

SEAFARERS LOG



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

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No. 27

SERIOUS BUSINESS



The line formed early at the New York Hall on July 1. Seafarers want to have their say in answer to the shipowners arrogance. This scene was repeated in all SIU Halls of the Atlantic and Gulf Districts, as Seafarers lined up to vote on the strike referendum.

SIU Wins 1st Round Over C. G., House Defeats President's Plan

WASHINGTON, July 2 — The Seafarers has won the first leg of its fight to oust the Coast Guard from its entrenched position in the Bureau of Marine Inspection and Navigation, but the Hooligans aren't beaten yet; they're digging in for a new stand in the Senate.

The permanent transfer of the

Curran, Commie Fight For Power Breaks Out Again

Joe Curran, President and titular leader of the National Maritime Union, has broken irrevocably with the communist machine in his union.

This charge was made by the New York World Telegram on Monday, and has been substantiated by sources available to the SIU.

Curran's new break with the commies—he had been working with them under an armed truce since March—came at a closed meeting at Manhattan Center last Tuesday. He charged the communists with manipulating the election in the outports to defeat his slate of supporters.

Counting of the New York ballots is underway. Curran and his supporters will challenge the re-

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BMIN to the Coast Guard was defeated by the House last Saturday by a wide margin, when members voted not to accept President Truman's reorganization proposals. The transfer comes under Reorganization Plan 3, Part 1.

But the Coast Guard announced Monday, in a statement to the press, that it is mustering legislative support to effect the permanent shift.

The President's proposals must be rejected by the Senate also, or they automatically become law. That is where the Coast Guard is seeking its support.

HEARING END

Hearings before the Senate Judiciary Committee, where the Reorganization Plans now lie, seemingly have been concluded. All that remains is correlation of the testimony and a report from the committee.

Thus the Coast Guard must carry its case before individual members of the Senate and request support of each of them when the fight on the proposals reaches the floor. Time is an ally of the Treasury's quasi-military branch in this instance, because the proposals must be turned down before July 16. If they have not been rejected by that date they become law.

But if the Coast Guard can go to the individual members of the Senate for support, so can the SIU.

Seafarers who feel that con-

tinued jurisdiction of the Coast Guard over the BMIN will be an insupportable load for seamen—

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SIU Crews Leave Ships, Protesting Contract Delay

NEW YORK, July 3 — SIU crews are spontaneously walking off ships or refusing to sign on in protest of the operators' continued stalling in contract negotiations.

The walkouts have occurred at widely separated ports, even as a strike vote is being taken. The membership evidently is impatient of the long machinery necessary to call a strike, and are staging the walkouts to express their feelings on the matter.

Meanwhile, the negotiations are following the old familiar pattern of stalling and foolish offers by the operators. They seem to be trying to bog down and force the Government to step into the picture. But the SIU is insisting that it will deal only directly with the operators.

The spontaneous walkouts and refusals to sign on are pointing up that determination.

IN EVERY PORT

Just how many ships are affected is not known at the present time, but reports have come

Seafarers Calls Company Stall With Strike Vote

NEW YORK — Heavy voting marked the opening days of the strike referendum being taken in every port of the Atlantic and Gulf Districts, Seafarers International Union, AFL.

On the question, "Are you in favor of authorizing your Secretary-Treasurer to call a strike in the event a satisfactory agreement on wages and working conditions cannot be reached?", SIU

members started to vote on July 1. The balloting will conclude on July 31.

Present indications, on the basis of the opinions of the men actually doing the voting, show that the membership is overwhelmingly in favor of using economic action if the shipowners refuse to accede to the reasonable demands of the Union.

When the voting started at 9:00 a. m. on Monday, July 1, a line of men were already queued up at the polling booths. Balloting went along smoothly, with an average of two men voting every three minutes.

Attention Members!

Seafarers Sailing As Engineers

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

SERIOUS PURPOSE

A certain air of grimness accompanied the start of the referendum. Most of the men at the beginning of the line had been through strikes before and realized the seriousness of the present voting. The younger men also had a realization of their responsibility, and were determined to do the right thing, come hell or high water.

The consensus of opinion was that the shipowners, through their greed and cupidity, had forced the Union's action, and that the consequences can be laid directly at their door. All of the men grimly sweating out the line remembered the recent war days during which merchant seamen carried a large part of the burden of the fight against fascism abroad.

As one of them aptly put it, "The seamen, like all other workers, did not strike during the war. Now we are faced with rising prices and low wages. It just

(Continued on Page 4)

Correct Job Action An Important Union Weapon In Winning Beefs

By PAUL HALL

One of the principle points in the growth of the Seafarers and the development of the Union has been the correct and timely use of job action. In recent months, more than ever before it has been necessary for the Union to act fast and decisively.

The shipowners fear job action even more than strikes. In a strike both the employer and the Union dig in for a showdown scrap. Both prepared their de-

fense and attack plans, both take stock of their available reserves and resources and plan their campaign accordingly.

The shipowner uses job action quite often, yet, still squawks like hell when it is used against him. Whenever a man is fired, overtime protested, food cut down, crews reduced, work increased, etc., the shipowner is using job action, against the

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Voting For Independence

Negotiations between the SIU and the shipowners are rapidly coming to a head, and unless the operators show a willingness to bargain honestly, there is little that stands in the way of a general strike.

Only the Seafarers' determination to exhaust every possible means of settling the disputed issues amicably has prevented a walkout up to now. But this state of affairs cannot be carried on any further, and the shipowners must realize that we mean business. If they have any doubt of this, those doubts would be rapidly dispelled by one look at the lines waiting to vote on the strike referendum in all ports of the Atlantic and Gulf Districts, SIU.

The shipowners' contemptuous disregard of the basic demands of the Union's Negotiating Committee has acted like kerosene added to the fire. From their pinnacle of 21 billion dollars profit, made during the years of World War II, they have turned down the Union's reasonable requests for higher wages and better working conditions.

This is not bargaining. It is attempting to foist conditions on the Union with the backing of the Washington bureaucrats and the Armed Services.

The success which crowned the Government's strike-breaking efforts in the negotiations with the railroad workers, has made the shipowners confident that their battles will continue to be fought for them by the bureaucrats. We are aware of this this, and we are prepared to fight for what we consider to be the conditions and wages which seamen deserve.

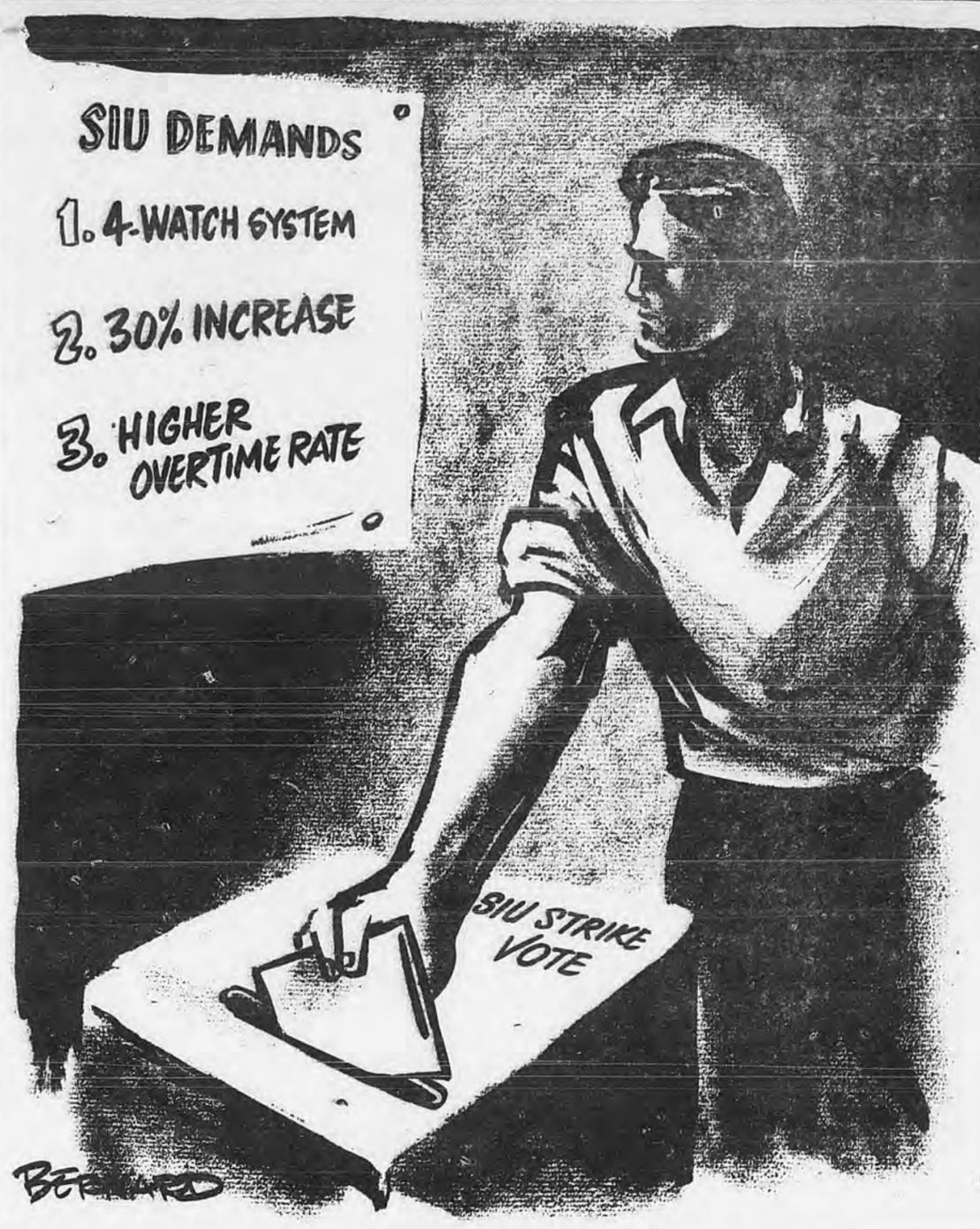
These first days of voting on the strike referendum thus far show that the Seafarers are overwhelmingly in favor of using their economic power to force concessions from the shipowners. It is the only weapon which the bosses and the Government have not yet taken away from us, although they have made many attempts to do so. The freedom that is supposed to be part of the American heritage would be denied the worker tomorrow if the bosses thought they could get away with it.

It is fitting that July 4, Independence Day, falls during the month of the SIU strike vote. Because if ever men were united for their independence, the time is right now. The freedom which we celebrated yesterday is no less dear to us than the freedom from economic slavery which we would like to celebrate in the years to come.

Liberty is tied up with economic freedom and good living. We fight to keep freedom alive when we are willing to battle against large odds for higher wages and better conditions. Our past record and our present actions prove that we believe in liberty, and are constantly prepared to defend it against those who would deprive us of it.

Commies In Unions

Currently in the news are two labor unions whose presidents are having trouble with the little Red howlers. One is Morris Muster, who quit the presidency of the United Furniture Workers (CIO) because of Communist control and corruption from within. The other is Joe Carran, who is having another set-to with the commies within the NMU. It's the same story in both cases. And it always will be the same story when the rank and file and the officers of a Union allow the Reds to infiltrate.



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.

BRIGHTON HOSPITAL

- VINCENT JONES
- T. FORTIN
- H. GILLAN
- R. FRENCH
- E. JOHNSTON
- S. KELLEY
- W. SILVERTHORN
- G. GOODWIN
- P. CASALINUOVO
- H. HANSEN
- A. CHASE
- J. CONLEY
- J. BLYTHE
- R. GAYECKA
- H. STONE
- T. DINEEN

NEW ORLEANS HOSPITAL

- W. C. FRITZ
- W. P. FOLSE
- J. W. DENNIS
- W. F. LEWIS
- J. R. QUINN
- R. M. NOLAN
- JOHN R. GOMEZ
- EDWARD CUSTER
- WILBUR MANNING
- E. LADNER
- LEROY DAVIDSON
- ROY D. LUSKO
- JESSE LOWE
- GEORGE C. PRATT

- JOHN (SCOTTY) CLARK
- EMERY SIMMS
- LAMAR PALMER
- HAROLD CLODIUS

STATEN ISLAND HOSP.

- G. A. SMITH
- K. JOHNSON
- V. HAMMARGREN
- E. H. ENYART
- J. E. TUCKER
- H. NEILSEN
- A. NELSON
- L. KAY
- L. A. CORNWALL
- G. ORPILLA
- R. G. MOSSELLER
- W. H. G. BAUSE
- W. B. MUIR
- J. M. DALY
- J. L. WEEKS
- L. R. BORJA
- L. L. MOODY, Jr.
- G. P. RAEBURN
- L. A. HORNEY
- C. A. MILLER
- M. J. FORTES
- W. J. GEIGER
- W. G. ROBERTS
- E. WEINGARTEN
- G. KUBIK
- C. KUPLICKI
- H. BEAKMAN
- E. B. HOLMES

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.)

- R. SAVIOR
- G. JANAVARIS
- C. G. SMITH
- D. J. MULCAHY
- C. BENESCH
- R. MORCIGLIO
- G. H. STEVENSON

GALVESTON HOSPITAL

- R. V. JONES
- ROBERTS
- ORPUT
- HARDWICK
- BROWN
- LARSON
- A. L. HULL
- M. BANSIDES
- HAYES
- GEORGE ADOLPHUS (SUP)

BALTIMORE MARINE HOSP.

- HOWARD NEAL
- ROBERT MILLER
- ELMER BROWN
- CHARLES STANCLIFF
- WALTER BENDLE
- JAMES HANCHEY
- WILLIAM REEVES
- VAN WARFIELD
- MANTA
- WALDROP

PLANS IN THE MAKING



Officials of the SIU meet in New York to discuss and make plans for the wind-up of the Isthmian Drive, the contract negotiations, and strike preparations. Seated, Steely White, New Orleans Agent and Gulf Coordinator. Grouped around Steely, from left to right, are Curly Rentz, Baltimore Agent; Paul Hall, New York Agent and Director of Organization; Cal Tanner, Organizer; Ray White, Norfolk Agent; and Jimmy Hanners, New York Patrolman.

Isthmian Seamen Will Benefit From New Seafarers Contracts

By EARL SHEPPARD

Isthmian Line, Standard Oil, and other unorganized SS Companies are all willing to accept the phony agreement reached in Washington, D.C., between the CIO-CMU, the WSA and the operators. Immediately after the agreement was reached, the NMU Pilot broadcast the claim that they had "raised the wages" of all seamen and called upon Isthmian seamen to fight for the same agreement.

It is fortunate that the Isthmian seamen had learned the role of the NMU and would not listen to them. Already the SIU-SUP have received substantially greater increases from the operators. In the deck department alone these increases range from five to forty-five dollars above the scale the NMU signed for.

In the meantime the Seafarers is refusing to be high-pressured into accepting any "fact finding" government board or WSA decisions or to accept the pattern set by Curran-Bridges and company in Washington. Despite the handicap of the NMU's acceptance of the inadequate award, the Seafarers demands remain the same and the final settlement will show substantial increases.

The Isthmian seamen will benefit fully and gain the same increases upon the completion of the voting and the signing of an agreement with the Seafarers. The SIU policy of standing pat and playing their hand to the limit will pay dividends to all seamen, even to the misled members of the NMU who were high pressured by their leadership into believing that they had actually scored a victory.

Curran is already screaming his head off and calling meetings with the American Merchant Marine Institute, demanding that the NMU scale be raised to that won by the SIU-SUP. This is the role the NMU has always played, coming in at the tail end of the fight to enjoy what the Seafarers win.

IT'S YOUR UNION

To all intents and purposes the Seafarers is the Union of the Isthmian seamen. Time after time on all but a very few of the Isthmian ships, the Seafarers has won a substantial majority. The Isthmian agreement will be writ-

ten soon and will be the reward of long hard months of organization.

The fight has been a hard one but the victory will amply repay all the effort. WE FIGHT TO WIN AND WE WIN OUR FIGHTS.

FINAL DISPATCH

The OPA, which never did so much during its lifetime, died last week as a result of President Truman's veto. This leaves the road open for still greater inflation, with the price of ham and eggs soaring to Alaska gold-rush levels.

The newspapers, bankers and politicians may be able to kid the general public that there is no immediate danger of uncontrolled inflation, but every seaman knows that not only is there an immediate danger but that inflation to alarming proportions has already taken place.

The American dollar no longer has the allure of the "yankee dollar" song. Every ragged beggar, hustler and shoeshine boy in the near east can sport a roll of American dollars, even though he can't find anything to buy with the dough.

When a pair of worn, dirty dungarees brings five bucks, cigarettes from four to twenty simoleons, and anything and everything else comparative priced, then there is no question of future inflation, it's already here.

MONEY COMES HOME

Millions of dollars of yellow-seal invasion money were printed and put into circulation throughout the world. Other millions were looted from cities occupied by Germany, Italy and Japan; Russia probably grabbed off her share in the drive from Stalingrad to Berlin.

There are strict rules prohibiting the return of this money to the U.S.A. by individuals, but no law or force is big enough to search every pocket and this money is all fast finding its way back.

The black markets are accounting for a lot of this and many enterprising servicemen have managed to send enough back home via money order to at least give them a little breathing spell when they get out of uniform. The people who have it can't eat or wear it so they naturally spend

it for whatever it will buy, regardless of cost or source.

PRICES AND WAGES

The real sufferer is the workingman and his family. Prices have already risen far faster than wages and there is no end in sight. The OPA failed miserably, for despite the so-called price control the politicians did nothing to force the manufacturers to release their stocks to the retailers, and nothing to force the retailers to carry sufficient stocks on their shelves.

The result was that the black market flourished. Anything from nylon stockings and butter to pullman tickets and automobiles were always available to the guy who had the price. Probably no one will ever know how many ways the OPA pie was cut, and how many plums were pulled out by the political fingers.

Now all pretense of price control has been eliminated and the whole thing resolved on the question: "Are wages sufficient to meet living costs?"

The answer is that they are not, and will be even less adequate as prices increase. Labor then has to do something and do something damn quick.

LABOR CONTROL BUREAUS

All of the labor control bureaus, wage stabilization boards, labor boards of all types, etc., are still in existence, and on top of it all Congress has shown its determination to pass still greater anti-labor restrictive laws.

