

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. IX.

NEW YORK, N. Y., FRIDAY, OCTOBER 10, 1947

No. 41

AFL Confab Opens; NLRB Issue Averted

SAN FRANCISCO—The issue that threatened to develop into a heated clash at the American Federation of Labor's 66th annual convention virtually vanished with the announcement that the National Labor Relations Board had overruled its general counsel, Robert N. Denham, on the question of anti-communist affidavits.

The NLRB in Washington supported, in effect, the contention of John L. Lewis, United Mine Workers chief, that there was no need for top AFL officials to sign the anti-communist affidavits.

AFL President William Green, who delivered the keynote speech at the convention's opening on Monday, greeted the NLRB ruling with the statement that the decision "sustains our position, as I understand it."

"I am of the opinion, he added, "that the decision means that the autonomous status of international and national unions affiliated with the AFL is fully recognized and each international and national union will decide for itself whether it wishes to process cases before the National Labor Relations Board."

Green said that Joseph Padway, AFL chief counsel, would "advise us" of the full meaning of the decision and that the AFL would govern itself accordingly.

In his address to the opening session Green told the convention delegates that the wage increases won by organized labor since the end of the war had kept the nation from "spiraling into another depression to date."

Labor Secretary Lewis B. Schwellenbach, who followed Green to the speaker's platform pointed out that wage increases "have not been the cause of price increases because they have never succeeded in attaining a goal of equal price-wage relationship."

Last Chance

With only a few days left until the nominations close, here's a gentle prod in the ribs for those who intend to run for office but haven't as yet sent in their qualifications. Get your qualifications together and send them to SIU Headquarters, 51 Beaver St., N. Y. There is still time to get on the ballot.

FOLSOM STREET TO RINCON HILL



From humble beginnings on the Folsom Street Wharf, the Sailors Union of the Pacific has grown to magnificent proportions. Now the organization is engaged in a building program, the first evidence of which is the Headquarters Building, being erected in San Francisco. Pictured above is the ceremony to celebrate the breaking of ground on the site at the foot of Rincon Hill. As Rev. Edward B. Lenane blesses the site, Nick Jortall, oldest living SUP member, turns the first spadeful of earth. Harry Lundeberg, Secretary of the SUP and President of the SIU, is standing next to Rev. Lenane.

Arbitrator Orders L.A. Port Opened In 'Walking Boss' Beef

SAN FRANCISCO—The usually bustling ports of Los Angeles and Long Beach are quiet these days as the Waterfront Employers continue to lock out the longshoremen, members of Harry Bridges' International Longshoremen's and Warehousemen's Union, CIO. The dispute, which started after "walking bosses" went on strike for recognition, is now well into the second week.

Longshore foremen, or "Walking Bosses," as they are called, are also members of the ILWU, and have been trying for some time to have their organization recognized by the Luckenbach Steamship Company and the Outer Harbor Dock and Terminal Company.

Possibilities of settling the strike early went down the drain when Clark Kerr, professor at the University of California, quit the job as impartial chairman of the joint management-labor Coast Labor Relations Committee. Secretary of Labor Schwellenbach finally filled the vacancy by appointing Arthur G. Miller, San Francisco attorney for the Federal Security Agency.

As his first official duty, Miller ordered the waterfront employers to reopen the locked-out port immediately.

He ruled that the Waterfront Employers Association, in laying

off the "walking bosses" because of their strike for union recognition, "did not merely exercise managerial rights."

"On the contrary," Miller continued, "they exercised them for the purpose and with the effect of locking-out the longshoremen."

While the employers group had no immediate comment to make on the ruling, it was felt that the group would not accept the decision peacefully.

One outgrowth of the beef was that the SS Matsonia was delayed for two hours, sailing at 7:12 P.M. instead of 5 P.M. on October 3.

Members of the SUP, who comprise the Deck Crew, were advised by their officials that the organization did not recognize the beef as a legitimate one, and that therefore the men of the SUP had no reason to honor the picketline established by the "walking bosses."

The Marine Cooks and Stewards personnel in the Stewards Department also sailed with the ship, as did the men in the Black Gang, members of the Marine Firemen, Oilers, Watertenders, and Wipers.

(For an analysis of the beef, and the reasons for such actions on the part of the SUP, MCS, and MFOWW, see page 9.)

A & G ELECTIONS

The following men were elected as the Qualifications Committee: Deck Dep't—Bill Brown, Walter Bennett, Bob High (Alternate); Stewards Dep't—Bill Higgs, Jimmy Crescitelli, Matthew Sams (Alt.); Engine—Jimmy Stewart, Carlos Lee, Jr., Val James (Alt.).

NLRB Repudiates Denham Ruling On Anti-Communist Affidavits

WASHINGTON—By a vote of four-to-one, Robert Denham, counsel of the National Labor Relations Board was decisively overruled on his idea that top AFL and CIO officials must sign anti-communist affidavits before affiliates can use the functions of the Board.

The decision to repudiate Denham was made by NLRB Chairman Paul Herzog, and members John M. Houston, James J. Reynolds, and Abe Murdock. As expected, the industry member, J. Copeland Gray, dissented.

