throughout the trip, and especially that Thanksgiving dinner."

Colorful Characters Spark The SS Rush's Hilarious Voyage To Le Havre And Rouen

Dear Editor:

"When you come to the end of a perfect day. . ."

Well, it was a helluva long way from being perfect, but it certainly was a hilarious voyage No. 13 aboard the SS Richard Rush, Robin line. From last August right on through the wind up there were amusing events.

The fun for the most part came in Rouen and Le Havre, France. First off, one of the boys who had a date one night got into a fracas with a watchman in Rouen. Poor watchman.

Then there was a drinking party in the Seine river on another night, involving our 200-pound "Chips," who related, and I quote;

"I must have been in there an hour or so."

(Don't tell him, but it was actually less than five minutes).

On top of that our "Chief" Wiper got a working over and our live-wire crew messman got a sore throat and couldn't talk for four days. He was sent to the

hospital but came right back to the ship after they darn near killed him, he said.

Of course, all the crew had the same reason doped out for the cause of his sore throat. It wasn't cognac, either. He's okay now. This messman bought an alarm



clock over in Rouen and set it for 5:50 a.m. When it rang he'd get up and turn it off, then go back to sleep until called by the watch ten minutes later. Anyway, the alarm clock worked well.

Several of the boys and myself got up to gay Paree at one

Steamboat Says Coast Guard Poses Threat In Lean Years

Dear Editor:

According to the papers Wall Street predicts a sudden depression before the end of the year, and if this comes true it will put our relations with the Coast Guard in an entirely different light.

So far, when they have sentenced a man to five or six months of unemployment, at least he has been able to get some kind of a job on the beach to keep his family alive. But if jobs on the beach become impossible to find, as they were for ten years before the war, what will a man do to keep his kids from starving?

A depression is bound to come sometime, no matter how you look at it. When it does, losing your papers will not mean merely working at some low paid job until you get them back again, as it does now; it will mean being thrown out of work com-

pletely, with no chance to get any kind of a job at all.

CG STARVATION

Then when the CG railroads you, it'll be a cannonball straight to starvation.

Your youngest members do not know what it is like to be kept awake at night by a baby crying for something to eat, because the home relief isn't enough. They don't know what it is like to see your pretty wife wear the same cheap cotton dress for six months because WPA wages won't buy a new one. They don't realize what it's like when you can't find any kind of a job, paying anything at all.

Many of us who are still young have seen this. I don't want to go through that kind of poverty again, because some military officer with a regular income paid out of my taxes is able to confiscate my papers. When before in America has a military organization been able to force civilians out of work, and keep them out of work, telling them in effect, if your kids go hungry, put them in a home, if your wife is in rags, let her go out and seek work?

I didn't bet my life against wolf-packs for that kind of America. I didn't fight Nazis at sea to come home and find them in my own country.

TAKE WARNING

And there's a 100,000 other guys like me. Does anybody think we braved torpedoes in the Atlantic and billy clubs on the picketline only to have the military boot of the CG crush in our face? If there is such a man, let him be warned—the SIU is going to be on the ball.

Plenty of good guys from this outfit died so the rest of us could stay free. We're not going to double-cross them by becoming the slaves of Nazism, American style.

Steamboat O'Doyle

SEAFARER'S WIFE 'GETS KICK' READING LOG

Dear Editor:

I would like to have you put me on the mailing list to have the Log sent to my home. My wife is an invalid and she gets a kick out of reading some of the interesting experiences related in the columns of the Log that I bring home from the Philadelphia Hall. I am sure she will appreciate having the Log sent to her.

John R. Settle, Philadelphia, Pa.

the crews' mouths water on the Sands Point:

- Fresh Celery and Olives
- Turkey Rice Soup
- Roast Tom Turkey
- Roast Prime Rib of Beef
- Cranberry Sauce
- Mushroom Dressing
- Gravy a la Hollandaise
- Whipped Potatoes
- Peas a la Parisienne
- Buttered Cauliflower
- Boston Cream Pie
- Ice Cream

Fresh Milk Coffee
Assorted Nuts Raisins
The Steward Department wishes to extend holiday greetings to all.