All of this goes to show that labor can place no faith in the actions of any type of politicians or in any form of political activity. The whole matter has now narrowed down to a strict economic question—the question of being able to eat or going hungry.

The working man today isn't going to go hungry and neither is he going to stand in breadlines or peddle apples on street corners. His answer is going to be economic action, action at the point of production to end all repressive bureaus and kill all anti-labor organization.

The workingman has within his hands the only sound common sense method of price control, the control of production. Inflation will be ended by labor when its united strength exerts itself on the job.

Leaflet Warns Seafarers On Shipowners' Disruption

NEW YORK—Warning against possible disruption and provocation on the part of the shipowners was voiced by Paul Hall, SIU New York Agent, in a leaflet distributed to the membership. Brother Hall pointed out that the shipowners are prepared to give the Union a bad time during the present contract negotiations so as to force the Union to waste its energies.

The disruptionist tactics may take any form, Hall warned, from acts of provocation by stooges planted in the Union, to refusal to pay off on legitimate beefs and conditions.

POINTS TO REMEMBER

To prevent the operators from getting away with their plans, Hall suggested that certain steps be followed:

1. Do not sign on your vessel until a Union Representative is

on board. This is done so the Patrolman can check the vessel for beefs.

2. Do not pay off your vessel until a Union Representative is on board and has your beefs settled. This is very important.

3. Notify the Union Hall of any repairs to be made on shipboard. Do this as soon as possible so as to allow time for the settlement of the condition, beefs, etc.

4. Check at Union Hall for all information, etc., in regards to present negotiations. Read the regular "Negotiations Log" report so as to be kept informed as to the status of negotiations.

The leaflet closed with resounding warning to the shipowners. "Not only are we going to get the best contract in the business, but we are also going to protect our Union and our conditions while we do it."

Curran, Commies Battle In NMU

(Continued from Page 1)

results of the election if they follow the pattern of the rest of the country, where his boys were overwhelmingly defeated.

The Curran-commie fight now extends beyond the NMU itself. Since the organization of the Committee for Maritime Unity, Harry Bridges, fair-haired boy of the Comintern, has entered the picture. If Curran is shown to be weak by the election, Bridges will take over as top dog in the CMU.

SAPPING JOB

The election returns follow long-asserted charges that the commies are trying to undermine Curran in favor of Bridges.

One result of the NMU ruckus has been the departure of Joe Stack, self-avowed communist and New York Port Agent. Stack shipped out last week. He spoke at the meeting, however, defending the party, saying, "I am a Communist and proud of it," and lauding Communist vice president Howard McKenzie. He was roundly booed by the membership for his pains.

Blackie Myers, NMU vice president and a CP state committee member, accused Curran of "giving in to the pressure of the shipowners and newspaper and magazine publicity." The 3,000 members at Manhattan Center booed him off the stage.

This was a new tack for the majority of rank and file membership. All but a small group cheered Curran as lustily as they booed the commies. Heretofore, any attacks on the commies, or even hints that there was direction from the CP had brought cries of "red-baiting" from the floor of the meeting.

SWING SHIFT

There were a couple of such cries this time when Curran told the membership that the commies in the Union constitute a clique that is trying to swing the election.

This was the first time Curran had brought the word "communist" into the open at a general meeting. In his insurrection against their control last March, he had referred to them merely as a power-grabbing clique, which was trying to control the

Union, though the inference that they were Communists was clear. (Later he denied this obvious interpretation of his charges, saying that it was merely an intra-union fight, with no issue of communism involved. Comrade Stack pointed up this denial by throwing a 2,000 man picketline around the World Telegram, which first published the charges.)

Curran said he would permit no group, regardless of race, color or creed to dominate the NMU.

THEY CHEERED

The members cheered wildly and stamped their feet.

Curran, however, neglected to mention how he would achieve this, encircled by the commies, as he seems to be.

Other huzzahs came when Miss Madlyn Ford, NMU statistician and a charter member of the Union, said: "I have never been a communist and I never will be." She set herself solidly on Curran ground and described the machine the commies have built to manipulate the election.

How that machine operated was revealed in part by Curran, who said that Organization Chief Myers had packed Reds into the ranks of Isthmian organizers, and used them to campaign for the communist slate in the election.

He said organizers were even sent to ports where there were no Isthmian ships, to contact crews of NMU ships and lay down the political line.

BRIDGE BUILDERS

The concerted drive against Curran was begun after the formation of the Committee on Maritime Unity. After the Washington negotiations two weeks ago the commies began a whispering campaign on every waterfront, charging that he had sold out to the shipowners. They said it was really Bridges who won the increases without a strike.

Plenty of NMU men know better, however. They have read the SIU reprint of Drew Pearson's Washington column, in which he gave the inside story of Bridges' knocking a \$30.00 a month increase across the board down to \$17.50. The reason: Hoyt Haddock, a Curran man had made the deal.

SUP Contract Tops; Bridges Cries For A 'Ride On Gravy Train'

SAN FRANCISCO, July 2—A new contract, directly negotiated between the Sailors Union of the Pacific and the shipowners, which gave the SUP membership contract gains far in excess of the CMU agreements, was unanimously adopted by the SUP membership tonight. Immediately, Harry Bridges, co-chairman of the CMU, put out the usual squawk for a "ride on the same gravy train."

The wage increases ranged from \$17.50 to \$52.50 per month, and were in most cases a substantial increase over the scale set for the NMU by the Government.

Bosuns will receive as much as \$225.00 per month, on the larger ships \$35.00 per month more than NMU Bosuns; and Carpenters, Carpenter's Mates, and Storekeepers will be paid from \$20.00 to \$25.00 more than comparable NMU ratings. The \$5.00 wage differential between ABs of the NMU and the SUP will remain in effect.

CMU ON BANDWAGON

When the new wage agreement was announced, Harry Bridges, co-chairman of the Committee for Maritime Unity, made it clear that his members will expect to receive the same benefits as those gained by the SUP in direct negotiations with the operators. Bridges said, "They (the shipowners) will find that we can ride the same gravy train (as the SUP) and it will cost the shipowners more dough."

In contradiction to the stand taken by Bridges was the statement made by Harry Lundeberg, Secretary-Treasurer of the SUP. In discussing the increases, Brother Lundeberg said, "It is hoped that these increases will be extended by the Government to the NMU and the unions following the NMU-CMU policy, now that our increases have been granted through direct negotiations with private operators."

War Shipping Administration which holds title to 80 percent of the nation's shipping on behalf of the Government, has not yet indicated whether or not it will approve the new contract.

If the WSA refuses to approve the new agreement, it is faced with a strike by the militant SUP membership. The new wage scale is retroactive to April 1, 1946, and will remain in effect until September 30, 1947, with provision for a review of wages on February 1, 1947.

Certain working rules were also amended, and under the new agreement the work week at sea will be 48 hours, and in port it will be 40 hours. Overtime in port will be paid for all work performed after 5:00 p. m. and before 8:00 a. m., and for all work done on Saturdays, Sundays, and Holidays.

At sea, work in excess of 48 hours per week shall be paid for at the regular overtime rate, as will all work performed on Sundays.

Still remaining in dispute are the following issues:

1. Rate of stand-by pay.
2. Rate of stand-by overtime

3. Traveling time while working stand-by.
4. Subsistence while traveling.
5. Explosive clause.
6. Adjustment of cargo working rate offshore and the Alaska Trade.

COMMITTEE THANKED

All in all, the SUP was able to negotiate increases far in excess of what the Government gave the CIO Unions in Washington. This view was seconded by SUP members who not only approved the provisions unanimously, but also went on record as extending a vote of thanks to the Negotiating Committee of the Union.

The Committee was composed of Harry Lundeberg, John Mahoney, John Massey, Harlin Snow, Walter Lubinski, Ray Paul, Sam McGuffin, and Harry Johnson.

Seafarers Wins First Round In Coast Guard Beef

(Continued from Page 1) and who doesn't—can do something about it as individuals. They can write to the Senators from their home state and ask them to lop off Part I of Reorganization Plan 3. Enough such letters will show the Senators that seamen don't want continued Coast Guard control.

In organizing its fight for continuance of the BMIN under its jurisdiction, the Coast Guard is laying stress on safety of life and property at sea and on navigable waters of the U. S.

The New York Times yesterday quoted a Coast Guard spokesman as saying:

"Since for many years the Coast Guard has been charged with all remedial phases and part of the preventive phases of such responsibility, it is logical and desirable that it be the agency to which all functions of maritime safety should be assigned in the interests of efficient operation, greater economy and good government."

John Hawk answered that one when he told the House and Senate Committees that Coast Guard officers could not possibly have the knowledge and know-how on merchant ships that the old inspectors of the Bureau, under the Commerce Department, had. These merchant ship captains, and engineers, he said, understand the problems of merchant ships much better.

In other words, the Coast Guard now admits that it hasn't done a good job, but is asking for another chance—a permanent one!

Tail-end of the story put out by the Coast Guard obviously was a weak attempt to answer Hawk's charge that the Coast Guard hadn't operated efficiently during the war. It said:

"Lack of permanency in the 1942 transfer precluded long-range planning by the Coast Guard for proper and effective administration of inspection functions."



QUESTION:—If the Seamen's Bill of Rights is passed, what provisions will you take advantage of?

THOMAS J. MONAHAN, Second Cook:

That would be the best break that could happen to me. I want more education, but the only way I can get it is if the Government foots part of the bill. Of course, the amount of money that I would receive from the Government would be awful small, but it would be better than nothing. I used to be a salesman before I first shipped in 1943, and I could use a fast training course in sales. If we could depend on a loan from the Government, that would be a big help in case I wanted to build a home or go into business some time in the future.



WILLIAM PARKS, AB:

Frankly I'm not too much interested in the Bill of Rights because it actually doesn't mean anything. The only seamen who will benefit are the fellows who want to go to school. I don't; I want to keep going to sea. Sure I would like us to get recognition from the Government, and this would be one form of recognition. Seamen deserve a lot better treatment and consideration than they are now getting. I don't like the idea of the Maritime Commission being given the authority to administer the Bill. We probably won't get a square deal from them.

CLARENCE DAIRE, Ch. Cook:

I would like to take advantage of the educational benefits. I was interested in radio before going to sea, and now I'd like to look into the new field of television, or one of the other new developments in the radio field. I'm married, and I know that the \$80.00 per month subsistence would not be enough for me and my wife, but I have saved a few bucks which I could use to supplement the money allowed by the Government. Of course, if prices keep going higher and higher, no amount of money will be enough.



WEAVER MANNING, Oiler:

The education provision is the only one that interests me. I want to study more electricity so that I can prepare for a license as a Third Assistant Engineer. The sea is my life, and I want to advance myself as I become qualified for better jobs. \$60.00 a month is not a lot of dough, but I can hustle a little more by odd jobs, and make enough to pay my own way. One thing more, we ought to fight for hospitalization rights because if a man's discharge is more than 60 days old, he can't be admitted to the Marine Hospital, and then he has to depend on charity to take care of him.

SIU Answers Stalling By Strike Vote

(Continued from Page 1) doesn't make sense. If that is the thanks we get, then I think we ought to go out on strike and stay out until we get everything we ask for!"

ALL ENTHUSIASTIC

Reports from the other ports engaged in the balloting indicated that the pro-strike sentiment was rampant all over. While all votes are secret, the SIU members were not reticent about telling how they voted. Almost all of them stated that they voted for a strike, should it become necessary in order to enforce the Union's demands.

The resolution to take a strike vote was instigated at the regular business meeting of all ports of the Atlantic and Gulf Districts. This was quickly followed by notification to the United States Department of Labor of our intention to strike in accordance with the Smith-Connally Act.

DATE TO BE SET

The actual date for calling the strike is up to the membership, and is contingent upon the progress of the negotiations with the shipowners. When the time comes, the date will be decided upon in the usual democratic way.

Top officials of the SIU are non-committal in their opinions on the present vote, but expressed the hope that all members of the Union would participate in the voting.

From the look of things to date, Seafarers know that the future action is the responsibility of all, and they are prepared to do their part, in the voting, and on the picketline if necessary.

IBU Scabs On SUP In Work-Stoppage

SAN FRANCISCO—From the standpoint of the commie-dominated CMU, unity works only one way. The history of the NMU is one of the scabbing, not only on the SIU-SUP, but on each other. Recently Harry Bridges and his ILWU were charged by a brother CIO union with scabbing tactics during the strike against Montgomery Ward.

To these records can be added the recent action of the Inland Boatmen's Union (CIO) and the ILWU (CIO), both members of the CMU.

When the SIU-SUP stop work meetings took place on June 6, the Seafarers members in San Francisco decided to hold a second meeting on June 7 in order to further discuss developments and plan future action. At this time there was a ship lying in drydock, belonging to a company shipping an SUP deck gang.

IBU SCABS

The IBU was called on to supply a crew to shift the boat, and did so, thereby scabbing on the SUP. To add insult to injury, the ILWU worked the sailors hatch on the vessel.

SIU members are justifiably angry, and as one of them, Joe Lightfoot, put it, "That's a fine way to thank us for backing them up in their strike action. We say we won't scab on them, and then they go and scab on us. A fine state of affairs."

Seafarers Ballot On The Strike Question



Young and old Seafarers agree that the strike vote is a good thing under present conditions. After they voted, three of the younger members were snapped getting the lowdown from an oldtimer. Left to right, Thomas Cahagan, Earl Cinnamon, A. Goldsmit, and Blackie Colucci.



Your vote is secret, but you must be a member in good standing to vote. Here Brother William Atwood checks the books of some of the men waiting to cast their ballots.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA ATLANTIC and GULF DISTRICT SAMPLE STRIKE RESOLUTION BALLOT

INSTRUCTIONS TO VOTERS: Vote either YES or NO— Mark a cross (X) in the square. Do not use a lead pencil in marking the ballot — ballots marked with lead pencil will not be counted.

MARK YOUR BALLOT with PEN and INK or INDELIBLE PENCIL. DO NOT PUT ANY OTHER MARKINGS ON THIS BALLOT.

FOREWORD

AT THE REGULAR BUSINESS MEETING HELD IN NEW YORK, JUNE 19, 1946, THE FOLLOWING RESOLUTION WAS ADOPTED AND CONCURRED IN UNANIMOUSLY:

VOTING PERIOD FROM JULY 1, 1946 THROUGH JULY 31, 1946

RESOLUTION

WHEREAS: At the present time the Seafarers International Union of North America, Atlantic and Gulf District, is engaged in negotiations with our contracted companies for improved wages and working conditions, and

WHEREAS: The Seafarers International Union of North America, Atlantic and Gulf District, has always won the best wages and working conditions in the Maritime Industry and we intend to maintain that record in our present negotiations, and

WHEREAS: Although we have stated for the record to the Public, the Government and to our contracted companies that we will refuse to be bound by any agreements entered into in Washington by the Committee for Maritime Unity, our contracted companies have attempted to use that agreement as a pattern in their dealings with us, and

WHEREAS: The conditions which we are demanding in our contract negotiations are much better than the demands that were made by the Maritime Unions affiliated with the Committee for Maritime Unity on their contracted companies, and

WHEREAS: It may be necessary, as negotiations progress, to have an affirmative strike vote in the hands of your Committee in order to be in position to strike if necessary to enforce our demands,

NOW, THEREFORE BE IT RESOLVED: That the Secretary-Treasurer be instructed to prepare a Strike Ballot immediately in accordance with the Constitution, and

BE IT FURTHER RESOLVED: That the body of this Resolution be printed on the face of the Strike Ballot with the following question: "Are You in Favor of Authorizing Your Secretary-Treasurer to Call a Strike in the Event a Satisfactory Agreement on Wages and Working Conditions cannot be Reached?"

AND BE IT FURTHER RESOLVED: That the voting on this ballot shall begin on July 1, 1946 and shall terminate with the regular meeting of July 31, 1946,

AND BE IT FURTHER RESOLVED: That the actual date of calling the strike be left open for the membership to decide upon at a later date which will be contingent upon the progress of our negotiations with the operators,

AND BE IT FINALLY RESOLVED: That we notify the United States Department of Labor immediately of our intention to strike in accordance with the Smith-Connally Act.

SAMPLE BALLOT SAMPLE

"Are you in favor of authorizing your Secretary-Treasurer to call a strike in the event a satisfactory agreement on wages and working conditions cannot be reached?"

YES

NO



Preparedness from soup to nuts is the keynote as the strike vote gets well under way. Here is part of the soup kitchen, ready for instant action if the shipowners continue their stalling tactics. Left to right, trying the coffee, are three members of the strike committee, Salvatore Frank, Vic Combs, and Edward Guszczynsky.



Traditional Seafarers militancy is shown by the ready picketsigns to be carried if and when.

Correct Job Action An Important Union Weapon In Disputes

(Continued from Page 1)

Union, he is directly attacking seamen's conditions without warning.

Simply defined, job action is the exercise of organized strength in a surprise attack.

RIGHT AND WRONG

Job action to be successful must be well planned. If a ship's crew were to decide to take independent action in defense of a grievance, no matter how just the case might be, the chances are 100 to 1 that it would result in failure.

When a crew sits a ship down, or walks off without the knowledge and support of the Union, they are playing into the shipowner's hands. Job action should always be in defense of a specific grievance, for a definite cause.

While job action is often demonstrative in character, as in the recent SIU-SUP stop-work meetings, it should always be linked to urgent issues. In the case of the stop-work meetings the action was 100 percent successful in forcing a specific demand, the opening of negotiations independent of the Washington bureaus.

A good example of a wrong type of job action took place recently on the Washington, a U.S. Lines-NMU manned ship. The entire crew refused to sign on because the company refused to fire a Purser who had refused to join the NMU. This was a jurisdictional raid as the Pursers have their own union, the American Merchant Marine Staff Officers Union, AFL.

It was poorly timed because the U.S. Lines was looking for an excuse to tie the ship up and send it to the shipyards for re-conversion. The result was that the crew was paid off, the ship taken out of service and no conclusion reached on the beef. The net result was some 350 men added to the already overcrowded NMU shipping list.