Immediately after the Board's announcement, Denham was compelled to approve the processing of all union unfair practices complaints and representation cases that have been pending. These total nearly 300, among them eight initiated by the SIU.

This decision, coming with the AFL Convention in session, will

SUP Building Million Buck Hall In Frisco

SAN FRANCISCO — As one old SUP member said to another, "After all, it isn't every day that the Sailors Union builds a place like this, is it?"

In the more than half a century of the SUP's existence, the Union has come a long way. From open-air meetings on Folsom Street Wharf, the organization has progressed to a point where a \$1,000,000 headquarters is being erected, and plans are underway to erect buildings in every port where the Union has a Branch Hall.

Hundreds of proud SUP members attended the ground-breaking. With them were many Brothers from the SIU who stood by while Nick Jortall, oldest living member of the SUP, turned the first spadeful of earth.

The site was blessed by Reverend Edward B. Lenane, and before the ceremony was completely over and the crowd disbanded, the steamshovels were already tearing out huge gobs of earth to make way for the foundation.

All hands in the Seafarers International Union are interested in the new layout, and there is no question but that a large number of "sidewalk superintendents" will be present each day to check on the progress being made.

IN THE OPEN

The interpretation made by the Board will prevent the many commie-dominated CIO unions from hiding behind the refusal of top leadership to sign. Now it will be clear which unions have communists as officials, and which have not.

Those unions refusing to sign the affidavits are not eligible to apply to the Board for bargaining elections, and may not press charges of unfair labor practices against employers. In essence, this means that unions with communists in high places are prevented from enjoying any rights under the Wagner Act, as amended by the Taft-Hartley Law.

SEAFARERS LOG

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

Affiliated with the American Federation of Labor
At 51 Beaver Street, New York 4, N. Y.
HAnover 2-2784

International Officers

- HARRY LUNDEBERG - - - - - President
105 Market St., San Francisco, Calif.
- PAUL HALL - - - - - First Vice-President
51 Beaver St., New York 4, N. Y.
- MORRIS WEISBERGER - - - - - Vice-President
105 Broad St., New York 4, N. Y.
- CAL TANNER - - - - - Vice-President
1 South Lawrence St., Mobile, Ala.
- EDWARD COESTER - - - - - Vice-President
86 Seneca St., Seattle, Wash.
- JOHN HAWK - - - - - Secy.-Treasurer
105 Market St., San Francisco, Calif.

District Officials

- J. P. SHULER - - - Secy.-Treas. Atlantic & Gulf District
P. O. Box 25, Bowling Green Station, New York, N. Y.
- HARRY LUNDEBERG - Sec.-Treas. Sailors Union of the Pacific
59 Clay Street, San Francisco, Calif.
- FRED FARNEN - - - Secy.-Treas. Great Lakes District
1038 Third Street, Detroit, Michigan
- DAVE JOYCE - - - - Secy.-Treas. Canadian District
205 Abbott St., Vancouver, B. C.

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

GEORGE K. NOVICK, Editor



Out In The Open

The Communist International organization, or Comintern as it is called, has just been reborn with the announcement that the communist parties in nine European countries have joined together to "exchange information."

When the Comintern was dissolved during the war, competent observers immediately characterized it as a maneuver designed to take the heat off communists in countries assisting the Soviet Union.

This fiction was soon exploded when the communist parties here and in other parts of the world continued to act as one well-oiled machine, controlled by orders from Moscow.

Now the Comintern is being revived officially, and the days of militancy on the part of the comrades will commence once more. No more honeymoons between the capitalist countries and the USSR; no more sweet duets between Wall Street and the Union Square rabble-rousers.

The line has been laid down, and the well-disciplined red fascists in this country and other nations will follow it to the very last letter.

It is obvious that the Comintern was revived to fight the Marshall Plan—a program that might possibly save Europe's masses from starvation and communist engulfment. But with the strange knack that the reds have of creating the thing they fear the most, the erecting of the Comintern is expected to increase support for the Marshall Plan in the Congress of the United States, a group that has not looked with too much favor on the Plan heretofore.

The communists are once more in the open. And in the wake of the Comintern lies chaos for Europe and unrest for the remainder of the world.

Last Chance

On October 15 nominations for offices in the Atlantic and Gulf District will close. Up to now many nominations, accompanied by credentials, have been received by the Secretary-Treasurer.

But it is not too late to send in nominations and credentials. The members of the SIU have stated that the more nominations, the better the chance to elect only the most outstanding men to office.

Let's get the nominations in before it's too late, and in that way guarantee the best possible leadership in the trying days ahead.

"Workers of the world..!"