C. Hartman, Steward.

GERMAN SEAMAN REQUESTS READING MATTER ON SHIPS

Dear Editor:

I often read in the Neue Zeitung, Heute, and the Amerikanischer Rundschau, the three American newspapers published in the German language, about the American Federation of Labor and its help for Europe.

I would like to ask you for something to read on maritime affairs in order to keep up to date. I am a German sailor, now without ships and a job and I would like to remain in connection with all things referring to ships and navigation. The ferryboats of my father-in-law were sunk and lay on the bottom of the River Rhine. Now we make theoretical navigation with other sailors of the coast.

Perhaps there is an American sailor who would enter into correspondence with me, and, perhaps send me something to eat for my little daughter and a ball for her to play with. I would like to send him stamps of Germany.

The German Federations of Labor are on the rise, but at the moment there is no sailor's branch. I would be very happy to get something to read from you (shipping news with pictures of ships, etc.) in order to have an impression of world shipping.

I thank you very much for your trouble.

Gerd Kanne
Freidich B'A'ppler
Frankfurt (Main)
Sommerstrasse 25
American Zone

LOG 'AN ASSET' TO LIBRARY AT STANFORD U.

Dear Editor:

Upon checking our file of your publication, Seafarers Log, I find that we did not receive issues numbered 45 and 46 of Volume 8. . . . Because this periodical is such an asset to the Hopkins Transportation Library, we are anxious to maintain as complete a file as possible. . . .

Melvin C. Oathout,
Librarian
Hopkins Trans. Library
Stanford University

TOWBOAT CREW ATE CHOICE HOLIDAY DINNER

Dear Editor:

Enclosed you will find the menu of the Thanksgiving Day dinner served aboard the MV Sands Point of the Moran Towing Company.

We, the undersigned, think it should be printed in the Seafarers Log to show the membership as a whole that things are being done in strictly union fashion, and that they should try to maintain these conditions aboard other ships.

We offer this menu in contrast to the one previously published in the Log.

We can truthfully say that this ship is strictly on the ball and everything is right on the beam from top to bottom. We hope to keep it that way.

A. Wheaton, Ship's Del.
N. W. Ross, 2nd Cook
C. J. Hartman, Steward
I. Hirshberg, Saloon MM

(Editor's note: Here's the menu of the holiday dinner which made

Lakes Boneyards Reminiscent Of Thirsty Thirties

By STANLEY WARES

CLEVELAND—The port of Cleveland was honored this week by a visit from Morris Weisberger, SIU Vice President and New York SUP Port Agent, who was here to get a general picture of the organizational campaign which is in full swing on the Lakes.

Morris, who did organizational work himself up here in the early days, made a tour of the small surrounding ports to visit the ships laying-up for the winter, and to check on the activity and progress we are making with the unorganized seamen.

We contacted ships of all sizes and shapes and found an excellent reception to the SIU by the non-



union seamen on most of these ships.

In the spring we should be in a position to bring several more outfits under the SIU flag.

BONEYARD GROWING

The unusual thing about the whole tour, however, wasn't the number of ships being layed-up for the winter, but the number of ships which have been layed-up permanently.

Talk about boneyards that are forming on both coasts, the ones that are taking shape here is really staggering.

One look at these ports and immediately one is reminded of the early thirties, when things were really tough and ships were layed-up all along the Lakes in every inlet.

It doesn't give a seafaring man a pleasant feeling to see the ships rusting here, knowing that each layed-up ship means that many lost jobs.

ALABAMA OUT

After sailing out of Cleveland for the past two seasons the excursion ship Alabama will no longer make its usual run; but in its place one or two car ferries will plow across the lake to Canada. So all you fellows that have the urge to ship to foreign ports can come here and make the trip to Canada several times daily.

What with the holidays upon us, this Branch would like to take this opportunity to extend Season's Greetings to all the Officials and members of the SIU and SUP, and may the Seafarers continue to go forward in the future as it has in the past.

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.

SIGN TELLS TRUTH



This picture of the Crew of the John Constantine means what it says. Organizer Rocky Benson who contacted this Isthmian crew during the height of the Drive, reported that they were almost solid for SIU. The NMU organizers must have thought so too, because the votes of this ship were challenged by the NMU.