RIDER BEEF

The recent rider beef was won with the correct kind of job action. The shipowners and the WSA had hedged to the point of creating a deadlock in the rider negotiations. The whole matter was discussed at the regular membership meeting and the officials of the Union were instructed to take the necessary action.

The next morning the Patrolmen were on the job discussing the matter with crews of ships which were loaded, ready to sign on and sail. The crews didn't sign on and the ship didn't sail.

The same procedure was followed in all ports and in a short period of time 112 loaded ships were idle. The pressure was too great and the shipowners yielded. This was the right kind of job action, action organized and effective.

A job action is not a strike. To be effective a job action must be kept strictly within the limits of the law. In the case just quoted every action was legal and the Union contracts were never once jeopardized.

There is no law to compel a

seaman to sign on a ship, and there is no law to make a man on the beach ship on any particular ship. The Union didn't instruct the men aboard the ships not to sign on nor did it instruct men not to ship on any of the ships affected.

The problems were discussed and the men acted on their own initiative. They were Union members on Union ships and the Union represented them in their action. This further defines job action.

OVERWORKED

Refusing to sign on, walking off or just sitting down and talking things over are by no means the only forms of job action. In fact the acts of walking off or sitting down are so closely related to striking that caution must be taken to prevent such action from becoming a strike.

The main objective of the shipowners and industrialists has always been to get as much work in as little time as possible from the working stiff. They call this "efficiency" and the engineers who plan their systems "efficiency experts." The Union rightly call it "speed up." Whatever you call it—it's still exploitation of the workingman.

Very frequently Masters and Chief Engineers try to show their brilliance by estimating the time necessary to paint a stack or pack a pump. Not so long ago Mates and Engineers on Ford ships were given instructions as to just how long every job should take. If things like this became prevalent, then the ship's officers would be slave drivers and the crew slaves.

NO LAW

There is no law that says how much work a man is able to do, how long it takes him to get tired, how often he needs a drink of water, when he has to relieve himself or if his tools are right for the job. His seaman's papers merely qualifies him to do the job whether it takes an hour or a day.

The employer likes to say that when the work slows down there is "a conscious lessening of efficiency." The Union theory is that a satisfied worker is more efficient. Thus if an attempt is made by some phony ship's officer to overwork a crew to please a shipowner, the crew protects their health, etc., by doing only what they are able to do, then they are taking justified and legal job action. Every man should know and do his job but no man should do two men's work.

Every Union member should know his job and do his job. A man lifting a weight or heaving a line is imposing on his shipmates if he fails to do his share. No Union member should ever fail in his obligations to his shipmates. A good Union member is a good seaman.



MEET THE SEAFARERS

George Saucier



"Hey," said the Counter Patrolman, "here's a good guy for your 'Meet the Seafarers' this week. He is one of the men who really helped to build this Union, and a story about him might be an inspiration to the newer men."

That was our introduction to George Saucier, G 113, Deck Engineer and Oiler. George is about 7 ft. 8 in. tall, and weighs about 165 pounds—not very big, but he looks like he can take care of himself when he has to.

George first went to sea in 1930 when jobs ashore were tough to get. The love of adventure was in his blood and so, during the depression, he decided to have a fling at a romantic sailor's life.

A GOOD LIFE

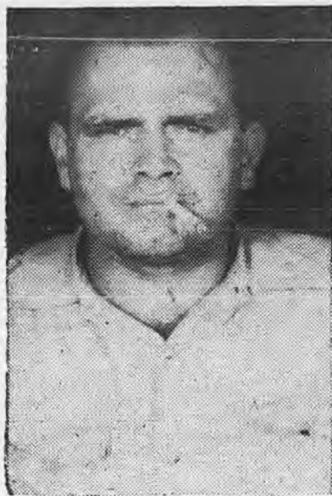
It turned out not to be as romantic as he had thought, but he has never regretted his service with the merchant marine. In fact, he left the sea during the years 1933-34-35, and worked as a farm hand and construction worker, but he returned to the ships, and has been sailing ever since.

"The years 1936 and 1937 are the ones I'll never forget," he recalls. "We were fighting for our lives against the communists who were trying to split the seamen's union for their own ends. We had to fight like hell, and I was badly beaten then, but we won, and now our Union can withstand anything. Can the NMU say the same?"

Saucier has a well earned reputation for militancy; usually he is elected Engine Room Delegate and he believes in job action at the point of production when seamen's wages or conditions are at stake.

"The only way to settle a beef," he states flatly, "is to show the shipowners that the whole crew is united. Job action should be used as soon as you see that the company is trying to chisel. In that way you can stop a lot of headaches."

Saucier sailed steadily all through the war. He considers himself lucky because he was only torpedoed once. Many other



GEORGE SAUCIER

seamen he knows lost three or four ships from under them. George's only dunking took place on May 5, 1942, when the Afoundria, Waterman Lines, was sent to the bottom by a Nazi torpedo.

He also had his share of bombings in the Atlantic and the Mediterranean, and was on one of the first vessels to sail into the harbor at Antwerp after the port was opened. Saucier calls this the toughest action he ever went through.

"They threw everything at us," he remembers. "We were dive bombed, buzz bombed, strafed—everything but the kitchen sink. We thought that our own planes had all been shot down, but a few days later, our planes started into action, and pretty soon it was all over."

SEAMEN UNITED

We asked George what he thought of the work-stoppage on June 6, and he replied, "It had to be done. The operators were fooling around, and probably thought that we would accept any terms that they were able to put over on the commies."

"They know better now. Our demands are simple and just—better wages and conditions, and the four watch system. We'll get it too, cause we are united."

To George Saucier, and other SIU Brothers like him, we say, "Good sailing, and keep her steady as she goes."

Observations On The Current Contract Talks

By STEELY WHITE

The SIU has for some weeks now been attempting to negotiate an agreement with Mississippi Shipping Company, which has been forced to negotiate through a committee of operator representatives drawn from the so-called Atlantic Steamship Operators Association.

This committee has to date been RAM-RODDED by the shipowners' chairman, L. A. Parks (who is known throughout the maritime industry as a scabherder and ex-piecard sellout artist), and Cherbonnier (a fanatical anti-labor shyster who is connected with the AMMI and sundry steel corporations).

These two guys, along with some of the companies' representatives, have been doing everything in their power to instigate and provoke a strike or lock-out in place of attempting to sit down with the Union committee and negotiating an agreement. They have snoopied and maneuvered, finagled and concocted insults in the form of offers and proposals contrary to all negotiating principles and technique, and neither knows the difference between a fid and a sampson post.

BAD FAITH

This group has yet to meet the Union committee with any visible intention of bargaining in good faith, nor do they intend to until such time as their skull-duggery is publicized and the companies they represent take some action against it.

The Union committee has been unable to make any progress in negotiations because the counter-proposals offered exposed their insincerity of intention and stupidity of program in addition to being an insult to our intelligence. Their action so far can be termed as a "lock-out."

If the operators believe they are going to get anywhere by such procedure as this, they are as crazy as some of their negotiating representatives. On the contrary it could create an unfavorable condition where now none exists. The time is at hand when this foolishness must come to a sudden halt.

Seafarers Crews Leave Ships, In Protest Over Continued Delay In Contract Talks

(Continued from Page 1)

ing the negotiation sessions. They're using every trick in the book to try to get the members of the negotiating committee mad. They're sitting down hard on the progressive operators who want to settle.

BOGGED DOWN

They're letting the negotiation sessions drag on and on, hoping to wear the SIU committee down through sheer boredom of going over the details point by point. It is the strategy of watchful waiting, of boxing the compass to kill time.

They're still refusing to let Mississippi negotiate on her own, despite the repeated protests, pointed up by two walkouts, of the SIU.

And they're continuing to make

foolish offers which they know aren't and never can be acceptable to the SIU membership.

BUM OFFERS

Here, for instance:

They agreed to pay the new scale offered to the SUP, and now before the SUP membership. Sounds good, eh? Yes, but there

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.

are two catches. What they're offering is the new SUP scale, not the actual raise in wages the SUP gets. Bosuns, for instance, would get \$202.50 under the new scale. If they were actually raised from the current Mississippi wage level by the SUP's actual raise of \$45, they'd get \$207.50. It's the same all down the line. The other catch is that the SIU would have to agree to lowering standards of working conditions in many instances.

The SIU won't go for anything like that. The negotiating committee is sticking out for its original demands, with retroactive pay increases to the beginning of bargaining. It won't settle for anything less.

And the membership is backing up the committee with its walkouts.



Seafarers Stymies Sly Skipper; Pigeon Point Prexy Pays Plenty

By LOUIS GOFFIN

JACKSONVILLE — The Skipper of the Moran Tug MV Pigeon Point seized the recent work stoppage action as a timely moment to toss a neat curve at the SIU crew aboard his scow. But his underhanded pitch was clouted viciously to put the Skipper at the short end of the score.

Here's the way the story shapes up;

The Pigeon Point, in here for a few hours stay prior to towing the SS James Rumsey up North to the boneyard, had a few men paid off. We were informed that the Skipper had deducted one-

half day's wages from each man because of the crew's absence in the Port of Philadelphia during the stoppage on June 6.

The Skipper, intent on vengeance, took it upon himself to make the deductions. This was a matter on which we thought the Skipper had to be enlightened. Coupled with this short-pay stunt was an overtime beef regarding certain work done by the Electrician.

We took both beefs to the tug's Captain. All beefs would have to be settled here and now, or the tug doesn't proceed North, we informed him. And the crew is 100 percent in favor of this action, we added.

And so the beefs were settled without delay. Like her Captain, the Pigeon Point puffed and strained a little and headed for



the northern boneyard. I should like to point out to crew members who attended the work-stoppage meeting in Philly and who have been paid off since, that it would be wise for them to check to see if they had been docked a half-day's pay. If so, they should get in touch with the Moran Towing Company at 17 Battery Place, New York City for their dough.

Also in here for a few hours was the SS Fern Victory, an American Haywire scow. Charges made against a crew member by the Deck Gang were forwarded to Joe Algina in New York since the vessel was bound for that port.

The SS Daniel Willard is expected here from Charleston very soon. We're hoping that there will be a few replacements to be made before she pulls out of here.

Norfolk To Form Maritime Council

By RAY WHITE

NORFOLK — Preparations are under way for the formation of an AFL Maritime Council of Norfolk. Objective of the proposed council is to coordinate the labor activities of all AFL maritime unions in this city, as has already been done in many other Atlantic and Gulf ports.

Member unions of the council would assist one another in any actions requiring joint action.

At the moment shipping is slow and the outlook is not too good for the near future. However, we look forward to a stir in activity and it is not unlikely that some day soon will see some action on the board.

Norfolk Seafarers will now be taking their shots on a green table. We've put a new billiard table in our recreation room to help create pastime for the men waiting around to ship out.

So if you get down this way stop by and run off a few.

Castle Island Berths City Owned: All Boston Lacks Is Shipping

By JOHN MOGAN

BOSTON—Another week has passed with shipping and business practically at a standstill in this port. Things were so slow that all hands were able to concentrate on an organizing job which should payoff with a contract this week.

The regular meeting was very well attended, owing to the poor shipping situation, and all members are anxious to get into the new quarters, which are coming along fine.

A motion was made and passed to have an open house for all members on July 3, with appropriate refreshments to celebrate the occasion and properly christen our new home. It is hoped that nothing unforeseen pops up to delay the opening date, as a large part of the local membership come in from distant towns, and, in many cases, from out of the state.

CITY BERTHS

Most of the membership will remember the Castle Island berths in South Boston; they were used chiefly for the loading of ammo cargoes during the war. The island has 17 good berths, all



of which were plenty busy throughout the war.

Anyway, they have now been purchased from the Government by the City of Boston, so that all we need now is some ships in here to keep off the termites. In fact, the port is exceedingly well off now for berthing space and it would seem logical that the operators, who were always beefing about the lack of facilities in Boston, will now put the port to greater use.

It is good to see all the Branches getting together with the ILA in their ports. Boston seamen and the longshoremen have always realized their mutual dependence on the other in obtaining better conditions and obtaining legitimate concessions.

The set-up has always been of an informal nature, however, (though none-the-less strong) and we will soon cement the relationship along the lines suggested by Headquarters.

OILER'S BEEFS

Quite a few of the ships around here on idle status have been anchoring quite a way out, and on a port payroll involving three Oilers on the SS Edward Logan (Eastern SS Co.) a dispute arose about 750 hours of overtime for standing continuous watches.

Eastern could not see where

the Oilers rated this kind of overtime; but after a short session with Eastern officials the dispute was settled satisfactorily.

The outlook for the coming week is very poor also. Judging by the Branch reports the proper advice to members today is "Go South, young man," but such advice doesn't take well when it's sweltering in gold old New England. Seriously, though, any members wanting to get out in a hurry can do so from almost any of the Gulf ports.

SIU Opens Hall In Corpus Christi

By L. P. KELLY

CORPUS CHRISTI—The Seafarers International Union has opened a new Branch and Hall in this Gulf Coast port. Located at the Labor Temple, 1284 North Mesquite Street, the branch is now handling all traffic for this district.

We are presently conducting an intensive organizing campaign on the Standard Dredging Corporation, as well as on the barges and tugs making the intercoastal run. We feel that considerable success is being made in these efforts.

The establishment of an SIU hall in this district is a step forward. The move has met with considerable opposition from the NMU, and from the Magnolia, Humble and Sinclair oil refineries. The latter outfit definitely refuses to allow any Union official to pass through their property to get aboard any vessel.

They have been getting away with this practice successfully with the NMU, but we of the SIU are most certainly not going to let our membership suffer by any such tactics.

If any of you fellows come in and tie up at any of the docks here, do not let go. Remain on your vessel until a Patrolman comes aboard to settle your beefs.

Alcoa Takes Over George Washington

Alcoa Steamship Co. will operate the former coastwise vessel George Washington between New York and Bermuda on a weekly schedule beginning July 13. The ship has been chartered from the War Shipping Administration.

Sailings will be made every Saturday from New York and on Tuesdays on the northward run. Passengers will be offered comfortable service on the vessel, but on a simple nonluxury basis.

Alcoa has operated the ship, which is 390 feet long and has a gross tonnage of 5,184, since last November as agent for the WSA in a service to the Caribbean that included a call at Bermuda.

NO NEWS??

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

HOUSTON
CHARLESTON
SAN JUAN

Notify The Hall If You Reject Job To Which You've Been Sent

By ARTHUR THOMPSON

SAVANNAH—When we paid off the SS Joseph Storey we had another honey. She's an SUP ship and had no beefs at all. The ship was as clean as a yacht.

We also paid off another SUP ship, the SS George H. Flanders and it was a duplicate of the Storey, except for a transportation beef which was squared away. Transportation with a day's pay and subsistence was paid.

I don't like to say it, but I must admit that the SUP ships paying off down here are a lot cleaner than our own. When the SS James Jackson paid off a lot of complaints were sent in concerning the condition of the lockers, fans, bunk lights, etc.

It was pointed out by the company officials that this ship was manned by SIU crews since she came out of the yards and the condition of the ship is entirely up to the crew.

They declared that if lockers and other gear are destroyed it stands to reason that our own crews were responsible. This is a tough argument to answer. In fact there is no answer to it.

RATED MEN

At the present writing we have one SIU ship in port and four SUP ships. We are short of rated men, especially in the deck department. With ships running in and out of Savannah fairly regularly now we can almost always use rated men. We do have an oversupply, however, of OS, Wipers, and Messmen.

We've had a bit of trouble lately caused by the company calling for more men than they need. Some of this is due to carelessness on the company's part. More than once I've checked when they called for men and discovered that the jobs had been filled already.

But there were times, and quite a few times, when the calls came in that we dispatched men only to have them turned down because a full crew was already aboard.

Some of the fault lies with our own members. When the SS James Swan was in port the company called for a crew. This meant 28 men. Before we finally got the ship out, we had shipped 45 men. This means that 17 men had quit while the ship was in port and only about four men reported back to the Hall that they didn't want the job. We had to guess at the rest.

If you quit your ship, you should notify the Hall immediately so we can check with the calls coming in.

A day's pay does not compensate a man enough for the trouble and expense he goes through



when he goes to a ship. He has to carry a lot of gear with him and he may be passing up another job and, in some cases where men are not living at home, they have a hell of a time finding a place to stay after they have checked out of the place they were staying. You owe it to yourselves and your fellow members to keep the Hall advised if you don't want the job you're dispatched to.

ONLY FIVE MEN

Speaking of the four watch system to which the shipowners are opposed, we can't see why there should be any objection. An extra watch would be five extra men. They claim they have no room for these additional men. But during the war they carried 24 or more additional men as gun crews. Only two rooms would be needed for the five extra men and these rooms are available.

The amount of food they would eat is already wasted anyway. We've seen cases of food go over the side because it spoiled before it could be eaten. Anyone who has a large family would realize that feeding a few more doesn't cost a hell of a lot more money.

However, putting our ideas here won't do much good. The negotiating committee knows, and so do the operators know, that we're not asking for much, but the money they made during the war is something they want to hold on to. Maybe they'll see the light before the month is over.

Make Isthmian SIU!

Strike Is Called Workingman's Only Weapon In Fight For Living

By JOE ALGINA

NEW YORK—The man who works for a living has very few weapons he can use against the employer. Bosses have always had the cops and the National Guard on their side, and many strikes have been settled by billy clubs and bayonets.

It is only when the workers become strong enough that the Government bureaucrats stop using terroristic methods to crush the workers when they ask for decent wages and better conditions.

Well, right now I think we are strong enough. The present strike vote shows that seamen are prepared to use the only weapon left to them in fighting for their rights. During the war all workers accepted the "no-strike" pledge, and this left seamen at the mercy of greedy shipowners and cruel officers. The situation has changed, and the bureaucrats can no longer stop seamen from using the economic weapon of a strike.

NOT POLITICAL

We are not like the NMU and the rest of the unions in the commie dominated CMU. Our strike will not be for politics, but for more money and better working conditions. Therefore we will not back water when faced with the bosses, the Government, and the Armed Services.

One word of advise to the members of the SIU and the SUP: save your money. Walking the picketline is not a salaried job!