Men Now In The Marine Hospitals

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

GALVESTON HOSPITAL

- J. A. SEALY
- A. J. HALL
- W. BARGONE
- J. HARRIS
- M. FOSTER, Jr.
- J. D. ROSS
- D. L. HUNTER

BALTIMORE HOSPITAL

- JOHN MASSIMINO
- L. L. FREEMAN
- J. NUUHIWA
- E. L. PIERCE
- W. T. ROSS
- E. FREMSTAD
- E. T. DANBACH
- J. BALLARD
- F. R. O'BRAIN

DETROIT HOSPITAL

- MELVIN RUSSELL
- GEARGE GUNDERSON
- EUGENE McPARTLAND
- ALLAN TROMBLY
- JOHN BUTLER
- AXEL HEIKKILIA
- JULIAN FLAZYNSKI
- JAMES ADAMS
- HOWARD ROGERS
- JOHN R. JACKSON
- WM. SCHULER
- LOUIS PAULSON
- ERNEST FENDRIX

- HUBERT A. HOLSTON
- CARL STANTON
- MARGARET DeBRULE
- MARCELINE HIGGINS
- MABEL ROBERTS
- LUTHER CHURCHILL

BRIGHTON HOSPITAL

- G. McGUIRE (SUP)
- E. FALVEY
- R. LORD
- J. BARRON
- E. DELLAMANO
- H. SCHWARZ
- J. HANSIL
- E. JOHNSTON
- J. NICKERSON
- W. MAPLES
- E. DELANEY
- R. JOHNSTON

NEPONSET HOSPITAL

- J. S. CAMPBELL
- E. FERRER
- J. R. HANCHEY
- C. LARSEN
- L. L. LEWIS
- J. R. LEWIS
- R. A. BLAKE
- L. TORRES
- C. SCHULTZ
- H. BELCHER
- J. T. EDWARDS
- L. BALLESTERO

Hospital Patients

When entering the hospital notify the delegates 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 tiems:

- 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.)

- C. C. MOSS
- D. TULL
- J. SILLAK
- T. WADSWORTH
- M. GOMEZ

NEW ORLEANS HOSPITAL

- JOSEPH DENNIS
- L. GROVER
- C. MACON
- BOB WRIGHT
- JOHN MAGUIRE
- CHARLES BURNEY
- J. J. O'NEAL
- E. L. WANDRIE
- E. M. LOOPER
- D. G. PARKER
- LEROY CLARKE
- J. ZANADIL
- D. P. KORALIA
- WILLIAM MOORE
- L. COOPER
- REUBEN VANCE

NORFOLK HOSPITAL

- J. PORTER
- RALPH STURGIS
- B. CUTHRELL
- J. BULLARD
- A. DESOUZA
- L. BARSH
- H. KEECH



By PAUL HALL

The position of the Seafarers International Union on the matter of political strikes is well known on the waterfront. Time and again, the membership has revealed its position, clearly stating its opposition to the use of the political strike.

First of all, the political strike does not directly improve the economic position of the membership—individually or collectively—and the Seafarers has consistently maintained that the job of a trade union is to fight for the continual improvement of seamen's wages and working conditions and to provide a greater measure of economic security.

This in itself is a tremendous job for any union. It is an even greater task for a waterfront organization. For this objective to payoff, the organization's entire machinery must be geared to run in that direction. And it must pack a wallop—an economic wallop. On this basis the SIU has been able to lead and set the standards for the nation's maritime workers. It has concentrated the entire force of its striking power at capital's most vulnerable spot—the point of economic production.

This consistent policy of taking action at the point of production has forced the shipowners to treat us with respect. They know that when we speak of action and prepare for it, we mean business. Horsing around doesn't have a place in our makeup.

SIU Fights Attacks on Seamen's Conditions

We're an organization of seamen set up to better our standard of living and to protect our jobs. Let anyone attempt to obstruct our efforts in achieving these objectives and we're ready to fight. It's pretty well agreed, too, that the Seafarers doesn't bluff. We play our cards straight, and whether the stakes are big or small, we play to win.

Our most recent major beefs, both of which had a terrific impact on maritime conditions, bear out this contention. In '46, when we felt the War Shipping Administration was sniping at the unprecedented wages we won in collective bargaining, we called a general strike that knocked shipping for a loop. Our victory in this beef was felt by every seaman on the nation's waterfronts—when it was over he had more cabbage in his pocket.

More recently, the shuffle attempted by the Isthmian Steamship Company in negotiations following our victory in the election among that company's unlicensed personnel, prompted us to tie up Isthmian ships—and leave them tied up—until we got what we wanted. Our reputation on the waterfront that we mean business quickly turned this beef into a payoff.

Objectives Are Clear

Our purpose then is clear. Briefly, it is to win better wages and working conditions and to protect our membership against insecurity. We are an economic organization committed to a policy of economic action.

Political strikes, therefore, have no place in our strategy. We regard the political strike as a futile and unproductive weapon. Organizations which go all-out for the political strike almost without exception place their responsibility to their memberships below the political ambitions of scheming politicians, who are committed to a line laid down by other politicians far removed from the trade union battle-fronts.

Political strikes generally are used by unions whose membership is hogtied by a minority political group interested in furthering political interests first and the membership's economic standing second. For the classic example of how this works we need only look at the communist-controlled unions, all of which are on the road to becoming arms of the CP, to be swung in any way the commie plotters so decide.