Second Mate Charges Isthmian Officers With Inefficiency On The Beaver Victory

It's very seldom that an officer of a ship will make a statement charging other officers with inefficiency. When that does happen, and when those charges are backed up with solid facts, it should make a good story, and this time is no exception.

Leslie C. Friel is, or maybe was is the better word, the Second Mate on the Isthmian Lines Beaver Victory. He signed on the ship July 25, and was prepared for an uneventful cruise. As soon as the ship left Baltimore the fun started, and bad conditions continued to exist until the trip came to an end in Galveston on December 12.

All of the officers except Friel were definitely anti-union, and they made no attempts to hide their feelings. The Chief Mate made many derogatory statements about the men, and referred to them as "dogs who don't deserve a draw."

To show his contempt for the crew, he worked them from bell to bell during periods of extreme heat in the Far East.

The blowoff on the whole situation came on November 28, while the ship was at sea between Honolulu and Balboa. Cargo had been loaded in Honolulu, but came loose and endangered the safety of the ship before it was secured.

FACTS IN THE CASE

Here is the story, in Friel's own words, exactly as he wrote them to the Company in reporting the incident:

"At five minutes to four the morning of the 28th of November before relieving the Third Mate, I noticed that something appeared to be adrift in number four or number five hold. I told William Tommen, AB, to make an inspection and report to the bridge.

"At about four-ten he reported to me that the noise seemed to come from number four hold. I told him to call the Chief Mate, Mr. Eide. He went below and then again returned to the bridge, reporting that Mr. Eide had told him to open up number four hatch and inspect the cargo.

"Since this would be very difficult for one man to do, I told Tommen to call the Mate again and tell him that the situation might be serious. Tommen again

reported to the bridge and told me that the Chief Mate had told him to let it go until later.

"Since I could not supercede the Chief Mate's authority, I turned Tommen and Doris to on the foredeck securing deck cargo that was beginning to come adrift.

SAW DAMAGE

"At daylight, Tommen again made an inspection and reported to the bridge that there was a bulge in the side of the ship near the bulkhead between number four and five holds. To the best of my knowledge, the Captain was on the bridge at the time and went onto the deck and inspected the damage himself.

"It is my belief that Mr. Eide's failure to make an inspection at the time he was first called and turn out sufficient men to secure the cargo should be called to the attention of the proper authorities on arrival in the United States.

"Since men were not turned to securing the cargo until after eight o'clock, it should be clear that considerably less damage would have resulted to the ship had work begun immediately. Investigation should also be made into what kind of inspection Mr. Eide made of the cargo when loading was finished in number four hold in Honolulu."

To add to the tense situation, when the Chief Mate did turn the men to at daylight, his insolence toward the Bosun led to words, and instead of finishing the job first, he insisted that the Bosun go before the Captain to be logged, and following that, the work was completed.

SHIP ENDANGERED

If the weather had not been calm, there is every reason to believe that the damage would have been considerably worse, and that the ship might have been endangered. That is the opinion of most of the members of the crew.

Friel said that the crew was made up mainly of SIU and NMU men, and that they worked together very well. In his opinion, they were the best crew he ever sailed with.

The Skipper, E. E. Norgaard, tried to persuade Friel from making the statement, and when that failed, he ordered him to refrain. Friel refused to be intimidated, and in the presence of the Purser, he told the Captain that covering

NMU Charges Of Collusion Are Shown Up By The Record

Dear Editor:

By now the entire waterfront is familiar with the sorry spectacle in which the NMU, after having suffered a clean defeat in the Isthmian election, is screaming "foul."

Because the Isthmian men overwhelmingly chose the Seafarers as their collective bargaining agent, the NMU makes the false charge of "collusion."

To men who know the NMU and its tactics, this comes as no surprise. The scene may have changed, but the show is the same. The stupidity of the NMU's performance never showed up more clearly than it now

does. Never has it been further from the truth, something which they never even get within smelling distance of.

STALLING RECORD

Briefly look at the NMU's record in the Isthmian case:

1. Just as the NLRB was about to set the date for the election, after the SIU had received pledge cards from the majority of Isthmian seamen, the NMU rushed in with a variety of excuses to stall the start of voting.