Shipping has picked up in this port, and there is good reason to

believe that the improvement will continue. Of course, that won't provide enough jobs for all the men who want to continue sailing, and the only way to be sure that there are plenty of jobs on the waterfront is to institute the four watch system. Otherwise, there will be more men than there are jobs, and that always leads to unemployment and a resultant lowering of wages and conditions.

MORE SHIPS

The Robin Line has taken on more ships for the South African run. A lot of our members who like only the long trips will be overjoyed at the news. The South African run is always interesting so these new ships will give more of the boys a chance to make the voyage.

With business picking up, the Overlakes ships are crewing up for plying the water along the Atlantic coast, and these short runs are also popular with the Seafarers who are family men. Well, with the long runs and the short runs, there is something for everybody.

Brother "Slim Jim" Lightfoot is in town with a story of how the Inland Boatmen's Union, CIO, scabbed on the SUP during the work-stoppage on June 6-7, in San Francisco. Jim is plenty sore, and says that the other boys on the West Coast feel the same way. By the way, Slim wants his pals to know that he and Bob Kennedy are still good friends. That sounds like the long and short of it.

Shipping Booms In New Orleans; State Anti-Union Bill Is Passed

By C. J. (BUCK) STEPHENS

NEW ORLEANS — Shipping still booming down this way and jobs are on the board for all ratings. Business is fair with a few payoffs last week.

The SS Fort Matanzas came in from a nine-months trip and the whole crew got off. Quite a few of the oldtimers were on the beach, so she crewed up 29 full book members out of 34 jobs.

Among the ones shipping on her were: Moon Kouns, Jan Englehardt, J. Kemp, G. Burch, Sam Marinello, Louie Bourdonnay, Scotty Findley, Junior Pullen, Chas. 'Make-a-motion' Giallanzia, Red Wahl, and T. G. Plunkett.

It looks like the Mates, Engineers, etc., on this scow will have to fly right, because these men going on there really are oldtimers and will not take anything from them.

LABOR HATERS WIN

The labor haters in Louisiana have passed the Anti-Closed Shop Bill by a vote of 23 to 15 and it is now up to the Governor to either okay or veto the bill. From the talk going on in the various union halls, it looks like he may veto the bill; if he does he sure will put himself in the good graces of the various unions in Louisiana. The following is how the vote went.

In favor of the anti-labor bill: Edward Burguieres, Lafayette; Reimer Calhoun, Mansfield; Chester Coco, Marksville; Edmond L. Deramee, Thibodaux; James O. Dolby, Lake Charles; Louis H. Folse, New Orleans; R. L. Gay, Zwolle; A. K. Goff, Ruston; Os-

car Guidry, Church Point; Lloyd L. Hendrick, Shreveport; R. E. King, Winsboro; Alexander E. Rainold, New Orleans; Clyde E. Ratcliff, Newellton; Geo. R. Reitmeyer, New Orleans; Andrew L. Sevier, Tallulah; Grove Stafford, Alexandria; Clyde V. St. Amant, Gonzales; E. M. Toler, Clinton; Cornelius Voorhies, New Iberia; Eugene B. Watson, Fluker; Louis J. Wilbert, Plaquemine; and Marshall E. Woodward, Arcadia.

Those against the bill were: Phil Arras, New Orleans; Drayton R. Boucher, Spring Hill; H. Alva Brumfield, Baton Rouge; Bently G. Byrnes, New Orleans; Nicholas G. Garbajal, New Orleans; Wilfred J. Desmare, New Orleans; A. A. Fredericks, Natchitoches; Lessley P. Gardiner, Opelousas; Gilbert F. Hennigan Fields; W. T. Hodges, Jena; John F. McCormick, West Monroe; Brooks Oliver, Bastrop; H. H. Richardson, Bogalusa; Alvin T. Stumpf, Gretna; and Leonard C. Wise, Morgan City.

FAIL IN TRY

J. Aubrey Gaiennie, New Orleans, who spoke against the bill and originally voted against the measure, was recorded in the final rollcall as voting for the bill; and the President of the Senate made it clear that the action he took in changing to the affirmative side could not be recalled after his strategy had backfired.

Another anti-labor bill that passed the house was a bill denying unemployment compensation to strikers. The bill passed the house by a vote of 72 to 10.

ISTHMIAN NEWCOMER—THE SIROCCO



This crew shot of the Sirocco, recently taken over by the Isthmian Lines, was snapped by a crewmember aboard the ship while docked at 23th Street Pier, Brooklyn. She's pretty solid for the SIU (Editor's Note: Thanks for the picture, but how about including the names, next time?)

Coast Guard Is Greatly Understaffed (It Says) But Always Finds Enough Hands To Pull Papers

By JOHNNY HATGIMISIOS

BALTIMORE—The demand is greater than the supply here this week with shipping active but with the men not taking the jobs as fast as they appear on the board.

It is important that we get the ships out so that when we go up for new contracts the companies won't be able to say that we can't stand up to our end of the agreement.

We still have contracts with the operators and we must live up to our agreement. When September comes around and we go after better conditions we don't want anything thrown in our face that will hurt us. We want to keep on bettering the Union and the membership. No matter what may happen the Seafarers will keep on fighting for its men.

So let's all take the ships out and keep them steady as they go.

The Brothers who are confined to the marine hospital here and those who have been released have praise for the consideration and thoughtfulness the SIU men have shown for them. The hospital donations go a long way with the men and they deeply appreciate being remembered.

SWELL HALL

We still see a few oldtimers around here. They are all very much impressed with the Baltimore Hall. We take great pride in our Branch here. The second floor is much better than that of any other Hall.

Perhaps it won't be long before we will be rid of the Coast Guard. Then things will go along just like they used to, with the gold braid thrown out of work. At least they call it work. They had it easy during the war. But all good things must come to an end. It may be okay to be a land-lover and shout orders but they can't tell a seaman how to run a ship.

They almost seem proud of being able to take a seaman's papers and prevent him from making a living. But when it comes to a showdown they try to back out of everything. When a man goes up for his duplicate papers they give him a run-around. I had the experience here in Baltimore when I lost my discharges but it didn't last long. I had them singing a different tune.

EXCUSES

Their excuse to me was that they didn't have enough of a staff to handle that kind of work for the seaman. But, strangely

they have a big enough of a staff to rap a seaman with. They have plenty of cheap talk, too. Their treatment of seamen has



always been pretty raw and shabby.

So let's get rid of the hooligan navy, once and for all.

The dispatcher here is busier than a one-armed paper-hanger, what with trying to get men to take jobs off the board, running to answer the telephone while he prays for a job-taker. He sure blows his top when they don't take the jobs. But that's my boy Hogge. Happy Hogge he'd be if the men would take up the jobs.

The Isthmian drive is nearly over with but we are not through by a long shot. We still have a bigger job ahead of us, one that must be done. For the bigger and better Union that we all want. We'll have it so long as the Seafarers stand solidly together, as they have all along while the Union was being built up the hard way.

Steady as she goes! And best of luck to all!

The Patrolmen Say...

Stewards Stay

Way back in the old ISU days, a man sailing on a ship never knew whether he was going to make the second trip until he was out on the seas.

But what I want to get into is the story of the SS San Blas which was on six months continuous articles. The ship returned on June 19. Out of a crew of 11 men in the Stewards Department, two men gave notice to sign off under mutual consent.

At the payoff I discovered that the Captain had ordered a full Steward Department. I contacted the crew to straighten out this confusing situation. All the men, excepting the two wishing to sign off, claimed that as far as they knew there was no trouble in the department and that they had no complaints from anyone. They planned, therefore, on staying on the vessel for another voyage.

CAPTAIN'S STORY

So, back to the Captain for me. His story was that the officers were not satisfied with the cooking and that they wouldn't sail the ship if the same cooks stayed aboard. I'm pretty well acquainted with the situation wherein officers refuse to sail with members of the unlicensed crew.

I got all hands together and after a little discussion the matter was settled to the satisfaction of all. The Stewards Department stayed.

Checking through the stores list, I found that the officer's

gripes did not point to the cooks, but rather to the materials they had—or didn't have—at hand. The Port Steward, who is an efficient and practical man, agreed with this finding. He promised to put the proper stores aboard.

The men that the bright Skipper ordered as replacements were paid for the day they reported to the ship.

Claude Fisher

Snafu Payoff

The crew of the SS Fallen Timbers was in good spirits until the payoff. Then things started to happen.

An inexperienced Purser was the cause of it all, and he sure had the whole payoff fouled up. Some of the men were as much as \$100 short in wages, not taking into consideration overtime or bonus.

The company auditor had to work 24 hours straightening things up, but with the help of the Union Delegates and myself, the scow was squared away before the men left the ship.

Moral: Keep an accurate record of your overtime and draws. Don't trust these matters to the Purser, especially a first trip Purser.

James Purcell



The Lind Was A Hellship, Until SIU Got Busy

BY CREW OF SS GOVERNOR LIND

On April 20, 1946, the SS Governor Lind stank worse than a French latrine in distress. Bedbugs swarmed over the bunks. Ten men in the deck gang had only one toilet that would work. That one sounded like a threshing machine when it was flushed and woke up everyone. Every faucet ran scalding hot water; it was tough to wash or bathe. The showers had neither heads nor curtains.

The Captain gave his favorite sailors illegal promotions aboard ship, in violation of shipping rules. Paint brushes proved practically unusable. Steam leaks made the washroom miserable. Sanitary workers did not have suitable mops, brushes, buckets and disinfectants. So the ship stayed dirty. We had only one scuttlebutt on the ship; even it didn't work sometimes, so we thirsted.

Extremely poor lighting in the messroom caused constant eye strain. Mess rooms and toilets went unpainted. The coffee urn fitted so closely against the overhead pipes that no one could make coffee in it. Electric plugs were so scarce that we had to disconnect the fan to use the toaster and pull out the toaster to use the percolator. The messroom got so damned hot in the Gulf that we had to take our meals out on the hatch.

DIRTY POOL

No one could get enough matches. One laundry bucket had to serve five to ten men. The Mates knocked the ABs off the wheel and made them work during their wheel watches.

The ladders on the masts and the cargo runners had rusted and worn until the Deckhands had to risk their lives every time they climbed aloft or drove a winch.

Firemen and Wipers risked the danger of getting caught by heavy seas breaking over because their quarters were forward, though there was plenty of room for them aft. They had an outside toilet. The sea gave them a free wash just about every time they used this toilet, however.

Men continually sprained their ankles and stubbed their toes over a lot of surplus pad eyes on the main deck. Sour canned milk made the coffee bitter as arsenic. Lumpy, sagging, worn-out mattresses reeked with filth. In tropical heat we discovered that most of the fans wouldn't work. The absence of soap containers and toilet paper holders made matters unhandy.

CONFUSION

Every Deckhand had five bosses at all times: the Bosun, three Mates and the Captain. The Bosun would give one order, a Mate another and the Captain still another. We caught hell because we couldn't do three things at once.

When mosquitoes attacked in swarming droves we could get no screens to keep them out of our quarters and no insecticides.

The officers used six clocks. They even had clocks in their cabins. The crew, however, had no clocks. We never knew when to turn to or relieve the watch. In the three foc'sles used by the Bosun and Messmen rain seeped through the overheads and soaked the bunks. Our lockers were junked by the Navy before we got them, half-length and badly bent.

The ice cream freezer didn't work. We needed new percolators. We endured a very poor brand of coffee.

The after gun platform remained in place and the stanchions supporting it stood in everybody's way.

The Engine crew insufferably hot. The ship steered badly.

\$64 QUESTION

How did the ship get in such a hell of a shape?

We blame Capt. Oscar E. Williams. The Captain knew that the ship might be either sold or condemned within the year. He knew that the Bull Line didn't want to spend money on a ship which it might not operate much longer. Therefore, he determined to run her without spending a cent on her upkeep. The Captain saved the Bull Line money by letting living and working conditions go from bad to worse during the 10 months or more that he had been here Master.

Previous crews had tried to establish SIU conditions on the Lind, but the Captain had always succeeded in dominating or suppressing them. He used six methods to accomplish this suppression:

1—**Divide and Rule.** With clever lies, suspicions and backstabbing statements he turned white men against black, alien against native-born, Puerto Rican against stateside, one department against another, old-timers against newcomers, "Yankees" against "Rebels," and maritime trainees against non-trainees. With the crew thus fighting against each other, how could

they pull together to win SIU conditions?

2—**Installing his own stooges as Department Delegates.** At the end of each short trip most of the men in each department would get off. The Captain would persuade his stooge to stay on and appoint himself Delegate. As new replacements came aboard, the Captain's stooge would take up the shipping cards and announce to all new men that he had been "elected" Delegate. The following short trip would be half over before the crew realized that he hadn't been elected, and by that time the men would feel "why have a lot of trouble when the trip's nearly over." And they'd leave the stooge in power.

3—**Bluff, bully and bribe.** Whenever a Delegate who wasn't a stooge would go to the Captain with a beef, the Master (an ex-professional heavyweight prize-fighter) would bluff or bully the Delegate. Or else he would try to bribe him with some personal favor or kindness. The Captain had a limitless stock of indefinite answers and empty promises.

4—**Use of informers.** Through rats, spies and stool pigeons (usually the stooges who were "delegates"), the Captain knew everything that was said or done among the crew. He knew of every instance, and he knew exactly who said or did it.

5—**Drive, ride and fire.** Whenever a good Union man did stand up for SIU conditions, the

Captain either would fire the man or ridicule him, bawl him out in front of others and give



him the dirtiest and hardest jobs aboard ship—until the man would quit.

6—**Lightning-fast payoffs.** At the end of each trip he would pay us off before we could possibly get an SIU Patrolman down for the payoff. By this procedure the Captain kept the Patrolmen away for seven successive trips. Our Union officials didn't know what was going on aboard the Lind.

The Captain used to brag that he had been a great leader in organizing the NMU. He was one of the first NMU Patrolmen. Here then, is the way he felt about the SIU:

"The SIU is nothing but the corrupt and phony old ISU hiding behind changed initials," he said once.

"The SIU has never had a strike

(Continued on Page 14)

RUN RAGGED

The messroom had almost no ventilation or insulation. When the Messman swabbed the deck there he had to scoop up the water and carry it out because the messroom had no scuppers. The galley stove needed a new top. We ran out of rags.

The officers showed us they were good ABs all right. All except the Third Mate worked on deck, depriving the crew of overtime. When the cargo (sulfur ore) burned and inflamed our eyes we discovered we had poor goggles and no boric acid.



Shipping And Shoregang Work Keep San Juan Seafarers Busy

By BUD RAY

SAN JUAN — Everything in the Enchanted Isle is as good as can be expected with plenty of ships in, and the shipping list constantly changing. Tex Sorensen is still watching over the ramparts of El Morro to see if any of the regulars are on their way in to keep him company.

Seems as though all the expie cards of the SIU were in to see me in the last two weeks: Harry Collins, Steward, and Tex Suit, Serang, on the Cape Pillar; Al Kerr on the Washington; Dan Butts on the Cape Nome; The Happy Calahans on the James Miller.

Buddy Calahan made the track while in here, but he never told me how much of the coin of the realm he gathered up playing the bangtails.

Bob Bunce is Serang on the Cape May. It seems as though the folks were breathing down his spine, so the Mate (Smoky Lanton) gets a break and has a No. 1 lead man.

Mike (Little Boy) Gison finally, after being at sea for 12 or 14 years, is making the fabulous wages that are being paid to ABs. It sure is good to see some of the long beards coming in.

THOSE PERFORMERS

We had a case on the Cape Pillar, the first ship to have 11 men in the Stewards Department, where the messman waited until the ship was ready to sail and then walk off, leaving

the ship 10 days without his services.

If the membership expects its officials to put more men on these ships, it seems as though the membership would try and protect the gains that are made for them.

This fall, when contracts are renewed, all of the performances of the performers' will be thrown at those officials who are fighting for the gains that we all expect. If they should lose, who gets the blame? Not the performer, but the guy who is beating his head off to make these gains. So for the love of Jesus, let us all pitch in and help to keep the SIU the best and only seamen's Union on the Waterfront.

The shoregang work is going over with a bang. We are putting all the members to work who care for it, and still have to use a few outsiders.

The Waterman Company is talking favorably of doing the same when they start to run their own ships in here.

There is no need to worry about rice and beans if you make up your mind to spend a few pleasant weeks in the Ise of Enchantment, where the lovely ladies are plentiful and the Old Demon is procurable for a few chavo's. What more could a seaman ask for: Rum, ladies and song with gentle sea breezes to bask in, and the Welcome Mat always out!



By ERIC UPCHURCH

This article is meant as a special tribute to all of our patient Doormen everywhere; and for one shining example, we'll use our Skating Jack Parker of the New York branch.

There is a clear black and white sign in the entrance that states: "Show Your Book or Trip-card To The Doorman."

This is a rule of the membership, and not a rule of the individual at the door. Yet, when a lot of members are asked to present their books, they do so, but



go away mumbling what a so-and-so that so-and-so is.

Always bear in mind that it is much easier for you, the member in question, to recognize one face than it is for the Doorman to recognize a thousand faces. You see him as one, he is seeing you as many.

Of course, we have the alcoholics coming around as many as five times a day demanding entrance to the Hall. Although I am not above reproach, I personally know that there is nothing so disruptive to the system of our organization than a man

under the influence of whiskey.

100 PROOF

When we are intoxicated we believe we are 100 percent right in anything we do, until we sober up and realize what fools we drunken mortals be. Don't get the point of this wrong, however. Some of the greatest and smartest people drink, but choose the proper time and place for it.

The Hall is not the proper place and the time to come around to bend the ear of our Doorman with a sure-fire philosophy of life. I say that our Doormen are a patient lot. They are, but there is a limit to human endurance.

One gentleman came to the Doorman the other day, and when refused admittance, began to cry. He practically had all of us in tears before some hard-hearted person came to the rescue. Needless to say, he was in the pit.

WHY, INDEED?

Jumping from Doormen and their trials and tribulations, let us go to phrases. The best lecture I ever received from Paul Hall was about ten words on the phrase, "needless to say."

Brother Hall says: "If it is needless to say, why bother to say it?"

Yes, if we all stopped to weigh our words, we'd have a great deal of silence. **Needless to say,** we don't do it.