Political Strikes For Union Purpose

Besides fogging the economic purpose of the union, political strikes confuse the membership until they can no longer distinguish between a legitimate economic beef and a political gripe nursed by a few within their ranks. A union spending half its time on political strikes and the other half on economic beefs pretty soon finds it's just about as effective as a tennis racket with no strings. They're swinging at the air. They're in the same boat as the guy who kept hollering, "wolf, wolf," so often that when he actually did need help, nobody paid any attention to him.

When the political strike enters the business of a union, you're setting the stage for bickering that could well destroy the union from within. The outfit starts to break off into groups opposing each other on political grounds and get to hating so much they can't get together when unity is needed on an economic beef. Look at the NMU where the commie gang will disagree on everything that might better their membership's position, just because the rest of the guys won't swallow their line.

The Seafarers knows damned well that its first and foremost job is to see to it that the membership is well paid under first-rate working conditions and to protect its standards whenever under attack. And from a comparison of accomplishments on the VANCOUVER front, it seems the Seafarers way is the best way. We make pay off!

New T-H Act Interpretation Clears Way For NLRB Activity

By RUSSELL SMITH

DETROIT—The fact that SIU petitions for elections in seven Great Lakes fleets are being held up considerably by Taft-Hartley red tape is of much concern to many of the unorganized seamen sailing on the ships of these affected fleets.

Many men in these fleets had hoped that they would have SIU contracts with SIU job security, union protection, working and living conditions long before this late time in the current sailing season.

At the present time, four petitions involving the Hanna (13 ships), Wilson (12 ships), Kinsman (Steinbrenner—5 ships) and Shenango (3 ships) fleets are in Washington awaiting NLRB rulings on their appropriate bargaining units and the ordering of elections.

Two petitions covering Tomlinson (11 ships) and Schneider (2 ships) are at NLRB Cleveland Regional offices awaiting the setting of dates for formal hearings, and a petition for the Nicholson (Ecourse Transit—1 ship) seamen is in the hands of the Detroit Regional NLRB pending the setting of a consent election date.

T-H FACTS

Now let's get down to some facts concerning the Taft-Hartley Act, otherwise known as the Labor-Management Relations Act of 1947, and the reasons for the delay in these elections.

This vicious piece of legislation was primarily designed to take away many of the rights and privileges which organized labor had won over a period of years.

It was also planned for the express purpose of nullifying many sections of the Wagner Act, an Act which had legally guaranteed many of labor's rights.

There is no need to go into the many sections of the Act in detail as that has been done in other articles appearing in the SEAFARERS LOG and the WEST COAST SAILORS.

However, we are stating for the record that the SIU has been opposed to this slave-labor legislation right from the start, and the SIU will always be opposed to any laws which curtail the democratic rights of a free American labor movement.

Despite the fact that the SIU is opposed to the Taft-Hartley Act and the principles for which it stands, the five autonomous Districts of the SIU and the International Executive Board recognize the fact that the SIU will have to operate within the restrictions of this vicious Act until it is repealed, amended or otherwise declared unconstitutional.

SIU POLICY

In line with this SIU policy, the various SIU Districts and the International are complying with the sections of the T-H Act which call for copies of the Union Constitution and financial statements to be furnished, and for the signing of non-communist affidavits by all SIU officials.

The SIU is complying with these provisions, not because the

SIU is in support of the Act, but because the SIU does not wish to deprive SIU members as well as unorganized seamen from their democratic rights under the NLRB.

Non-compliance can seriously jeopardize the rights of any Union attempting to by-pass the Taft-Hartley Act.

Especially in the field of organizational work are the Unions handicapped. None of the many benefits of the Wagner Act (NLRA) can be utilized by any union which has not complied with T-H requirements, and many restrictions are placed on further activities.

It's true that many unions had come to use the Wagner Act and the NLRB as crutches to support themselves, thus neglecting direct action and militant trade union policies.

This has never been the case with the SIU. We have continued our course of militant action and supplemented it, wherever necessary, with recourse to the NLRB.

Today, as a result of our policy of militancy and direct action, the SIU is much stronger than many other labor organizations. In fact, few other labor unions in the U. S. can point to a record such as that compiled by the SIU in its few brief years of existence.

ORGANIZATIONAL PICTURE

Now to get back to the organizational picture, and what effect the Taft-Hartley Act has had upon our recent activities.

Prior to passage of the T-H Act, the SIU organizational drive on the Lakes developed by leaps and bounds. Since its passage, our progress has been slowed considerably. Why?

For the past few months, ever since the Act's passage on June 23, all election petitions which have been on file with the NLRB have been held up. Both the Huron and Wyandotte elections were set before this date, and that's why we got them through.

But all other seven SIU peti-

tions involving 47 ships have been by-passed because the NLRB did not know the score on what future action to take, and finally, because they were awaiting for the SIU to secure a Taft-Hartley compliance number.

This week's ruling by the NLRB that the international officers of the AFL need not sign the anti-communist affidavits clears the deck for action by the unions affiliated to the AFL.