2. At the expiration of the voting period they pleaded for an extension to vote two more ships. The extension was granted.

3. Finally, with the SIU clearly in the lead at the end of the balloting, the NMU began challenging SIU right and left.

From the very beginning, the NMU has done nothing but put up a tooth-and-nail fight to prevent the Isthmian seamen from getting the representation they have asked for.

These delaying tactics are serious for the Isthmian men. For every day they work under non-union conditions, for every day's low wages, they can thank the NMU.

FREE ELECTION

The Isthmian men chose the Seafarers as their representative in a free, democratically-conducted election. The men knew what they wanted. They had compared the waterfront records of the Unions. They chose the SIU because of its aggressive, militant record of accomplishments for all seamen.

If there was collusion, as the NMU falsely charges, I who served as a voluntary ship's organizer and later as a shoreside organizer, and the hundreds of others who worked and sweated in the Isthmian campaign would have been unnecessary. We could have sat the whole thing out.

And the Union would not have spent the money that it did. There would have been no need for the vast publicity and propaganda operations.

The Seafarers certainly would not have poured so much hard work into the effort to better the lot of the Isthmian men. What beats me is how the NMU has the face to stand up behind such a phony story.

NMU PRESTIGE GONE

But when it is all over, they will have lost whatever little prestige they might still have on the waterfront.

And Isthmian men will see the wisdom of their choice. They will be represented by a Union which has consistently fought for, and won, the best wage and working conditions in the maritime industry.

They will be represented by a Union which is primarily interested in the economic betterment of all seafaring men. And they will not be used as tools for political flim-flamming.

The NMU has done nothing for the Isthmian men but prevent them from getting decent wages and conditions. They are doing nothing except hurting the cause of Isthmian seamen. They are doing nothing but hurting the cause of all merchant seamen.

Rocky Benson

Wild Charges Hide Failures Of NMU Leaders

(Continued from Page 3)

recruits while trying to pose as militants—this is their true record, this is all that is needed to expose them. When a commie is faced with the facts of their wartime record he gets as excited as a chameleon on a checker-board trying to explain the wartime "militancy" of the NMU.

Yes, the labor movement in Europe had to be helped once Germany attacked Russia. Wasn't there a labor movement in Europe before Russia was attacked? Where is the labor movement in Europe today in the Russian dominated countries?

The appeasement of the Washington bureaucrats by the CP officials of the NMU during the war period, is not only revolting and disgusting to the typical seamen, it is as well responsible for the finky CG rules and regulations now binding the seamen's hands.

Now once again they are attempting to be militants, once more they are out to "lead" the fight on the waterfront, but too many seamen remember their open wartime alliance with the shipowners to be impressed with words. Someone once said that patriotism was the last refuge of the scoundrel. How right he was.

In this particular chapter of the waterfront section of the CP it might have been much better to substitute the word FINK for scoundrel.

Thar She Blows! Scented Fortune Turns Out To Be Odor Of Day

This is the sad saga of some Seafarers and — indirectly — a whale. By stretching the tale a bit it might even be called a blubber story, although it's not blubber we're concerned with (unless those Seafarers want to blubber about it.)

The substance of the matter is a mass of floating "gold," known as ambergris. The whale is mentioned because the ambergris is out of his pocket, but he's finished with the tale at this point.

The saga is sad because the Seafarers, crewmembers of Calmar's SS John H. B. Latrobe, see their chances of dividing a small fortune dwindling slowly.

The fortune was to have been realized from the sale of what the crew thought was ambergris, a large mass of which they sighted and picked up in South Atlantic waters on the ship's recent tropical run.

The story began to unfold with a letter received by Joe Volpian of the SIU's Special Services Department, who handles ambergris and thousands of other matters. The letter was from one of the claim-stakers on the SS Latrobe and was dated Nov. 4. It said:

"I am writing you this letter in the hope that you can help me obtain some information.

"Several other crewmembers and myself recently (Sept. 25) paid off the John H. B. Latrobe, a Calmar ship, down in Mobile.

"During the trip we salvaged a large amount of ambergris in the South Atlantic. The crew chipped in and had it analyzed in Mobile, and the analyst declared it to be ambergris. However, we were unable to stay down there to dispose of it so the Bosun volunteered to stay on board with it and keep us informed of the results.