Now, back to the Doormen. A motion should be made to award all Doormen a Distinguished Service Medal at the termination of their employment.



SHIPS' MINUTES AND NEWS

Pictorial Highlights of Recent Trip of the Aiken Victory

Stewards Shift, Deal Loused Up

Here is a well-documented beef from the Deck Department of the SS Binger Herman, which we present in its entirety:

Deck Delegate, F. R. Fiske, spoke to the Port Steward about getting better supplies for ship and he insisted that it was properly stored for a three-month voyage, while the trip wouldn't last more than two months. A new Steward came aboard, after the other one resigned, claiming ship was properly stored, so the crew signed articles.

After putting out to sea crew received no cooperation whatever from the Stewards Department in regard to sanitation of alley, scullery and other parts the Steward was to keep clean.

Bosun turned a member of Deck Department to on port side alleyways and bulkheads to keep 'em clean.

ON THE BUM

Ran out of a number of items on way to Greece and had to trade with Greek ships, paint for food. Had to bum food off other ships in every foreign port, including NMU ships!

Conditions didn't improve even when a Greek Steward came aboard after the other one hurt himself. He kept cereals in his bedroom and messboys weren't permitted to go into dry stores, but the Saloon Messman could have anything he wanted for saloon. Steward explained that "we don't have enough to go round so I gave it to them."

Sanitary conditions are terrible! Same water is used for dishes of several meals. Mess is dirty, garbage being disposed of once a day.

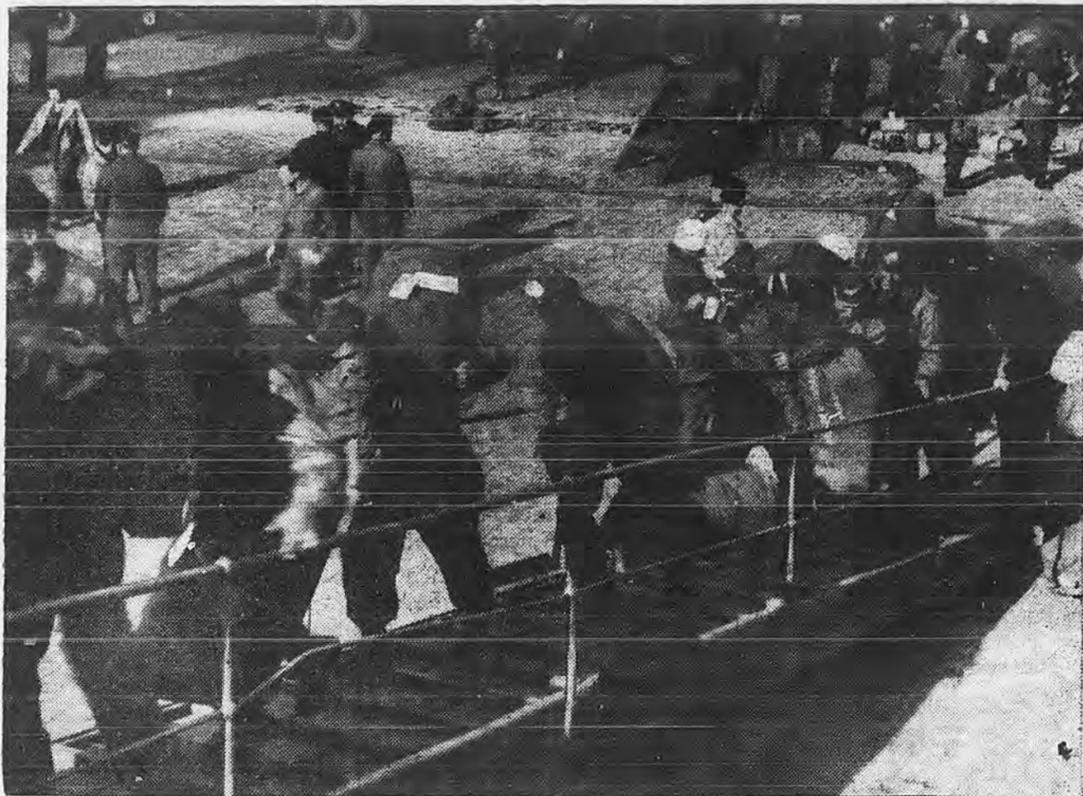
ECCENTRIC

Since leaving States food and its preparation grew worse. Crew thinks Chief Cook eccentric, promoted Third Asst. Clerk to that Grade for health of crew. After change was made food showed a change for a few days and then went back to same as before.

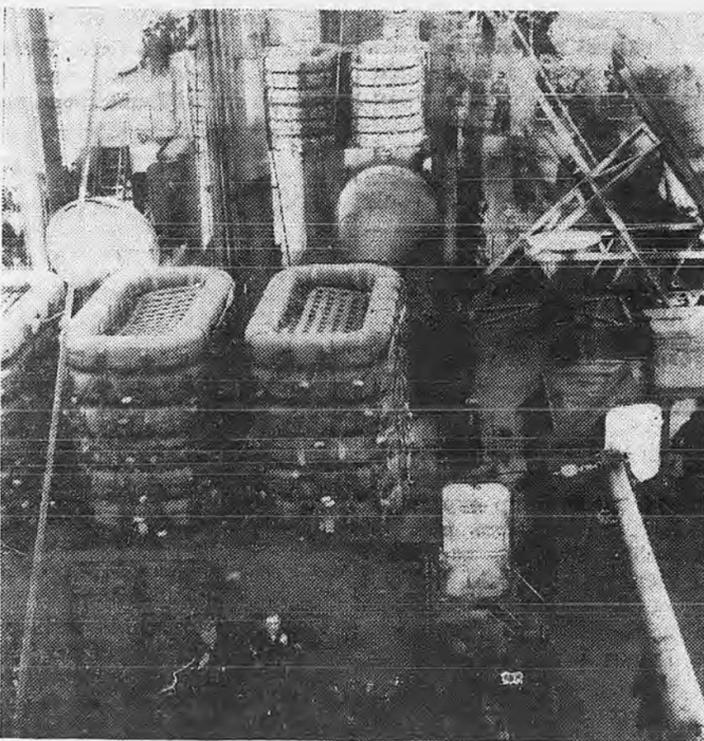
Captain acts indifferently to conditions.

Crew has been well behaved, considering that most of them are "green."

Deck Department because of above mentioned conditions will refuse to eat on board when ship arrives in Port of New Orleans.



Summing up, it was a good trip the crew on the SS Aiken Victory made on her last run to Le Havre and back. The members found Skipper John F. Ownes a square-shooter, who looked out for the welfare of the crew. Top: GIs from the Army of Occupation coming aboard the Aiken at Le Havre, all ticketed for home. The Army men got out a mimeographed daily paper during the voyage home, found the crew and officers hospitable, beefed about the commercials they would be hearing on the radio, outlined their plans for celebrating, and got seasick, by turns. Center: here is a very different scene indeed—grim-faced German prisoners of war grouped about the deck glumly awaiting return to the blasted Vaterland, and treatment as a defeated nation for years to come. Bottom: a seaman stands just below the U. S. flag, inspecting the lashings of the after cargo booms, which have been swung into their high cradles.



Coastal Liberator Crew Asks Firing Of Mate And Engineer

The Chief Mate aboard the MV Coastal Liberator made the statement "if there's a strike the Mates and Engineers will sail this ship."

Said Mate may have this opportunity sooner than he expects it, and without benefit of a strike, for the members of the Liberator crew voted unanimously at a meeting on June 23 for a resolution asking that the Chief Mate and the Chief Engineer be eliminated from the crew.

This character, the crew says, "doesn't believe in overtime except for himself." He refused to let the Electrician during fire and boat drill, after the Captain had given permission on this point. At the previous drill some men did not report because of faulty bells.

The crew believes that a guy who hasn't the safety of the crew in mind shouldn't be sailing as Chief.

LADDER MAN

At Numacao he refused to pay overtime for lowering the gangway. A pilot ladder was lowered instead.

The Chief Engineer also is an anti-overtime man. Members of the Black Gang had plenty of trouble getting overtime signed. The Chief painted in the Engine Room for two hours then beefed like a steer when the Wipers claimed overtime.

Among other things: He told one member of the crew he was aboard the ship for a vacation. He instructed the Maintenance Man to run a lathe. He failed on two occasions to let men repair a boiler when it broke down after 5 p. m. Result was no steam.

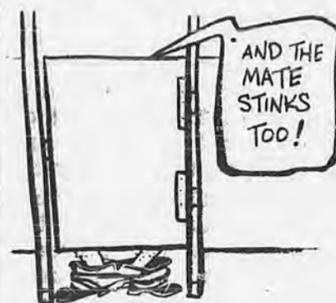
The crew considers him entirely inefficient on the job.

ADDED VIRUS

If they weren't enough for mortal man to bear, several mem-

bers of the crew developed diarrhea on the trip.

A motion was made to find out where Overlakes Freight Corp. has a contract for their diesel ships, especially for the Engine Departments. Along this line, the crew wants to find out



whether the ship should carry a junior engineer or an Engine Maintenance Man for maintenance work. It was pointed out that Waterman carries a J. E.

The crew also passed a resolution to find out whether an extra man can be obtained for the Stewards Department. This would make a total of eight men, Waterman, members said, has an eight-man agreement for the Stewards Dept. for the same type of vessel.

WELFARE

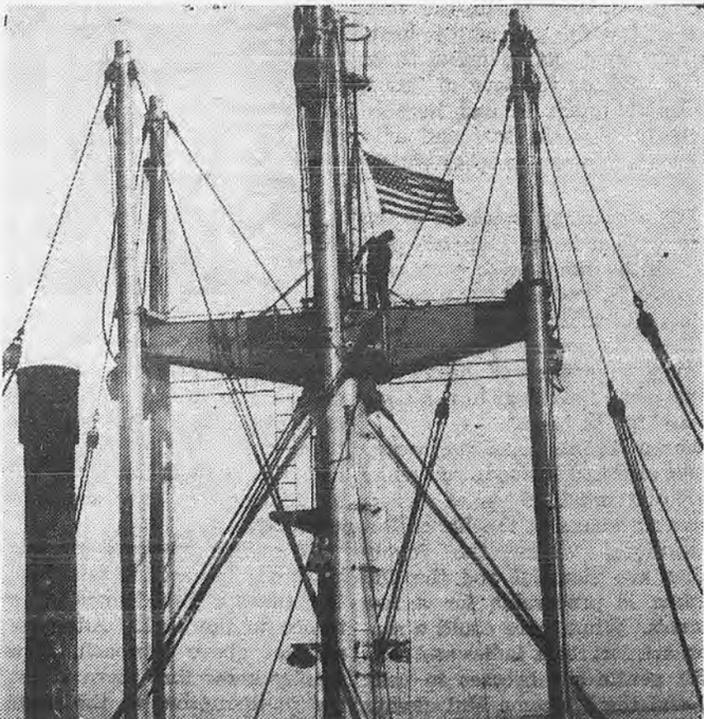
Under Good and Welfare these points were made:

That the International keep the San Juan Hall better informed of Union activities in other ports, especially crucial developments, such as the recent walkout.

That the exhaust ventilating system in the galley be checked.

That spare parts for the fans be procured. The Electrician reported that if a fan was broken there would be no way of fixing it.

To see whether the Messman could acquire better accommodations.



Digested Minutes Of SIU Ship Meetings

TALISMAN, April 21—Chairman Garcia; Secretary Wiluski. Motions carried: to install working rules on C-2 ships for Steward dept.; to refuse payoff until a satisfactory answer is received from Patrolman in meal overtime issue; not to accept one of the crew for membership; that all tripcard men be recommended for membership; that the entire crew donate \$1.00 to the Log. Under Good and Welfare motions were carried to make up a repair list to be handed to the department heads, and that the PO mess be repaired.

Overlakes Freight Corp. Sends A Contribution

Perhaps this doesn't come under the classification of Ships News and Minutes, by all rights, but we have to put it in some place. We received an envelope in the mail the other day from Overlakes Steamship Corp., addressed to the editor of the Log. In it was one of Bill Mauldin's cartoons: the one that shows three little boys sailing their boats, and one of them picking up his boat to go home. One of the other kids is saying: "He won't play boats after 5 o'clock. His pop's a merchant seamen." We still don't quite know what point Overlakes is trying to make; we merely pass the information along for what it's worth.

WILLIAM M. STEWART, April 6—(Chairman and secretary not noted). Mate complained to Bosun about deck crew not putting out enough work. Crew agreed to satisfy Mate to best of their ability. Motions carried calling for a combined meeting of all three departments. Delegates to handle all complaints. Good and Welfare: Stewards promised to end throwing of garbage and trash on the deck by members of his department. Delegate to consult Steward on improvements in cleanliness of coffee urns, milk pitchers and sugar bowls. Motion carried: to see Captain about percolator for mess. Crew agreed to take better care of head.

BRANDYWINE, May 2 — Chairman N. Ellis; (secretary not noted). Minutes of previous meeting read and accepted. Motions carried: that overtime be shared equally between members in the Deck dept.; that Chief Mate should not show partiality among deck members otherwise there will be no overtime worked. Ten members of the deck dept., signed a statement to this effect.



C. W. FIELD, April 13 — Chairman Harrigan; Secretary Hodak. Previous meeting's accepted as read. All delegates report overtime okay. Good and Welfare: Cups and pitchers being broken due to carelessness. Motion carried: that pitcher be given to Engine Dept., for taking coffee below so rest of crockery can be saved. Offenders who leave cups on deck are to be warned. Shakedown of ship on linen matter, some being found in No. 3 hold. Captain wants aft quarters painted. He also wants to put dog and cat ashore, but none took responsibility for this.

BUNTLINE HITCH, May 1—Chairman Mitchell; Secretary Vandervert. 11 tripcard men checked and approved. One tripcarded to be put on probation for six months and to be closely watched because at times he hasn't shown up as a good Union man. Fines were checked and approved; money to be turned over to the men in hospital. Good and Welfare: Motion carried to have delegates on next trip inspect ice-boxes and store rooms to see that there are sufficient stores in fresh condition. Supplies wanted for the next trip, if possible, are: ice-cream, good coffee and cocoa, tea, fresh fruit, fruit and tomato juices, candy, gum, clothes for slop-chest and stationery.

Night Lunch Big Issue Aboard The Henry Lamb

If anyone asks where the night lunch is, you might say "they took it on the Lamb." That seems to be the big issue aboard the SS Henry Lamb. Everybody's in on it, from the Captain on down. The Captain, for instance, asked that some ham be cooked for the night lunch. The Bosun said that if any meat was left over, put it out for night lunch. Chips asked that more cheese, baloney and liverwurst be put out. Another crew member asked that lettuce and tomatoes be served. Chips came back again to ask that any leftover steaks or chops be put out. And then someone, Secretary M. Wilson reports, allowed as how the night lunch was being loused up proper by the odors. Someone had been cooking cheese in the toaster.

CRANSTON VICTORY, May 13—(Chairman and secretary not noted). Previous meeting's minutes accepted as read. Good and Welfare: motion carried calling for more variety in food such as jelly omelet and fruit or juice at breakfast. Each man to clean his own cup and keep the tables clean. 8-12 OS to do better job on cleaning heads.

Crew instructed to keep laundry clean. Electrician asks men not to unscrew bulbs and to turn out lights at 10 P.M.

WILLIAM STEWART, April 12—(Chairman and secretary not noted). Minutes of previous meeting read and accepted. Motions carried: to divide security watches on Sunday to even up overtime; to hold a meeting every two weeks; to send minutes in to Union Hall. When ship reached Montevideo, Mate told Bosun that he favored as few men as possible on deck.

We Got A Nice Note From Harry Truman

We got a nice note in the mail from Harry Truman the other day. Very informative and to the point, it was. Mr. Truman said that the United Seaman's Service Port Area Office, formerly located at 1010 Second Ave., Seattle, Wash., has moved to the USS Residential Club, 317 Marion Street.

Facilities at the club, Mr. Truman tells us, now include the port area office, personal service office, hotel rooms and apartments, checking and information services and recreational club.

JULIAN POYDRAS, May 6—Chairman M. A. McCosky; Secretary C. E. Domingue. Election of officers. Delegates made their reports. Crew held discussion on new mattresses. Motions carried: that minutes of meeting be mailed to Union from France to show there's Unionism aboard the vessel; that ship's fund be used to provide expense money for all ship's delegates, records to be kept by Secy-Treas. Under Good and Welfare there was general discussion on the condition of the messhall when the men left it.

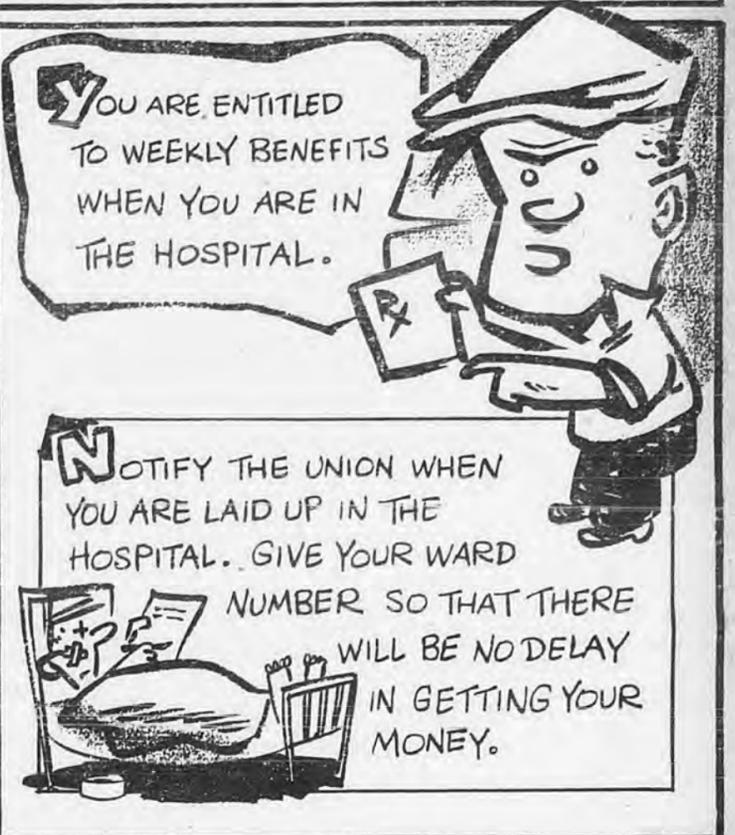
Acting Steward Stewed Up the Joint, But Good

They complained on the SS Wililam Harper that the Acting Steward didn't know, in effect, a ship from Shinola. Here is a portion of the beefs the men aboard raised about him at the April 17 meeting: He failed to compose menus, was absent from galley and mess-halls, allowed fresh fruit to spoil, failed to check night lunch, refused to attend Union meetings and lacked responsibility.