The affidavits of SIU district and international officers have been signed and already are in the hands of the NLRB in Washington.

After the usual delay and red tape we will be given our compliance number and a big hurdle presented by this new legislation will have been mounted.

BIG BACKLOG

Our Union is not the only one which has suffered by this long delay over interpretation. Other unions, too, continued to submit petitions to the NLRB and added to the tremendous backlog which built up during the chaotic days of the installation of the new set-up.

As a result of all this legal hamstringing, it might take a little longer than originally planned to bring Lakes seamen under the banner of the SIU.

However, you can bet your bottom dollar on one fact—and that is, by one method or another, Taft-Hartley Act or not, the Great Lakes, too, will be SIU!

Send Them Word

Seafarers Arthur Apiki and Charles McGregor, both members of the SUP, are currently in the St. Agnes Hospital, Philadelphia, Pa.

The hospitalized men would enjoy hearing from their friends and former shipmates. Brothers wishing to help break the monotony for the two Seafarers can write to them care of the hospital.

Qualifications For Office

Qualifications for office in the Seafarers International Union, as provided for by the Constitution and By-laws, are as follows:

- (a) That he be a citizen of the United States.
- (b) That he be a full member of the Seafarers International Union of North America, Atlantic and Gulf District, in continuous good standing for a period of two (2) years immediately prior to date of nomination.
- (c) Any candidate for Agent or joint patrolman must have three years of sea service in any one of three departments. Any candidate for departmental patrolman must have three years sea service, as specified in this article, shall mean on merchant vessels in unlicensed capacity.
- (d) That he has not misconducted himself previously while employed as an officer of the Union.
- (e) That he be an active and full book member and show four months discharges for the current year in an unlicensed rating, prior to date of nomination, this provision shall not apply to officials and other office holders working for the Union during current year for period of four months or longer.

Any member who can qualify may nominate himself for office by submitting, in writing, his intention to run for office, naming the particular office and submitting the necessary proof of qualification as listed above.

The notice of intention addressed to the Secretary-Treasurer must be in his office not later than Oct. 15, 1947, together with a recent passport photo and a short statement of the candidate's Union history and activities.

From Folsom Street Wharf To Rincon Hill

American seamen will always remember Folsom Street Wharf and Rincon Hill, for in these two places waterfront history was made and the foundations of our Seafarers International Union laid.

In the hard lean years between 1874 and 1885 a young Scandinavian seaman named Andrew Furuseth, together with a small group of supporters, worked tirelessly to organize a seamen's union.

Their meeting place was the Folsom Street Wharf and, despite all difficulties, they stuck to the job and finally succeeded in organizing the Coast Seamen's Union in 1885.

This union shortly succeeded in bringing about an amalgamation with the Steamshipmen's Union, and in 1888 the two merged into the Sailors Union of the Pacific, parent organization of the present-day Seafarers International Union.

It isn't a very long distance from Folsom Street and the Embarcadero to Rincon Hill, but in time sixty years separated the two places in waterfront history—1874 to 1934.

In 1874 the shipowners were unable to stop the birth of the Union, and in 1934 the Union proved its maturity by beating back the combined attack of the shipowners, the police, the National Guard, and the company finks.

On July 5, 1934, the "Battle of Rincon Hill" took place, a battle with one side having all the armament, and arrayed against the guns, teargas, and clubs was only the seamen's determination.

When the smoke cleared, 109 strikers lay wounded, and two, Nick Bordoise and Howard Sperry, were dead. But the picketlines remained firm and the '34 Strike was won.

A monument stands on the Embarcadero, in front of the Ferry Building, memorializing Andrew Furuseth, whose unremitting efforts and untiring activities in the development of the Union took the SUP from Folsom Street infancy to Rincon Hill maturity.

On the corner of Harrison and Fremont Streets, where Rincon Hill starts, ground has been broken for the SUP-SIU Building. It is fitting that the building should be located in the proximity of the greatest Union struggle, with its foundation imbedded firmly in San Francisco rock—rock as sturdy as the character and determination of Andrew Furuseth.

This building will be a monument and a memorial to those whose efforts have made it possible for the Union to flourish and to advance the just cause of merchant seamen. Above all, it will be a home and a citadel—a guarantee that the Seafarers International Union is here to stay, forever.

REPORT FROM HEADQUARTERS TO MEMBERSHIP

By J. P. SHULER, Secretary-Treasurer

Union Halls

The Wilkerson Steamship Company will soon begin operating at least one ship out of the Port of Miami, Fla. Eastern Steamship Company is going to have both the Evangeline and the Yarmouth hitting the Port of Miami. The Peninsular and Occidental Line is going to start making three trips in to Miami instead of two.

Therefore, it is easy to see the necessity of a Union Representative in that port. This Hall was closed sometime ago and the Tampa Representatives were making the Port of Miami.

Now it will be an impossibility for Representatives to be in Miami from Tampa at all times they are needed. Therefore, it is hereby recommended that the Union open an office in the Port of Miami and place a Representative there on a temporary basis, at least as long as the Eastern ships are on that run.