"He was forced to get off the ship, however, as a result of the recent officers' strike, and we have nothing since we left Mobile.

"What we want you to do is find out what happened to the stuff if anything. We wrote to Lykes Brothers, the Calmar agents, but got no answer. We will appreciate anything you can do for us.

John McLaughlin
30 Batchelder St.,
Boston, Mass."

A similar request came from another crewmember, Charles A. Lufkin.

Quicker than you can say ambergris, Brother Volpian had the Calmar office on the phone. He learned from a Mr. Squier that the Latrobe's Bosun, Blanco Williams, had the stuff analyzed and that the chemist reported it contained ambergris oil. Squier said also that there was no entry in the smooth log pertaining to the stuff.

Volpian passed this information along to the interested crewmembers.

Meanwhile, the Skipper, H. F. Spinney, who had been on vacation in Nova Scotia, but was dreaming of ambergris in Mobile, returned to New York. Volpian then contacted Squier again. Squier said that Captain Spinney had gotten a chemical analysis from Lucien LeLong, famed perfumers whose sweet-smelling scents have guys drooling from Siam to Spokane.

Squier quoted the perfumers as saying the "stuff is worthless." He added that Calmar had no objection to the men removing the stuff from the ship.

Captain Spinney had another perfumer examine the "ambergris." He substantiated the LeLong findings in a note reproduced elsewhere on this page, which sort of ends the Latrobe crew's dream of converting their mass into cash.

And now, according to Mobile Agent Charles Kimball, a compli-

cation enters the picture, though the deflated crew isn't worrying about it.

"This stuff is still on the ship and can't be landed. It has been tested by two or three chemists and they all are of a different opinion as to what it is, therefore Agriculture Department and Customs will not allow it ashore," Kimball wrote Brother Volpian.

"This stuff was soft when they picked it up. "Later is set up hard as concrete," Brother Kimball said.

The moral of the tale seems to be: Don't go picking up everything that's floating around loose.



NEW YORK

SS CAPE NOME

J. V. Brooks, \$1.00; S. Musco, \$1.00; Allan P. Todd, \$1.00.

SS COASTAL STEVEDORE

E. R. Oswalt, \$2.00; W. W. Lawton, \$1.00.

SS W. BRYANT

S. W. Jones, \$1.00; S. Packer, \$1.00; F. Dansby, \$1.00; J. E. Dewine, \$1.00; L. S. Smith, \$1.00; C. H. Russell, \$1.00; W. B. Brown, \$1.00; H. Ramos, \$1.00; Nick Bigney, \$1.00; L. E. Jarvis, \$1.00; E. Kowndourakis, \$1.00; J. A. McDuffie, \$1.00; B. Bonafon, \$1.00; J. Bunilla, \$1.00; J. Johnston, \$1.00; Amos Baum, \$2.00; G. Gabling, \$1.00; G. F. Woods, \$2.00; H. L. Graham, \$1.00; T. J. King, \$1.00; H. Blount, \$1.00; N. Bigney & Crew, \$20.00.