They requested that he be barred from SIU ships in future.



SEAFARER SAM SAYS:



CUT AND RUN

By HANK

Well, while the weather is sweating us out, we're sweating out another ship-shaped column of brotherly news... To Brother Per T. Lykke and his wife go our congratulations about the birth of their 6½ pound baby boy. The Secretary-Treasurer's financial staff happily donated something and everybody received those traditional cigars, excluding the women, of course... One of our shipmates, Chico Philip Salino, just signed off the SS Tulsa from that Persian Gulf trip. We're sorry to hear from Chico that our swell shipmate Bosun Gordon Ellingson had to be sent (with his gear and souvenirs) to the hospital in the port of Suez, suffering from a high temperature. Quick recovery to you, Gordon... "Beachie" Tom Murray has to keep on dreaming of those Rum and Cokes and Caledonia down there in good old San Juan, after all. He stowed his gear aboard but when he came back the ship was gone. The next ship that takes you down, Tom, say hullo to "Dum Dum" will you?

Weighing 145, standing 6 feet 6 inches, that Savannah, Georgia, man, Joe Lightfoot, is back in Ye Olde Towne of Gotham. How's everything up there Shorty?... Louis Keller, Gulf oldtimer, was beaming it up there in Boston in April—but where is he now?... "Skippy" Edward Guszczynsky has been smiling away a few weeks here in port, with a white cap on. No tugs yet, Skippy?... Dick Falls, nicknamed "Lucky Luciano," left this sun-fried town on the Blue Ridge Victory. How's the flowers and shoe shines, Lucky?

Sam "Heavy" Vatis just arrived from the Gulf on a tanker. Don't you wish you were back on the SS Palmer, Heavy... Ray Knoble is milking those 17 cows on his father's farm these days. Ray wants 27 of them for himself when he gets his own cow plantation... Ray Holloway, who just came off the USSR Victory from Le Havre, is looking (he'll be doing more than that, though) for a trip to sunny Genoa. There's nothing anywhere like the Two Brothers, says Ray!

Pre-Dated
By VIC COMBS

'Twas the night before payday,
And all through his pants
He hunted in vain
For the price of a dance.

Not a greenback was stirring,
Not even a buck;
The gods were off duty
Who send folks good luck.

So forward, jump forward,
Oh Time in thy flight!
And make it tomorrow
Just for tonight!

Chips J. N. Bourant and Bosun W. S. Parker say there were no monkeys aboard their ship but plenty of monkey rum, indeed. Say, we're curious to know what ports are famous for this oddly-named stuff... Red Canno, who was on the maiden voyage of the SS Delaires, is in town right now, saying hullo to Joe and to

(Continued on Page 13)

THE MEMBERSHIP SPEAKS



BRAND NEW CAPT. WAS FUSSY ABOUT FRIED POTATOES

Dear Editor:

This has been a very hectic trip. The Walter Kiddie carried a load of phosphate from Beaumont, Texas to Gdynia, Poland.

Before reaching Poland the ship ran out of shoreside bread, so the Skipper after sampling the Second Cook and Baker's bread jumped the Steward saying the bread was not fluffy enough and the French friend potatoes were not cut thin enough.

The Skipper takes great pains in raising hell about a lot of small things such as a place about a foot square not having red lead on it or he wants fish oil on a place that has been chipped before it is red leaded, but the more important things seem to be immaterial, such as blocks that the sheaves won't turn in on account of rust.

To the Bosun who may take this ship I say, every guy block, boat fall, block gin and heel block has been taken apart and thoroughly overhauled. There wasn't a one of said blocks in working condition when this crew came aboard.

No draws in Poland unless you wanted to be charged 100 Zloty for one American dollar. The



exchange ashore was 360 Zloty each dollar.

One carton of cigarettes was worth an offer of 1500 Zlotys. None were sold though, as the crew didn't have enough for themselves.

About all I can say is very few of us ever care to sail with the Skipper Capt. Armen Garabedian (Capt. French Fried Fluffy) again.

Book No. 5241 A & G

P. S.—Cigarettes were rationed.

P. S.—Captain's first ship.

P. S.—Capt. Garabedian refuses to answer any questions put to him saying "don't speak to me on the bridge, if you have any thing to say to me tell it to the Mate on watch.

P. S.—When asked by the Delegates for an account to each man on his draws and slop accounts the Skipper told sad delegates the request was ridiculous.

P. S.—Never a good morning has been answered by the Skipper so no one ever bothers to bid him the time of day any longer.

P. S.—The baker's bread wasn't as fluffy as shoreside "Butter Crust" but the crew's appetite was highly satisfied. The French fries weren't shoe string size but they were good anyway.

P. S.—Chief Engineer (turn off that faucet!) Goodson and the Captain thought it a good joke when the Chief had to go below and turn off the plant after every member of the crew walked off in Galveston last trip because they couldn't stand the gaff.

N. Y. BUILDING SUPT. JIM STEWART & FRIENDS



Dear Editor:

Now we have seen everything. Jimmy Stewart has finally admitted he is heading for his second childhood. He has resorted to playing with wooden toys, such as a large grasshopper, a monkey on a bike, a rocking duck, a wooden tie rack. So now you come to the recreation room and see old Jimmy pulling some of the aforementioned toys on a string someday. Please don't criticize him. You may think it is funny, but he is very serious about his toys which were so generously donated by Scotty. The reason we ask you not to criticize is that someday you may be Building Superintendent, too.

Joe Ryan

Editor's Note: The toys were made by R. Smith, a Seafarer who fell into a hatch and was seriously injured. He's now in a rehabilitation center, and since he hasn't any money saved, makes the toys for sale to support his children.

BROTHER NEEDS WITNESS TO GET OVERTIME

Dear Editor:

I need statement from several members of the Stewards Dept. of the Flagstaff Victory, on which I was Chief Steward from October 17 to February 13, certifying that I worked with them on painting and box cleaning, so that I can collect my overtime from the Seas Shipping Company.

The men whom I worked with and who will remember the incidents are Lowell Cardwell, Ray McFarland, Sweeney and Carlson.

Here's the pitch: I left the ship in February to go into a hospital in France, and when I came out, my overtime hadn't been turned in for me. The Chief Cook had collected it for himself.

Now these men I mention above know that I did the work, and if they will write to me at the New York Hall, 51 Beaver St., I can take their letters and go to the Seas Shipping Company with proof. So if you see any of these men, show this to them and ask them to get in touch with me. Keen Newcomb

BROTHER MAKES A POINT FOR QUARTERMASTERS

Dear Editor:

Here is a point I would like to make to set certain Quartermasters sailing aboard Alcoa Steamship Co. passenger ships (I've looked up the ruling, and this is the way it goes):

Sea watches for Quartermasters are broken, the same as for ABs. There is no such thing as maintaining sea watches for Quartermasters until midnight of the day of arrival. Only if the vessel's stay exceeds 24 hours shall this article apply.

Stephen Carr

SEAFARER GIVES THE LOG ARTIST THE OLD WHAT FOR

Dear Editor:

Boy! That's some nautical artist you have. I'm speaking of



the spot illustration where the guys is crying and the other guy is measuring the depth of the water. He's in it up to his knees with a tape measure, and he's saying "Three fathoms!"

That one is really hard to fathom! That's a pun, son.

Disgusted



Editor's Note: Our artist is nautical, though. Name's Seaman!

NEW BEEF LAID ON DOORSTEP OF HOOLIGAN NAVY

Dear Editor:

This is a beef. Any beef against our Lords and Masters, namely the Coast Guard, probably is legitimate. Anyone can tell we have sufficient cause for complaint, so here's my addition to the groaning number.

Perhaps the WSA and all the rest of the bigshots are in dire distress because of the lack of licensed men, but believe me, a person has to have his ancestors' endorsement before he can legally get a license.

I went before the Hooligan Navy here in New Orleans with every paper required for application for an examination except one discharge. After considerable study, they allowed me to sit for examination if I could furnish the discharge later.

After answering the questions and passing the examination, I was told to allow them time to check on the missing discharge. Meanwhile, I had made application for a duplicate.

Upon furnishing them the discharge, I was told that they had received word that the discharge was in error. Consequently, I was not allowed to receive the license because of insufficient QMED time.

Consequently, I have spent some \$350 (a good many beers), six weeks of my time and still do not have a license. Is that an example of efficiency? First, they issue a discharge which I believed to be correct and then refuse to accept it. Second, they allow a man to sit for an examination and pass it and do not check on his papers prior to the exam. Third, they allow no leeway for correct answers by the applicant.

Brothers, it looks to me like the Coast Guard should brag only

Log-A-Rhythms The Gold Diggers

By Jesse Miller

Fireman, SS Floyd Gibbons
Oh, the places I have been to
(All the strange and foreign ports)
Only whet my curiosity for more;
But the tricks of nut-brown maidens,
And their jealousy the while
Sometimes gripe me (put it mildly)
To the core.

There are veiled Arab women
Who are hard to whistle at
(For their shapes, beneath their



robes, just can't be seen);
But the languid senioritas
And the petite mademoiselles
Make my appetite for women.
Once more, keen.

Still, no matter where you wander

And no matter where you roam
There is one thing that you really must admit;

That with women the world over
Of any race or creed
It's the green stuff in the wallet
Makes the hit.

Shipowners Prayer

Anonymous

God and the Merchant Seaman
We adore

In time of war and danger;
Not before.

With war and danger passed
And all things righted,
God is forgotten

And the Merchant Seaman
Slighted.

when they have something to brag about. So far, there is nothing in their record which shows any greater degree of efficiency



than was evident before they took over. As a matter of fact, they stink to high heaven.

Robert D. Jones

The Coast Guard Vs. Civil Courts: Case Of A Seaman Accused Of Theft

Dear Editor:

It all started when I made my first trip. I shipped out from the New Orleans Hall with a trip card as an Ordinary Seaman aboard a Morgan sea-going tug, the MV Race Point, on August 25, 1945. We went to Colon, Panama then back to Tampa, where we paid off on October 6, 1945. Agent D. L. Parker represented the SIU at the payoff.

He asked me if I wanted to pay anything on my trip card. I told him that I wanted to pay it all, so I gave him \$69.00 to cover my initiation fee, assessments and three month's dues.

That night (Saturday), a couple of ABs and I went ashore and got drunk. I don't even remember when and how I got back to the ship. Next morning the Chief Mate woke me up. The Captain wanted to see me in his room. Two well-dressed men were with the Mate. I still felt pretty groggy from the night before.

GEAR IN ROOM

In the Captain's room I was told to sit down. I noticed my seabag and small handbag in the room. The Captain asked me how come a wallet containing \$78.00, and which belonged to Ned Sachfield, a Messboy, had gotten in my bag.

He pulled the wallet from my handbag. Then from my sea-bag he pulled two emergency lights. Both bags, he said had been found in the officer's passageway that morning. The two lights were missing from the bulkhead, right where he said he found my bags.

I said I didn't know how they got there, that I was drunk the night before and didn't remember getting back to the ship. The Captain returned the wallet to the messboy. The two men, who were local detectives, took me to jail. They charged me with grand larceny. I pleaded not guilty.

Four days later, a Coast Guard officer came to the jail and told me I was being charged with misconduct aboard ship, specifically . . . (1) stealing a wallet from a crew member and (2) stealing two emergency lights which were government property. The Coast Guard held my trial three hours later, right in the jail. The only person representing me was D. L. Parker, the SIU Agent in Tampa.

I will remember this all my life. After the cross-examination, the Coast Guard prosecutor made the following remarks to the officer who was serving as judge:

PRE-VERDICTS

"In my opinion, I think the defendant was drunk and knew what he was doing. He decided he would go home but before leaving the ship he would steal what he could. After stealing the wallet he packed his bags, then decided he would steal a couple of emergency lights, so he went up to the next deck and took the two lights in the officer's passageway and stuffed them in his bag. When he was through he was so tired he laid down and fell asleep.

"Then the Captain came aboard early in the morning and found the bags in the passageway which was for officers only."

But during the cross-examination, Parker and

I proved that I was going to remain on the ship for another trip because the company still owed me overtime. Also, though the Captain had told me at the payoff, that I was fired and to get my gear off as soon as I was paid, he had been unable to offer a legitimate reason for doing so. Consequently, I wasn't fired, and the Captain knew I was on the ship for at least another trip.

The Captain had admitted this at the Coast Guard trial.

The judge delivered his decision.

"I find the defendant guilty as charged and revoke his seaman's papers indefinitely."

He said that I wasn't fit to go to sea, that if I erred the first time I would do it again. Parker asked for an appeal. The judge told him where to get an application for it and I was locked up again.

NO EVIDENCE

On January 18, 1946, the civilian authorities took me to the Criminal Court for my trial with them, the third time they had done so. The other two times they put it off. The judge nolle prossed the case because of insufficient evidence. I was turned free—after three months and 11 days in jail.

I immediately went to the Union Hall to see Parker and inquired about my appeal of the Coast Guard charges. Parker told me the appeal had been turned down.

Flat broke, I decided to hitch-hike home to Orange, Texas. I hit it lucky. In Pensacola I was picked up by a fellow who said he was an SIU man. He brought me a meal and gave me three dollars when we got to Mobile, where I got a standby job for nine days on a tanker. I got it through the Hall, of course.

SEES STEPHENS

In New Orleans, I told my story to Buck Stephens. He sent me to a Coast Guard officer who advised me to write the Commandant in Washington about an appeal on my case. I did, and the reply said I was entitled to one within 30 days after the original trial. But it was now four months since my appearance before the kangaroo court, too late for an appeal.

I'm asking you, Editor, how in the h— could I go about writing for an appeal when I was in jail until January 18, 1946. The Coast Guard had told me that the appeal application was good for 30 days, yet when D. L. Parker appealed for me he was turned down.

At any rate, when I was in New York I paid up on my dues and I'm supposed to get my full book the last of July, if I'm voted in. Even if I can't pull through I am going to keep up my book because I believe in, and like, the Union. I feel that some day the SIU will get rid of the finky, no-good Coast Guard, and that, then, I may have a chance to go to sea again.

After five years of working, doing a little bit of everything, I finally found something I like and the Coast Guard steps in and says no you can't go to sea. It is the phoniest outfit I have ever heard of.

G. B. Gillespie

SIU MUST KEEP ON ORGANIZING ISTHMIAN SHIPS

Dear Editor:

I'm writing this letter to the Log because I think there are several significant points regarding the Isthmian organizing drive, election and negotiations which should be brought clearly to the attention of all Seafarers.

First, the election to determine a Union bargaining agent for the Isthmian company is practically over with a mere dozen ships left to vote. As this phase draws to a close, the SIU is so far out in front of the NMU and company that they have as much chance as a snowball in hell of catching up to us.

Second, SIU members must continue to sail Isthmian ships whenever and wherever possible. This is vitally necessary because Isthmian ships must be manned by Seafarers or pro-SIU seamen in order to back up the SIU Negotiating Committee when

they finally sit down across the table from Isthmian representatives to bargain for a written contract.

Third, Seafarers in every port in the world should continue to contact Isthmian crews. Visit



their ships, and invite them over to yours. That's the way to cement the bonds of friendship, and to aid these unorganized Brothers solve their beefs, learn the Union score, and see how SIU ships are run.

Fourth, with the organization of Isthmian into the Seafarers,

the SIU will have achieved the balance of power in the maritime industry, and will top considerably any other maritime union in total number of jobs available to the members.

I hope a few SIU brothers read this and take it to heart. Any organization is only as strong as its foundation, and in the SIU the members form that foundation. Let's keep it strong, and make it even stronger in the future.

Joe Grimes

SEAMAN'S FATHER WANTS LOG, TOO

Dear Editor:

I have read the Log consistently since I got out of the Navy in '43 and joined the SIU. My father, a locomotive engineer, would like to read it, too.

Please place me on the mailing list and send the Log to my home.

T. J. Lewis



BROTHER ASKS CLARIFICATION OF HIS PRESENT DRAFT STATUS

I read in the May 31st issue of the Log that you must have 32 months sea time before you can obtain a discharge.

I have 30 months in and I left my ship in December.

If I came back now and made a few more trips and made up the remaining two months, would I be able to get my discharge paper?

Or have I been ashore too long?

I certainly don't want to change my fo'c'sle for a ten. I'm only 29 and would appreciate this information as soon as possible.

Harry T. Pitner

THE EDITOR TIMIDLY VENTURES AN ANSWER TO THE QUESTION

There is a possibility you already have enough time in for a discharge certificate. The regulations stipulate 32 months of continuous service. You say you have 30 months of sea time. If you have it in sea time, you have more than 32 months service, because only 75 percent of the total service (24 months) must be sea time. There are allowances made for changes between ships, etc. In addition, any school time or hospital time is counted as sea time.

In the event the 30 months merely constitutes total service and not sea time, the WSA said, when we inquired, that you would do well to ship out again. The lag between December and June is a pretty long one, but the WSA says the regulations are still in a state of change, so chances are you'd get credit for the two additional months and be able to get your discharge.

Don't however, go shipping out without notifying your draft board if it is breathing warmly on your neck.

Your best bet right now will be complete clarification of your status by the WSA field representative there in Chicago. His name is R. E. Demuth, RMO, War Shipping Administration, 844 Rush Street. Take your discharges along with you for him to check.

Maybe you'll end up with your certificate, even.