In its present condition, the building in Philadelphia isn't adequate for the membership's needs. We have had several propositions for buying a building in that port, but none of them has panned out to be very much.

With a few renovations, the Philadelphia Hall could be put in good shape. The owner of that building has agreed to go along and do most of this work. However, there may be additional expenses that the Union will have to pay. It will be held to a minimum, and it is hereby recommended that the membership go on record to undergo the additional expenses necessary to put the Union Hall in Philadelphia in good shape.

Issuance of Books

As per action taken by the membership in the previous two meetings, the books were opened for membership admission on September 25. Instructions were sent to each port on the procedure to be followed, along with the applications for full books.

Some of the ports seem to have become confused with the instructions. Initiation fees are to be collected from no applicant until such a time as the application has been accepted by a committee in Headquarters. When an application is accepted, the port where the man applied will be notified and also a list of the men accepted will be published in the SEAFARERS LOG.

No applications will be accepted by this committee unless the application blanks are properly filled out with a complete record of the applicant's dues record covering at least one year's sea time; dues records covering 18 months' time on a permit or trip card; must have the port in which he was cleared from the General Strike, the Chairman of the Strike Committee and the date; the port where he was cleared from the Isthmian Strike, the date and the Chairman of the Strike Committee; must have a rating above that of an OS, Wiper, or Messman and must show such rating to the person who takes his application to send to Headquarters.

Negotiations

Negotiations with Isthmian are still going along slowly, but the points used in the agreement up until this time are up to par with agreements between the SIU and other companies. We are now working on the Deck Department rules.

The General Rules have been agreed upon with the exception of the penalty cargo. This should be ironed out to the satisfaction of both parties without too much trouble.

The St. Lawrence Navigation Company at last signed the standard agreement with the Union after it was obvious that the Union would not be able to get men to sail the ships unless such an agreement was signed.

The American Eastern Steamship Company is still holding out on a few points, but they now have two ships in port and before the time the ships sail they probably will have signed the agreement.

Credentials Committee

A Committee on Credentials shall be elected at the Headquarters meeting tonight for the purpose of examining the credentials of the candidates for the election of officers for the SIU for the year 1948 and prepare a ballot on same.

This committee shall be a paid committee, consisting of six full book members in good standing, two from each department. Nominations for this committee shall be opened under New Business. This committee will meet the 16th day of October at the Headquarters Office, 51 Beaver Street, New York.

Breaking Ground



Operating the shovel is old-timer Nick Jortall. Standing on the treads is SUP Secretary-Treasurer Harry Lundeborg.

Assistant Steward's Duties Require Harmony With The Department Chief

By JACK (AUSSIE) SHRIMPTON

The writer of these articles has been a member of the SIU for several years and is an old hand in the Stewards Department. His views here are not necessarily the policy of the SIU, but rather observations and suggestions for making work in the Stewards Department on passenger ships an easier task. This week's article is the third in a series.

"The Assistant Chief Steward is the Chief Steward's 'strong right arm and buckler.'" He is usually in charge of the messing of the crew and the cleanliness of the messhalls and store rooms.

He should supervise the serving of the passengers' meals from the saloon pantry, and should inspect the public rooms at least twice an evening.

On some ships he is in complete charge of the Stewards Department's overtime, a duty which often keeps him working into the wee, small hours.

AVAILABLE JONES

The Assistant Chief Steward should work in close cooperation with the Storekeeper and Chief Pantryman and at all times be available to crew and passengers alike.

If he has cause to discipline a member of the Stewards Department he should do it through the Second Steward who is the working boss of the ship. He should never make this his responsibility.

He must carry the trust and confidence of the entire unlicensed crew and must be ever ready to go to bat in its interest.

To him falls the job of handling the hundred and one little details that crop up daily aboard a passenger ship, and his main occupation is to take as much responsibility from the shoulders of the Chief Steward as he is able.

On vessels that carry only one Storekeeper he must watch his storerooms and refrigerators with the eye of a lynx not only to prevent theft but more important, to prevent spoilage.

All stores should be issued through him, and on ships where this is done he should be available to sign all storebooks for the leading hands.

CAN TAKE PLACE

By this means nothing leaves the storerooms without his knowledge and signature and, too, aids in keeping down the all-important cost of a passenger ship.

Daily Labor Paper Needed, Says ITU Leader

INDIANAPOLIS — A renewed call for a national daily labor paper was sounded last week by Second Vice-president Elmer Brown, of the International Typographical Union-AFL.

"The need for a daily labor press grows with each minute," declared Brown writing in his column in the Typographical Journal. "The failure or unwillingness of a section of our big daily newspapers to fairly report labor news and their continued apologies for the Taft-Hartley law dilute the freedom of the press and lay all our American newspapers open to attack as the voice of reaction."

The ITU leader said he advocated a daily labor paper which would emphasize labor news but report events fairly and not make labor news into propaganda or editorials. "We ought to have a labor press which would put to shame some of our dailies, busily propagandizing through colored news stories and emphasis of news," he continued.