SS CAPE HEREN

S. Candela, \$1.00.

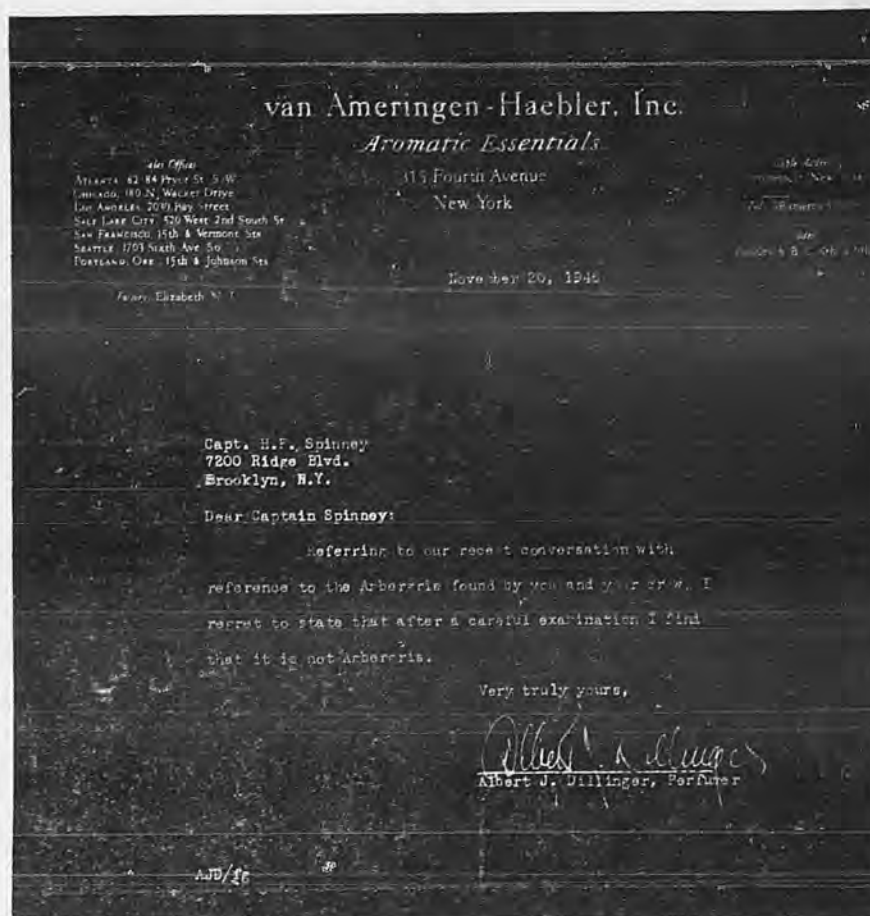
SS R. MOORE

C. Evans, \$2.00; W. P. Hoyde, \$2.00; K. Brown, \$2.00; A. Placko, \$2.00; W. Clark, \$1.00; J. A. Slay, \$2.00; C. H. Crump, \$2.00; W. H. Harrell, \$2.00; S. M. Stokke, \$2.00; B. Price, \$2.00; R. E. Ward, \$2.00; H. L. McGrath, \$2.00; W. W. Wise, \$2.00; J. E. Porter, \$2.00.

SS JANEWAY

G. Davis, Jr., \$1.00; B. Roojberg, \$1.00; E. Masterson, \$1.00; L. E. Taylor, \$1.00.

NOT WORTH TWO SCENTS



As the above letter states, what the men of the John Latrobe found was not ambergris. And so their dream of a sweet-smelling fortune goes up in smoke. Now the problem is what to do with the mass of whatever it was that they found. Maybe it can be held for a while and the Government can test atom bombs on it. Or perhaps it can be cut into bricks and used to build houses. They say that there is a shortage of building materials.

Invitation To All Seafarers: Become Labor Reporters For Log

By HERBERT JANSEN

CHICAGO—After we had thought shipping was all through for the winter, we received a short spurt of activity this week to put a cap on this year's shipping on the Great Lakes.

It's all over now and the boys have picked up most of their gear which they had left here and have headed for other parts of the country.

Having put the lid on one more season on the Great Lakes, a lot of the seamen have told me that 1946 was a record season for excellent weather.

Some of the oldtimers stated that of all the years they have never hitting the deck they have never experienced smoother sailing weather than the Lakes gave

this year, and only hope that next year will be as mellow.

LATE DEPARTURE

One of the last ships out of this port was the MS McCool, a cement ship, who is on her last trip of the season. She will make one more trip to Milwaukee, Wisconsin and then head for Manitowoc, Wisconsin for her winter berth.

I want to extend thanks to the Brothers in her crew for their support in bringing that company under the SIU banner last spring, also for their cooperation with the SIU during the past season.

In last week's Log, Brother Ira Bishop from down Alton, Illinois way, expressed his views on the coal strike and upheld the miners in their struggle for better conditions. Coming from the coal mining section Brother Bishop knows whereof he speaks.

GIVE US THE DOPE

I think it would be a good idea if the SIU Brothers who live in communities where the labor situation is of national interest, would send in their observations and comments as to what is taking place in their specific locales.