CUT and RUN

(Continued from Page 11)

Salvatore Frank, his shipmates . . . If we received our information correctly Baldy was still signed on down in Jamaica . . . Somewhere in the heart of New York, Bosun Connie Knowles is celebrating his recent voyage. How's the snake ranch, Connie? . . . Has Brother Cherokee shipped out? Last week he said his pockets were washed out of financial power and satisfaction, which is saying it mildly!

~ ~ ~ ~ ~

Reggie Chisholm has been waiting about two months for a ship going to England so he can see his brother who is in the Army over there. We hope you get that ship soon, Reggie . . . Blackie Lloyd Gardner is due in New York soon after shipping out of Philly . . . D. P. Eldemire was sure glad he found his papers—through the services of jack-of-all-trades, Freddie Stewart and his Post-Office, Baggage and Sudden-Confessed Beefs Department on the fourth floor.

~ ~ ~ ~ ~

Richard Owens will probably get the package he's waiting for sooner than he gets a ship. Gotta be this or that, as that songs says, Rich . . . George Goldsmith says he knows William McCuistion since 1927. When's the celebration or did it come off already? . . . We have a younger member named William McCuistion (who is not related in any literary or family way) waiting for a few letters from home and some ship to get him out of this oven of a town.

~ ~ ~ ~ ~

We're wondering where our shipmate, AB Gene Moon is right now. The last time we saw him was last year just before he went out on a Pacific run . . . Porky Benson is in town, says the Rope-yarn writer who was taken ill and hospitalized last week. But he'll mangle to get out of it humorously enough, no doubt . . . Robert Scotty Morton is now wearing a white cap to cover his naked head from the summer sun ever since he lost that familiar shipmate of a fedora. Too much wind hit you on the street, Scotty? . . . Jack Parker was sure glad his sister, Rosemarie, came down here from Rome, New York to see the town with him and ice skate to her heart's content, too.

The Lind Was A Hellship, Until SIU Got Busy

(Continued from Page 9)

or won any gains for the seamen. The NMU has achieved all the gains and improvements for seamen. All your phony SIU ever did was to scab and fink on the NMU, then claim credit to reverting the NMU accomplished."

Next the Captain boasted of organizing a new CIO union for Captains and Chief Engineers.

"I already have the charter, the charter members and the financial backing," the Captain claimed.

The crew grew boiling angry over the conditions and the abuses by the officers. But they couldn't do anything. Someone would call a meeting once in a while, but they were wrangling so much that nobody would attend. The Stewards Department



had no Delegate. The Deck and Engine Departments Delegates fought each other with fists, feet, bottles and chairs; I'm sure the Captain had a finger in this, too.

Near the end of the trip before last a one-eyed Acting AB named Bob Humphrey kicked the Captain's stooge out of the Delegate's job in the Deck Department, and the Deck elected Humphreys its Delegate.

Then the fireworks started. You'll remember that the Captain took six steps to gain his dirty ends. Well, Humphrey took seven steps to help the crew gain SIU conditions for the ship.

1—Cooperation. He worked with not fought with, Henry C. Roch, Jr., the Black Gang Delegate. Henry Roch is the best Department Delegate we have ever sailed with, but he had been fighting alone.

2—Election. Humphrey and Roch persuaded the Stewards Department to elect a Delegate. The Stewards Department elected Gene McNeely, who proved a valuable asset in "Operation Improvement."

3—Solidarity. Humphrey set about pulling the crew together. "We're all SIU men," he said. "Let's fight the shipowners, not each other. It makes no difference whether we are black or white, alien or native-born, Spanish or English-speaking. We must stop this quarrelling among ourselves; we must back up our Delegates and stick together to win SIU conditions."

4—Attendance at meetings. Humphreys proposed a \$5.00 fine for all members who missed a shipboard Union meeting while not on duty. The crew accepted this proposal and for the first time in several trips we had a Union meeting that everyone attended.

5—Lists of beefs. It sounds simple, but it meant a lot for Humphreys to write down in triplicate all of the beefs we had and demands we were asking. Before they hadn't been

getting listed. We gave one to the Captain, one to the Union and kept one ourselves.

6—No payoff without Patrolman. We refused to be paid off in Newark without a Patrolman present; so the Captain had to wait. Patrolmen Warren Callahan and Jimmy Sheehan came down and were astonished that an SIU ship could degenerate to such a deplorable condition. Then Sheehan and Callahan, backed by Gonzales, Joe Algina and Paul Hall gave us the best Union representation we have ever experienced. The Seafarers Log started lending its highly-valued moral support. Boy, did our Union go after the Bull Line!

7—Hanging the hook. We refused to sign on for a new trip until the company met our demands for shipboard improvements. We hung the hook until we got what we wanted.

You might ask what we gained by this militant, united seven-step job action. Here is a partial list of the things we won at the end of the trip before last:

Fumigation, we got rid of the bedbugs; two more scuttlebutts—now we could have drinking water; toilets repaired; new mattresses; fresh canned milk; cleaner laundry; wind chutes; paint brushes; the best goggles we have ever worn; shower heads; valve handles; the captain's favorite (a shipowner's son) was sent back through the hiring hall; a promise from the Bull Line that the ship would go to drydock on the following trip so they could meet the rest of our demands.

We began the last trip with the Captain raging because we had "hung the hook." The delay cost Bull several thousands of dollars, he complained. On every previous trip the Captain had delayed the ship while he shopped for a radio, got drunk and/or conducted a love affair.

He started to take it out on Humphrey. He called him a "irresponsible agitator" and a "radical." The Mate called Humphrey "the dynamiter."

THE RADICAL

First he tried to bribe Humphreys by offering him the Bosun's job and various other favors. Then he came up with this deal: "If we clean this ship up like you want it, we will get caught in a strike. Let's forget about the repairs and sail before the strike breaks." Humphrey wasn't afraid of a strike.

The Captain screamed and belted, shook his fists, waved his arms, got red in the face as he exploded at Humphrey: "You've caused more trouble on here in a week than I had before in a year. I'll make you sorry you ever stirred up this awful mess."

Humphrey answered him: "Captain, you can no more frighten me than frighten a fence post."

PSYCHOLOGICAL

Every time Humphrey won a beef after that the Captain's stomach ulcers became very painful and he vomited.

He tried to turn the officers against Humphreys. He told them this was the man to blame for everything that happened. Some officers secretly took Humphreys' side. Others remained neutral.

He tried to turn the crew against Humphreys. "We're going to live by the book," he proclaimed. "No more standby in the messroom, no more look-out on the lee side of the bridge, no smoking on watch, only 15 minutes for coffee, and work from bell to bell!" He forced the crew to live up to every annoying and petty regulation he could dig up and told the crew it was all Humphrey's fault. He suggested that

if they got rid of the troublemaker all would "nice and easy again."

WHEE-HYSTERIA!

The crew backed their Delegates all the stronger. We figured that if the Captain throws the book, the crew can throw the book, too. We stopped taking coffee to the bridge! At this piece of strategy the Captain got somewhat hysterical.

Later he blandly announced: "Bob Humphrey is fired."

The crew staged a vigorous protest. Delegates Roch and McNeely marched up to the Captain. "You can't fire a man for legitimate Union activity," they told him. "Humphrey is one of the best sailors and best workers on this ship and you know it." The Captain backed down on the firing idea.

Then the Captain instructed his Mates: "Ride, drive and raise hell with Humphrey until he quits or refuses an order so we can fire him."

THE WORKS

They gave him the dirtiest, hardest jobs after that. They made him overhaul a huge mooring line by hand and by himself while six other men and the winches were idle. Then he had to tote 200-pound hatch covers; he had to carry 200-pound sacks of coal up a steep ladder; he had to move hatch beams about on deck. But he never refused an order.

They gave him conflicting orders in front of separate witnesses. As a six-foot tide started rising fast the officers told him, before one witness, to slack the mooring lines. A minute later, before a different witness, they told him not to slack the mooring lines. Now, if Humphrey did slack the lines he would be fired because the officers could prove

they told him not to. But if he did not slack them he would get fired because the rising tide would part the lines and the officers could prove they had ordered him to slack them.

He saved his job by sending a shipmate to talk to the officers and distract their attention. Then he slacked the lines when the officers weren't looking.

NO SLEEPER

Then the officers gave all deck hands several days off, except Humphrey. They ordered him to work all day and stand gangway watch at night. They expected him to refuse a lawful order to turn to or stand watch, or to catch him asleep on watch. Somehow he stayed awake 24 hours a day until the Deck Gang came drifting back.

The Captain was sure that if he could just get rid of Humphrey he could go back to the old penny-pinching conditions. He sneaked down to the Union Hall, where he falsely accused Humphrey of robbing, and chiseling. But the SIU knew the score and it didn't take.

Finally the Captain did get rid of Humphrey! The ship was laid up to be either sold or repaired. There was three Deckhands, including Humphrey, left for the three gangway watches. The Captain took a gangway watch



himself so he could pay Humphrey off!

VICTORY IS OURS

The victory was ours, however—not the Captain's. Before Humphrey left we had won the following additional SIU conditions:

More and better lights in the messroom; a new top of the galley stove; full-length lockers; additional electric plugs for fans, coffee percolators and toasters; repaired steam leaks; twelve screen doors; new ladders on the masts; new cargo runners on the winches; more toilets repaired; pad eyes burned off deck; soap containers; toilet paper holders; a new water heater; plumbing repairs; new steam pipes; no more ABs knocked off the wheel during watch; scupper in messroom; ventilator for messroom.

Though "Hang - the - Hook" Humphrey is gone from the Lind, we still follow the program he and Roch laid down. The hook is still hanging. It will keep hanging until we win the rest of our demands.

We have detailed the beefs and the approach we used to square them away because we think every SIU man should know how direct action works. This program can be used to maintain conditions on any ship.

In closing, we wish to thank the Seafarers Log, Joe Algina, Jimmy Sheehan, Callahan, Gonzales and Paul Hall for the wonderful support they have given us.



SAN FRANCISCO SS BEN ROBERTSON

Vincent Karmuth, \$1.00 Manuel Figueroa, \$1.00; Joseph Cordenas, \$1.00; John Burgrave, \$1.00; Al Lund, \$1.00; Carl Biscup, \$1.00; George Weller, \$1.00; Stanley Duda, \$1.00; Louis Knight, \$1.00; Louis Gonzalez, \$1.00; Jose Gimenez, \$1.00; George Smith, \$1.00; Charles Little, \$1.00; Erling Alfee, \$1.00; Roy Norman, \$1.00; Jack Smith, \$1.00; Jim Bird, \$1.00; Francis Tennant, \$1.00; Joseph Cye, \$1.00; Harry Schultz, \$1.00; John Mandzak, \$1.00; Dick Smith, \$1.00; Mario Fernandez, \$1.00; G. W. White, \$1.00.

NEW YORK

SS CAPE MOHIGAN

C. Butterfield, \$1.00; A. Fisher, \$1.00.

SS HUBBERT

L. Benitez, \$2.00; J. Barker, \$1.00; J. Granada, \$2.00.

SS WILLIAM PEPPER

H. Piva, \$3.00; B. Starks, \$2.00; W. H. Lietzon, \$3.00; N. Leone, \$2.00; P. L. Robinson, \$2.00.

MV FARALLON

(Donations for Hospital and Seafarers Log)

Taylor, \$2.00; Furr, \$1.00; S. Kino-

shita, \$2.00; Thomas, \$1.00; Reynolds, \$1.00; W. Reed, \$2.00; C. Parker, \$2.00; Headricks, \$1.00; F. Gunsolus, \$2.00; Bornhurst, \$2.00; K. Brightbill, \$2.00; R. Allen, \$2.00; Frank Barbaria, \$2.00; E. Walthers, \$2.00; John Doe, \$2.00; Alec Valinski, \$2.00; J. J. Shulte, \$2.00; J. McIndoe, \$1.00.

SS WALTER KIDDE

H. Hopkins, \$1.00; J. Dunne, \$1.00; J. Buynar, \$1.00; D. Harbin, \$1.00; C. Franks, \$2.00; B. Browning, \$2.00; J. J. Rivera, \$1.00; L. Medlin, \$1.00; Joseph C. R. Landry, \$2.00; L. H. Johnson, \$2.00; G. C. Barrios, \$2.00; Jose R. Mora, \$2.00; Dalton E. Simon, \$2.00; Dewey V. Glass, \$2.00; J. A. Santerfeit, \$2.00; Dale W. Gridsby, \$3.00; E. I. Bennett, \$1.00; D. C. Miller, \$4.00; Hugh A. Drake, \$3.00; G. R. Melendez, \$1.00; H. A. Pelas, \$2.00; C. M. D'Aivdrade, \$2.00; Skyler B. Littell, \$1.00; Robert W. Wagster, \$1.00; Jack Smith, \$5.00. Total—\$47.00.

SS CITADEL VICTORY

R. Ruteledge, \$5.00; G. P. Johannssen, \$2.00; A. H. Roghammar, \$2.00; B. G. Brehm, Jr., \$5.00; G. M. Arena, \$5.00; J. Olano, \$20.00; A. G. Soto, \$5.00; J. E. Alexander, \$5.00; G. Penner, \$5.00;

G. E. Interdonato, \$5.00; M. Armando, \$3.00. Total—\$63.00.

SS WILLIAMS VICTORY

C. Douglas, \$1.00; A. Niineberg, \$2.00. Total—\$3.00.

SS GEORGE WASHINGTON

Anna Rivera, \$2.00. Total—\$2.00.

SS CAPE FALCON

J. Campbell, \$1.00; I. Magarvy, \$1.00; M. Carrasco, \$1.00; R. Trewitt, \$1.00; W. Clifton, \$1.00; O. Keonbog, \$2.00; J. Gates, \$2.00; Louie Pugh, \$1.00; Carl F. Berry, \$2.00; W. M. Wittaker, \$1.00; C. Andrews, \$1.00; T. C. Hernandez, \$2.00; W. M. Hayes, \$2.00; J. P. Hicks, \$1.00; F. C. Kelly, \$2.00. Total—\$21.00.

SS TULSA

P. C. Salino, \$2.00; J. C. Gustilo, \$1.00; William Todd, \$2.00; J. Mennano, \$2.00; E. Silberberg, \$2.00; D. K. Hines, \$3.00; A. A. McVeigh, \$3.00; T. A. Curran, \$3.00; A. Bonte, \$3.00; W. J. Burbine, \$3.00; G. T. Carnell, \$3.00; T. H. Geyer, \$3.00; J. Kelly, \$3.00. Total—\$43.00.

INDIVIDUAL DONATIONS

W. B. Jodar, \$6.00; Frank L. Webb, \$1.00; Leroy S. Atwell, \$1.00; J. Hannes, \$1.00; Lyndon S. Wade, \$5.00; D. E. Walker, \$1.00.



BULLETIN BOARD

—Unclaimed Wages—

Mississippi Shipping Company, Inc.

This list comprises unclaimed wages as of December 31, 1945, some of which may have already been paid. If you still have a claim, write to Mississippi Shipping Company, 339 Chartres St., New Orleans, La., enclosing your z-number, social security number, date and place of birth and present address.

F

Fearon, Joseph R.	2.23
Federoff, Peter P. Jr.	12.34
Feds, Edward J.	5.35
Feher, Leo	5.69
Fehrenbach, Wm.	1.34
Felicko, Steve	1.78
Felix, Frank M.	4.95
Felton, Nicolas	.59
Felty, John	1.98
Fenn, Roy	2.81
Fenton, H. E.	5.94
Fentren, L. L.	5.26
Feraci, Charles E.	.66
Ferenc, Jozsef	5.51
Ferguson, Maurice E.	.59
Fernandez, Carmelo T.	2.48
Fernandez, M. C.	3.17
Fernandez, Raul	.45
Feroli, Ernest R.	.35
Ferrara, Frank	.69
Ferrero, John	.69
Ferri, Benjamin G.	3.46
Ferri, Edward V.	1.42