"We had better get busy promoting such a labor press or the freedom of press, a necessary pillar of freedom and democracy, may be destroyed because the American people are no longer excited when someone wants to control the daily press.

"The American people have become apathetic about defending the freedom of the press," Brown declared, "because they seriously doubt that the big dailies fairly and truthfully report the news. They cannot help but note that the press is usually on the side of big business and monopoly and against the little people who work for a living."

The Assistant Chief Steward, too, must be completely familiar with the running of the entire Stewards Department. He must be ready to take the Chief Stewards place in an emergency.

Like the small boys, he must "be at all times seen but seldom heard," for on a well-run ship he will have little cause to assert himself directly.

If he sees something wrong, his duty is to tell the Second Steward who will have it taken care of; on passenger complaints, which he handles, tact and diplomacy are necessary qualities in this position.

At the end of the voyage he is responsible for the physical inventory; a job in itself which will take up much of his time.

He and the Assistant Port Steward should always be on tap when stores are being loaded and it is on his say so that the Chief Steward will accept or reject them.

His work can either enhance or cancel the best efforts of a competent Chief Steward and, if both of them run in harness, they can do much towards making the ship a popular one, both the passengers and crew

LIFE on the GREAT LAKES

BRIGHT ROY by BILL REPLOGLE



Upsurge Tops Slow Week In Philadelphia

By EDDIE HIGDON

PHILADELPHIA — Well, this port like others on the Atlantic Coast, seems to have suffered a slump in shipping. We had six days here in which hardly anyone was shipped, but on Wednesday, October 1, we started shipping again, and before the week was out, more than 42 men had taken jobs off the board.

Three Isthmian scows were in during the past few days. One was a payoff, and on the whole, all were clean and in good condition. Some of the brass-hats on these ships are giving our members a hard time. They don't seem to realize that the Union won the Bargaining Rights with the company, and that the officers can't throw their weight around as they could before.

Let's hope that this word of warning is sufficient. If not, the SIU will take steps to force the message home.

The Bull Run, a tanker recently contracted to the Seafarers, was at Petty's Island for payoff. Brother Tilley reported that the payoff was very clean, and that all beefs were settled at the point of production.

Members of the crew are so pleased with the new contract that very few of them had to be replaced on the ship.

OLDTIMERS RETURN

Oldtimers Blackie Gardner, Leo Gillis, C. Foley, and others are with us again, and it is a pleasure to see them. Brother Gardner states that he has been down in the Gulf for the past six months, enjoying that Southern Hospitality.

Right now the main beef we have is on the men who take time off in the wrong way. Some of the members, as soon as they payoff, take three days off without calling the Hall for a replacement. This is against the Union rules, so when a man takes time off he should remember to call the Hall for a relief, and pay the relief according to the Union regulations.

If a man is off more than three days, he automatically forfeits his job, and there is no sense in his going back to the ship to put up a beef. All Ships' Delegates should take note of this.

Another evil which pesters us is about men quitting before the ship weighs anchor. If the man can't obtain his pay, he should get a voucher from the Purser showing how much is coming to him in salary and overtime. This should also be signed by the head of the Department.

Then, when the ship sails, payment won't be held up by the company agent as he will have written evidence that a certain amount of money is due for services rendered.

We have had a few cases where men failed to do this simple thing, and as a consequence they could not be paid until the Captain was contacted, or until the ship returned from the voyage.

AROUND THE PORTS

Slow Week In Boston, But Future Looks Rosy

By JOHN MOGAN

BOSTON—Another very slow week just passed for the port of Boston. Very few jobs appeared on the board and business was at a low point. Judging from the number of members coming in from other ports looking for jobs things must be pretty rough all along the line. However, it can only be temporary for all ports, and for Boston, in particular.

Saturday morning saw shipping start to pick up again. The SS Glacier Park pulled into the Cities Service docks in E. Braintree for a Saturday afternoon pay-off; and the calendar shows that two more tankers pay-offs are scheduled for Monday—one in Portland, the SS York, which was out nine months, and the other in Melville, R. I., the SS The Dalles, which is coming in from a 3 or 4-months' foreign run. So that at this writing, it would appear that there will be jobs for most of the members next week.

The SS Yarmouth has folded

up on her run to Nova Scotia and most of the crew laid off. Around the 10th of the month, though, she'll be hiring again for the cruise out of New York. When the Yarmouth takes off from the Avenue, it is a good sign that everybody with over \$3.00 will also figure on ways and means of ducking the New England fall and winter.

In fact, a goodly number of the boys around here just wait until the birds start their long flight southward, and then hoist the seabag out of the baggage-room and follow. It'll be Spring before many of them are seen in these parts again—even at a pay-off.

EVERYTHING SMOOTH

The port is in good shape, no beefs outstanding, and everything going smoothly. There is talk in shipping circles of increased activity in the port; but most of us have heard the politicians predict booms that never materialized on several previous occasions. Why, even the seagulls have left their old haunts around here in order to eat! As

long as the tankers get up this way with oil, though the seamen at least can figure on working.