By doing this we will be sure of getting first hand information on the situation, and it will let seamen know what the score is, and what the anti-labor groups are trying to pull.

No doubt there are seamen spending some of their time in places where the next strikes of national importance will take place. So, if a walkout takes place in your neck of the woods, get the dope and let us hear about it through the Log.

SEASON'S GREETINGS

This being the last report from Chicago before Christmas, the membership and officials of the Chicago Branch wish to extend to all members, officials and associates of the Seafarers International Union and the Sailor's Union of the Pacific a very merry Christmas.

SIU HALLS

- BALTIMORE14 North Gay St. Calvert 4539
- BOSTON276 State St. Boudoin 4455
- BUFFALO10 Exchange St. Cleveland 7391
- CHARLESTON68 Society St. Phone 3-3680
- CHICAGO24 W. Superior Ave. Superior 5175
- CLEVELAND ...1014 E. St. Clair Ave. Main 0147
- CORPUS CHRISTI ...1824 Mesquite St. Corpus Christi 3-1509
- DETROIT1038 Third St. Cadillac 6857
- DULUTH531 W. Michigan St. Melrose 4110
- GALVESTON305 1/2 22nd St. 2-8448
- HONOLULU16 Merchant St.
- HOUSTON1515 75th Street Phone Wentworth 3-3809
- JACKSONVILLE920 Main St. Phone 5-5919
- MARCUS HOOK1 1/2 W. 8th St. Chester 5-3110
- MOBILE7 St. Michael St. 2-1754
- NEW ORLEANS339 Chartres St. Magnolia 6112-6113
- NEW YORK51 Beaver St. HANover 2-2784
- NORFOLK127-129 Bank Street 4-1083
- PHILADELPHIA9 South 7th St. Phone LOmbard 3-7651
- PORT ARTHUR909 Fort Worth Ave. Phone: 2-8532
- PORTLAND111 W. Burnside St.
- RICHMOND, Calif.257 5th St.
- SAN FRANCISCO105 Market St. Douglas 5475-8363
- SAN JUAN, P. R.252 Ponce de Leon San Juan 2-5996
- SAVANNAH220 East Bay St. 8-1728
- SEATTLE86 Seneca St. Main 0290
- TAMPA1809-1811 N. Franklin St. M-1323
- TOLEDO615 Summit St.
- WILMINGTON440 Avalon Blvd. Terminal 4-3131
- VICTORIA, B. C.602 Boughton St.
- VANCOUVER144 W. Hastings St.

BULLETIN BOARD

PERSONALS

DONALD E. HUGHES

Your identification card is being held for you at the Baltimore Hall, and will be sent to you upon proper identification.

§ § §

SEDRICK J. TRAVIS

Your passport is at the Baltimore Hall. Identify yourself and it will be returned to you.

§ § §

ALFRED E. BELL

Write to the Baltimore Hall for papers that belong to you.

ROBIN A. ROTHBUN

Write to your mother.

§ § §

CECIL LA VERNE WATSON

Your wife asks that you get in touch with her at once.

JOSEPH B. ZAGORDA

Get in touch with your mother. It is very important.

§ § §

ERNEST GEORGE ECKHOFF

Get in touch with your wife.

§ § §

KENNETH WILLIAMS

J. B. Harris wants Kenneth Williams to get in touch with his mother and father in Plymouth, North Carolina.

MONEY DUE

The following men have money coming to them from the Alcoa SS Company and can collect at company office in Mobile, Ala.

J. M. Bresling, J. B. Brewer, A. J. Brown, William E. Dargan, James L. Dodd, Lewis Lucas, M. M. Stallworth, A. W. West, D. A. Wright.

NOTICE!

Alcoa Steamship Company has started mailing out retroactive paychecks. If you are entitled to back pay, wait a while before contacting the Company. If, however, you don't receive your money within a reasonable length of time, get in touch with the Company.

§ § §

Will holder of receipt No. 2008 please contact Tampa Hall. This receipt issued in Tampa, Nov. 25th, 1946.

§ § §

Bill Dennis would like to have former shipmates contact him c/o Clinton Lumber Company, Clinton, La.