Ferris, Benjamin	1.78	Farnen, William L.	1.65	Gaddie, Daniel A.	1.78
Ferullo, Joseph L.	2.97	Forsythe, Edward C.	2.06	Gaffney, J. J.	8.90
Festos, P. N.	6.75	Forsythe, E.	2.54	Gafford, Ben P.	5.44
Gotterhoff, J.	.46	Forsyth, Joseph H.	12.84	Gainey, Gilbert B.	1.98
Fettgather, Melvin L.	.89	Fortin, Joseph	2.25	Galarce, Ismael	1.37
Ficaratto, J.	6.00	Foster, Edward M.	10.50	Galaza, Jose G.	.74
Ficarelli, Donato	2.79	Foster, Joseph H.	26.41	Gallegher, Manus	.59
Fieldson, Charles	9.18	Foster, Walter A.	5.51	Gallefos, Adolph	3.13
Filip, Stanley J.	2.25	Foster, Walter D.	1.37	Galligon, William T.	.70
Filipovich, L. A.	3.00	Fowler, James F.	14.25	Gallo C.	41.00
Finger, Louis A. Sr.	8.42	Fox, George J.	1.07	Gallordy, J. H.	2.72
Finigan, John R.	4.82	Fox, Paul A.	1.24	Gambertoglio, Francesco	.79
Finklestein, Albert	3.46	Frahse, Roy	35.96	Gamblin, Wm.	2.25
Finley, William	20.70	Fraley, Forrest	1.34	Gamble, Joseph	39.54
Finn, Martin A. Jr.	9.56	Francillo, Luigi	73.56	Gambuco, A.	4.42
Finnell, Jas.	12.80	Francis, Joseph P.	56.40	Gambusch, Vincent A.	23.45
Finnegan, J.	.01	Francis, Vernon H.	1.27	Garber, Clarence F.	4.00
Finnegan, Thomas H.	10.58	Francis, Warren C.	3.17	Garbett, J. K.	3.87
Fischer, John L.	2.23	Franke, Marvin O. H.	2.75	Garcia, Alfred	2.97
Fischer, Walter V.	26.72	Franklin, Henry R.	117.50	Garcia, F. A.	12.57
Fishburn, R. E.	.08	Franklin, Joseph S.	9.95	Garcia, G.	7.52
Fisher, Benjamin L.	28.93	Frankowski, Junius E.	4.01	Garcia, Pedro J.	6.83
Fisher, Daniel W.	.33	Franson, Carl I.	9.30	Garcia, Rafael	4.27
Fisher, Harry M. Jr.	2.23	Fraser, A.	9.30	Gard, Edward	1.79
Fisher, M. R.	5.25	Fraser, Noble	8.42	Gardanse, M.	2.97
Fisher, William C.	5.70	Frazier, Francis	8.92	Garden, Lloyd D.	1.48
Fristoe, Ashby J.	3.30	Frazier, Leslie D.	5.94	Gardner, Clarence F.	4.90
Fitch, Richar T.	78.17	Frazier, Wilburn	1.34	Gardner, Edward A.	5.78
Fitts, R.	6.39	Frederick, Robert	19.22	Gardner, Edward F.	20.28
Fitzer, Joseph	11.25	Frederick, Robt. H.	3.12	Gardiner, Edward F.	11.32
Fitzgerald, Charles	5.64	Frederick, Virgil L.	8.61	Gardiner, H.	11.32
Fitzgerald, John D.	3.46	Fredericksen, Axel	15.87	Gardiner, James	8.32
Fitzgerald, John R.	8.43	Fredericksen, Earl G.	.34	Gardner, C. J.	.33
Fitzgerald, John R.	8.43	Frederickson, Geo R.	8.26	Gardner, Jack T.	35.80
Fitzgerald, Robert J.	8.27	Freeman, Emmett L.	9.90	Gardner, R.	1.37
Fitzgerald, Thomas J.	3.22	Freeman, Horace	7.14	Gardner, S.	2.47
Fitzgerald, W. E.	.02	Freese, Clarence	7.92	Gargan, John	20.62
Fitzgerald, W. J.	69.67	Freimanis, Lina	2.23	Gargiulo, Frank T.	23.83
Fitzpatrick, John J.	.99	Freimanis, Edgars	13.66	Garner, Chas. R.	.69
Flaherty, John J.	.83	Freitas, John L.	6.22	Garner, Clyde	1.34
Flanagan, Elmo P.	3.12	French, Dinestead	3.56	Garner, Herman O.	2.82
Flanders, C. C.	5.25	French, E.	.11	Garrett, Harry J.	13.77
Flaves, J.	.34	French, John F.	9.24	Garrett, Ralph	2.67
Fleck, Jerome Charles	2.06	Frenkler, John	5.92	Garrett, Wayne M.	9.86
Fleming, Berney	2.16	Frenzell, Raymond J.	1.98	Garrison, J. J.	2.25
Fleming, J.	.01	Freydos, Louis J.	5.02	Garrison, Norman G.	8.26
Fleming, Thomas H.	2.13	Friday, John W.	.45	Garrison, Roy	.71
Fletcher, Edward A.	.89	Frick, Harold W.	2.64	Garrity, F.	2.00
Fleury, Arthur	.04	Friedrich, Ewald W.	1.34	Gary, Allen L. Jr.	2.06
Flippin, Richard Lee	5.77	Friedrichs, James C.	.45	Gasic, Paul Thomas	14.05
Flora, D. B.	4.50	Frigon, A.	4.50	Gaspard, George	.89
Florence, Aubrey L.	6.69	Fritz, Ronald C.	7.42	Gasparini, Eugene	.59
Flores, Manuel T.	2.68	Frost, William A.	.87	Gassman, Franz J.	5.19
Flores, Ricardo	2.75	Frum, Emile	25.20	Gatewood, Albert W.	10.96
Flory, H. E.	7.76	Frye, Raymond W.	3.96	Gates, E. G.	2.25
Floyd, Jessie W.	6.80	Frye, Raymond	2.42	Gattone, Vincent	5.35
Fluence, Humella	10.05	Fulford, William B.	3.79	Gatwood, James Lee	50.17
Flynn, James A.	.45	Fulsebakke, K. M.	98.75	Gaudin, Geraldo	6.75
Flynn, J.	.02	Funk, Clarence W.	2.11	Gaupp, Otto A.	14.93
Flynn, James P.	15.28	Furlong, James M.	7.65	Gaurney, Irvin	.65
Flynn, R.	1.33	Fuselier, Edward L.	.99	Gauthier, Edward	14.25
Flynn, Raymond J.	.79	Fyfe, Cyril H.	862.40	Gauthreaux, Claude J.	3.38
Flynn, William P.	2.82			Gavigan, Robert	6.35
Fogt, Donald E.	3.37			Gaylor, Enoch J.	28.06
Foley, Stephen, E.	2.23			Geanusus, Peter G.	7.42
Fontenot, Dillon	.89			Gearhart, Dale B.	17.84
Ford, James A.	5.94			Geanusus, P.	6.00
Forrest, John H.	.45			Geib, Leroy	2.06
Forster, Joel R.	.45			Geiss, William J.	2.97
Forsyth, Joseph H.	8.35			Gener, Francis J.	59.44
Fort, Robert B.	51.34			Gentry, Luther	.48
Foley, Frank J.	2.47			Gentry, Norman H.	6.69
Folsky, Leon E.	3.96			Gentry, Willie F.	1.34
Folsom, Samuel P.	17.10			Gerdes, Henry C.	5.51
Foltz, R. H.	5.25			Gericevich, Vladimir	5.46
Forcelline, Robert C.	1.07			Gerald, Willie	5.94
Forchand, O. A.	3.82			Gerling, Vernon F.	17.83
Forester, L.	2.25			Getty, Erwin	.89

SIU HALLS

NEW YORK	51 Beaver St. HAnover 2-2784
BOSTON	330 Atlantic Ave. Liberty 4057
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	9 South 7th St. Phone Lombard 7651
NORFOLK	127-129 Bank Street 4-1033
CHARLESTON	68 Society St. Phone 3-3680
NEW ORLEANS	339 Chartres St. Canal 3336
SAVANNAH	220 East Bay St. 3-1728
MOBILE	7 St. Michael St. 2-1754
SAN JUAN, P. R.	45 Ponce de Leon San Juan 2-5996
GALVESTON	305 1/2 22nd St. 2-8448
TAMPA	1809-1811 Franklin St. M-1323
JACKSONVILLE	920 Main St. Phone 5-5919
PORT ARTHUR	445 Austin Ave. Phone: 28532
HOUSTON	7137 Navigation Blvd. Phone Wentworth 3-3809
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St. Garfield 8225
SEATTLE	86 Seneca St. Main 0290
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair St. Main 0147
DETROIT	1038 Third St. Caddiac 6857
DULUTH	531 W. Michigan St. Melrose 4110
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.

Geyer, Andrew	36.48
Geyer, A.	1.48
Ghee, R. M.	1.58
Giadrosich, Paul	.69
Giambone, Vincent	2.85
Giannola, Vincent	1.34
Giatros, Christopher A.	.89
Gibbons, Francis	.74
Gibbs, Edward L.	16.20
Gibbs, Howard T.	114.59
Gibles, Wm.	1.58
Gibbons, William	3.95
Gibson, Wallace	2.60
Cichenko, M.	3.23
Giebel, William	.79
Giebler, William H.	4.98
Gietek, Chester W.	18.87
Gifford, Jackson T.	3.01
Gilbert, David W.	2.52
Gilbert, Forrest E.	2.97
Gilbert, Homer Wilfred	3.60
Gillandis, Kenneth	5.42
Gillboy, Wm.	.99
Gillespie, John C.	7.42

Money Due

SS GROVE CITY VICTORY
L. Hudson, 74 hrs.; B. Thornstinson, 168 1/2 hrs.; M. Colbridge, 168 1/2 hrs.; N. Engman, 120 hrs.; D. Sobin, 33 hrs.; W. Warmbold, 33 hrs.; H. Fink, 78 1/2 hrs.
This can be collected at the Alcoa Steamship Co., 17 Battery Place, New York, N. Y.

NOTICE!

EDWARD YANCY
Contact Agent at Galveston; you have a check from the SS Homestead.

JOHN N. CONNOLLY

A check for \$33.05 is still being held for you by the Norfolk Branch.

NOTICE!

When in New York please come to headquarters with your Union book.

A. Dudde	G18
David Sloan	7262
Dollinter Milak	7290
Louis Salvatore	7336
Piniero Franciso	7367
William J. Graley	7442
George W. Thomas	7447
Lotus L. Stene	7479
Adolphus W. Watron	7548
Edward I. Fuselier	7643
Rusus Carrington	7682
Freddie Baptiste	7690
Edwin J. Laskowski	7732
Levin Bryant	29789
Antonio Armand	10109
Lucien W. Miller	10722
Wayne Hartman	20167
Antonio Denaro	4311
Charles Breaux	G15
George Burns	G153
Raymond J. Thomas	22819
William Taylor	48
W. Sweetser	G123
Jackson Wooten	23965
Joseph Santalla	22420
William Shaw	34548
Henry Childs	4327
William Gale	G105
Leonardo Munna	25065
Charles Crawford	26324
Angelo Ferrie	34223
J. S. Williams	7161
Roger L. Williams	7285
Glen M. Curl	7325
Fred L. Hopfer	7346
Gilbert Viner	7441
Earl O. Carlson	7444
Alphonse C. Romejko	7467
Paul F. Arthofer	7537
L. Jackson	7568
Henry G. Cordes	7663
Willie F. Gentry	7689
Steve M. Simmons	7716
William H. Pierce	20347
Jimenez Evaristo	26622
Jos. H. Bibeau	10127
Thomas M. Murray	10723
Pietro De Valle	20183
Jessie B. Voliva	10737
James Armstrong	G47
W. A. Beyer	G366
Leopold Wareham	3383
Tadeuse Chilinski	22157
Pedro J. Ortez	24182
C. T. White	24990
John L. Cobb	G99
J. Cruz	3320
J. E. Thmosa	22513
John W. Matysuk	24930
John Gersey	6545
Joseph Palmer	31109

NOTICE!

Anyone who was aboard the plane from New Orleans, chartered by the crew of the SS Tu lane Victory, who knows anything about two alligator bags, please get in touch with F. Robinson, 35-24 72nd Street, Jackson Heights, New York.

McCosh Bosun Tries Some Slaveship Stuff

Isthmian ships' organizers H. C. McCurdy and John Walz stopped in the Log office the other day to relate the story of an NMU Bosun on the Isthmian ship James McCosh who rather fancied himself in a Captain Bligh role. This individual, Karlson by name, is an NMUer of six years service, who formerly sailed foreign ships, and tried to use the same bullying and intimidating tactics on the McCosh that he had used on the foreign flag vessels.

According to McCurdy, numerous deckhands have been fired or piled off on account of Bosun Karlson. This NMU-company stiff has taken a special delight in framing or making life miserable for Seafarers who are unlucky enough to sail in the deck department under his jurisdiction.

SPECIAL PRIVILEGES

The McCosh laid off City Island for several weeks, and finally moved to the 29th St. Pier in Brooklyn where she's remained for the past two weeks.

Special privileges is the order of the day for the licensed personnel, with the Chief Steward making special turkey dinners for them, while the crew has roast beef brisket dished out for them.

Crewmembers asserted that plenty of bananas came aboard, but they only had them served once. Extra pie, pastry or other dainties went to the officers saloon. For night lunches, the crew rated bologna sandwiches. In addition, food was never salted properly.

McCurdy and Walz left the McCosh as a result of trouble with Bosun Karlson over removal of the tarpaulin from No. 4 hatch. The tarp was jammed between the midship housing and the hatch combing, and five men had difficulty in removing it. After

McCosh Organizer



H. C. McCURDY

the great rush on the Bosun's part to have the cover removed, the Deck Gang had nothing else to do, and so went back to the fantail to continue doing nothing for two or more hours.

Several men went to see the Chief Mate regarding the bully Bosun, and he said he'd see what could be done. In the end, the Chief backed up the Bosun, and said, "I'll let the entire crew go before I fire the Bosun!"

So McCurdy and Walz left the McCosh. As McCurdy expressed it, "The days of slavery for seamen are over. No freedom-loving seaman can be expected to continue working under such intolerable regimentation as aboard the McCosh."

He went on, "It's really some satisfaction to know that Isthmian will soon be forced to sign a contract with the Seafarers. Then they'll have to eliminate these would-be Captain Blighs, and substitute typical SIU shipboard conditions."

Cape Catoche Is Strong For SIU

One of the more recent additions to the Isthmian Fleet, the Cape Catoche, has been crewed up in New York and has a strongly pro-SIU crew. SIU organizers report that almost the entire crew is either members of the SIU or seamen who whole-heartedly support the program and principles of the Seafarers.

Three active volunteer organizers aboard the Catoche, Bosun T. W. Call, Chief Steward Aydlette and Eric Upchurch, are doing an A-1 job of making their ship a solid SIU vessel. They've succeeded in converting the entire crew to the SIU Union way of life with the exception of a couple of died-in-the-wool NMUers, and they haven't given up on these lads either.

Leaving New York for Philadelphia on June 29th, the Catoche is headed for the Far East. First port of call on her itinerary is Singapore, and she'll beat her way around the world before returning to good old U.S. soil.

"WHO SOLD OUT"

This week the Seafarers issued a throwaway bulletin entitled "Who Sold Out?" It deals with the statements of Drew Pearson, well known Washington columnist, who charged that personal feuding between Harry Bridges and Joe Curran prevented the seamen of the CMU unions from securing a \$30 monthly increase instead of the measly \$17.50 monthly which they finally settled for.

Pearson's syndicated column, which appeared from coast to coast on June 23rd, mentioned a discussion which took place between a CMU representative, the Secretary of Labor and a WSA representative. According to Pearson, "Curran's Washington representative, Hoyt Haddock, Labor Secretary Schwellenbach and WSA's Granville Conway had a talk.

"Schwellenbach and Conway agreed that the men rated a "substantial" increase, \$30 a month was mentioned. They told Haddock any fact finding board would be so apprised. There was favorable talk of a 56 hour week, with overtime of about itme and a half after 48. Government custodian of 80 percent of U.S. shipping, Conway felt that he could offer confidential assurances. Schwellenbach supported him.

CURRAN-BRIDGES FEUD

"Haddock sent a report to Curran and Bridges. He got a hot telegram from Bridges, stating he, Haddock, had no authority to represent the Committee for Maritime Unity, ordering Haddock to tell the Government men to disregard the talks.

"Haddock did so after contacting his boss, Curran, who said that Bridges had equal jurisdiction so his wishes must be respected. Curran was infuriated just the same.

"In the settlement, the seamen got not \$30, but \$17.50 a month, plus average overtime of less than time-and-a-fourth for over 48 hours."

The shipowners have already offered the Seafarers the same increase as the CMU, but the SIU has stuck to the original demands and turned it down. All maritime Unions, including the NMU, could have won a greater increase, but the "Unity Boys" were evidently too busy sneak punching each other to bother about the rank and file seamen.

In the meantime, the Seafarers is carrying on the fight.



Headed for Philly and then Singapore, this group of Isthmian seamen from the Cape Catoche was snapped in front of their ship while docked at Greenpoint, Brooklyn. Kneeling (reading from left): W. Stewart, J. Aydlette, W. Snead, and T. W. Call. Standing: H. Vidger, G. Mollar, C. Kerr, G. Caudill, F. Caborubias, and M. Magsael.



These Filipino members of the Catoche's Steward Dept. are strong for the Seafarers. F. Caborubias, Chief Cook, is on the right, and the other man is M. Magdael, 2nd Cook.

Isthmian's St. Augustine Victory Holds Several Ship Meetings

Volunteer ships organizer Arne Larsen reported from the West Coast about the Isthmian scow, St. Augustine Victory, which docked there recently. According to Larsen, the Augustine held two shipboard meetings at sea, and both were well attended by the crew with the exception of those on watch.

Holding their first meeting on June 9th, the Augustine's crew elected Arne Larsen as Deck Delegate, Charles Gregory in the Engine Dept., and Lineberger in the Stewards Dept. The meeting was chaired by Larsen with Howard E. Weston as secretary.

Various rules governing the messroom were established with certain other changes being made. It was agreed to have the Messman feed the men on watch first, and it was requested that the Stewards Dept. clean the pantry and coffee urn. The Chief Steward agreed to cooperate in changing one Messman around due to the fact that he couldn't understand English.

Meeting was finally adjourned

after it was unanimously agreed to close the Messroom for a couple of hours to get rid of the flies.

JUNE 16 MEETING

In their second meeting, the crew elected C. J. "Tex" Welborn as chairman and H. E. Weston as secretary.

The meeting was attended by entire crew, and was called to order at 6:30 p. m. Motions regarding the cleaning of the laundry, keeping same tidied up, and the replacement of cups and glasses in the pantry were carried.

It was agreed to contact the Chief Engineer and Captain, if necessary, to move the three Wipers amidships due to the fact that soot covers their quarters everytime the tubes are blown. Meeting was then adjourned.

Larsen declared, "The Skipper is quite a character—in fact, no good whatsoever. We've had that before on Isthmian ships, so it doesn't bother us too much now. We're just waiting for the day when Isthmian has an SIU contract to live up to, and some SIU delegates to make sure that that they do."

Sea Lynx Reports From Far East

Writing from Manila, ships organizer James M. Fisher, of the Isthmian Lines ship Sea Lynx gives the lowdown on fairly recent happenings aboard that vessel. Four men were left behind at Shanghai—Frank Sharkey and Menceau at the 712nd General Hospital, and Fireman Jack Weidman and Jr. Engineer Hartwell.

Sharkey was hospitalized as a result of a badly infected finger that the doctor had to x-ray three separate times in order to determine if surgery was necessary. Latest word is that he is on the mend, and doing well.

Conditions aboard the Sea Lynx haven't changed much, except for slight improvements, according to Fisher. Bosun John Tefco signed an SIU pledge card,

and expects to join the Seafarers upon his return to the U. S. once again. NMUer Thomas Logan promised Fisher that he would turn in his NMU book at the end of the current trip, and would take out an SIU book.

While at Manila, Lynx crewmembers visited the Claremont Victory, another Isthmian ship, and secured some recent Logs and leaflets. They also had a chance to talk over a number of mutual problems with their Isthmian co-workers.

WAITING FOR CONTRACT

Seamen from the two ships agreed that it would really be a pleasure to work for Isthmian after SIU negotiations with that company forced them to sign an SIU contract guaranteeing SIU wages, working and living conditions to all Isthmian seamen.