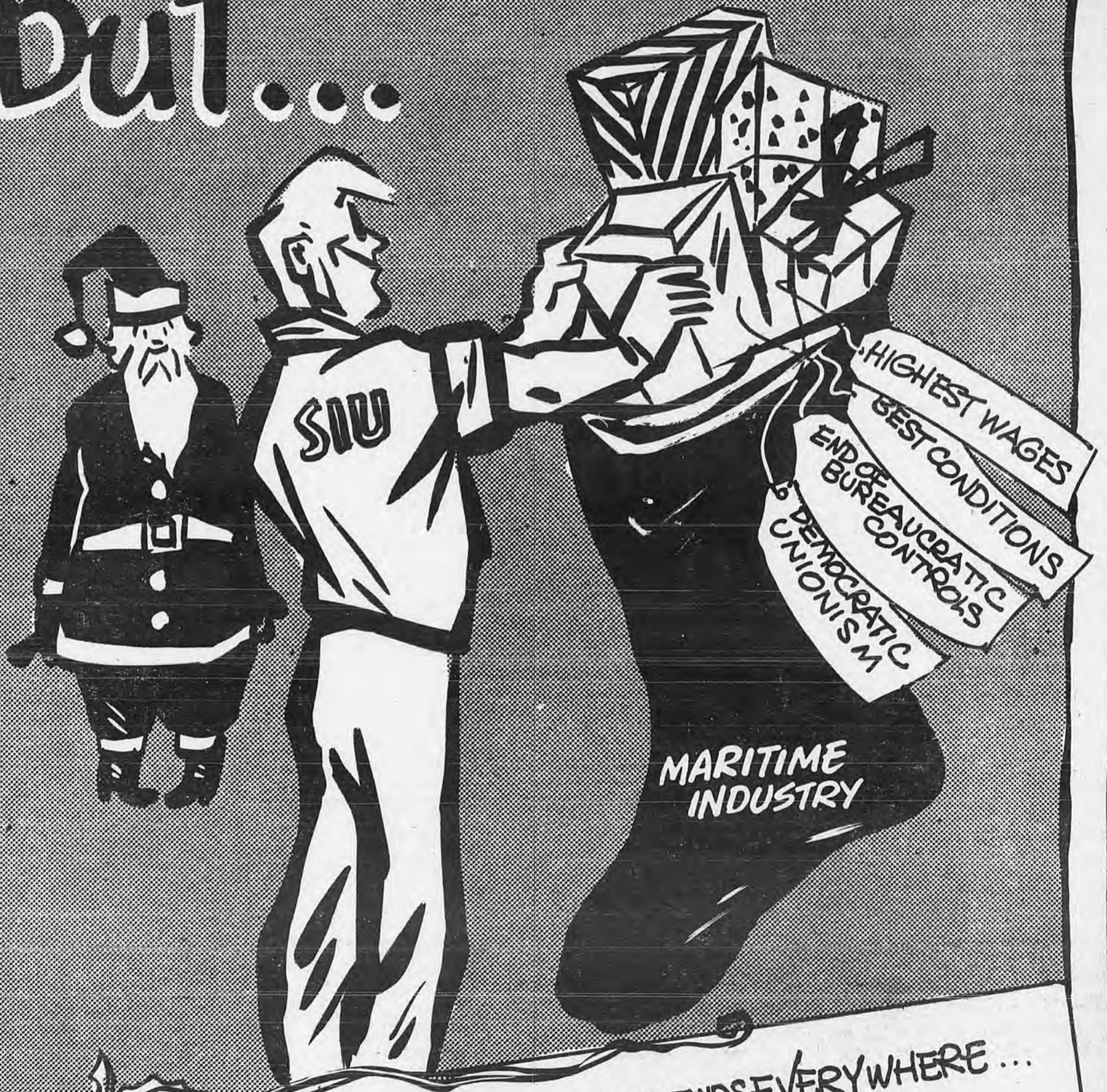
§ § §

HENRY J. FOY

Please report to Headquarters office, 6th floor of the New York Branch as soon as possible.

There ain't no Santa Claus

but...



TO ALL SEAMEN AND OUR FRIENDS EVERYWHERE ...

Merry Christmas!

THE SEAFARERS
INTERNATIONAL UNION P.A.