Again it is forcefully impressed on all hands how much the West Coast tanker contracts mean to the SIU, and makes



them even more eager to get some of the East Coast companies into an SIU agreement. And we here are especially anxious to see Cities Service lined up, as there are spells when these scows pay off at Braintree at the rate of one a week.

I have found that these weekly epistles should be dated. This past week many men have registered from other ports where shipping was slow, and on talking with them I have learned that they decided to come here because of an article of mine which appeared in the LOG. However, the boys should always keep in mind that these articles are written at least a week before publication — and in this business one week is enough time for a lot of changes to take place.

Right now, I could safely say that on Monday, October 6, we are going to have very good shipping; for the rest of the week after that, it would be purely guesswork. I do believe, however, that the present slump, which apparently has affected several ports, will end very shortly, and when it does we'll hear the old cry about not enough members to take the jobs off the boards. Ah, but isn't it so much better that way?

NO NEWS??

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

JACKSONVILLE
MOBILE
SAVANNAH
SAN JUAN
BUFFALO
NORFOLK
MARCUS HOOK
TOLEDO
TAMPA
NEW ORLEANS

The deadline for port reports, monies due, etc., is the Monday preceding publication. While every effort will be made to use in the current issue material received after that date, space commitments generally do not permit us to do so.

San Francisco Holds Ceremony Breaking Ground For New Hall

By W. H. SIMMONS

SAN FRANCISCO—We started last week off by breaking ground for the new Sailors Union of the Pacific building here. This was quite a ceremony, with hundreds of SIU-SUP members present, and with a priest to bless the proceedings.

All the fellows are anxious to see the building completed, as the plans call for the finest set-up of any trade union on the West Coast. No doubt our members will want the same sort of thing for the Atlantic and Gulf District in the port of New York.

It wouldn't be a bad idea at that.

We have several East Coast and Gulf Coast visitors out here now. Paul Hall, New York Agent and Director of Organization; Cal Tanner, Mobile Agent; and Lindsey Williams, general organizer; are all out here representing the SIU at the AFL convention, in addition to representing the Union at a meeting of the AFL Maritime Trades Department.

They were given a big hand at the last SUP meeting, and since this is the first time in many moons that the fellows have been out this way, they have been meeting many old friends.

The Ponce De Leon, Waterman, paid off here this week, and she

paid clean with all beefs squared away. The Delegates did a bang-up job on this one, and it was a pleasure to handle the vessel.

A Calmar ship, the SS Pennmar, was in for a turn-around. Believe it or not, for a Calmar ship, this one was in good shape. Delegate Hogan deserves a low bow for his work on this scow.

Isthmian's Kenyon Victory paid off in Pedro, and then proceeded here. While in this port we had a beef with the operator to get the ship fumigated. Now all is well.

The above three instances prove that if we keep pounding away on the responsibilities of crewmembers, it is going to be a big help in keeping SIU ships in good shape and ready to sail on schedule.

The port of Wilmington was closed up last week as a result of a beef between the longshoremen and the operators. A total of 16 ships were caught in port. We can't tell how long the tie-up will last, or whether or not it will spread up and down the Coast. As soon as we have more details we will let the membership know through the columns of the LOG.

Shipping for the Black Gang is especially good out here. As a matter of fact we have a hard time filling all the jobs. A&G members paying off on this Coast should make it their business to ship off this coast instead of going East where shipping is in a slump.

I see that the credentials are already coming in for the General Elections. That's good. Let's make it a hot race this time and then go to town next year for more gains.

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.

Galveston Will Support ILA If Strike Comes

By KEITH ALSOP

GALVESTON—Everything on the shipping front is moving along in good style with nothing sensational to report pertaining to ships and shipping. We expect to see some action the end of this week when the ILA will hit the bricks unless the operators agree to the demand for hiring halls for longshoremen.

This is a sore spot on the waterfront in this port and the longshoremen have decided, Taft-Hartley or not, that the time has come for a Hiring Hall just as the seamen have it.

Midnight Friday is the deadline after which the longshoremen will walk off the piers; naturally we will go along with them to the full extent of our ability. The Hiring Hall means a hell of a lot to us so we can appreciate their feelings on this beef.

We had two payoffs this week. The Caleb Strong of Waterman and the Louis McLain, Mississippi both paid off in fair style.

POOR MEAT

On the Strong, the whole crew was just recuperating from the ill effects of eating bad hamburger. They were up in the air



over the poor quality of the meat and with good reason, too; a few of them still looked a little green around the gills.

We settled the matter of bum meat by having the entire store removed from the ship.

We signed on the James Jackson, Waterman, and at the same time squared away a beef which has been hanging fire for ten trips. The galley stove has been on the fritz all this time and the company never attempted to correct the situation.

We went to work on the beef and the company made the necessary repairs to the satisfaction of the crew and Stewards Department.

As for ships in transit we had the Seatrain New York here and the Matthew Deddy, Alcoa, over at Freeport. Both ships were covered and seemed to be in good shape.

GOOD EXPERIENCE

Brother Paul Warren, who has been chasing ships around the Great Lakes all summer, arrived in town a few days ago and has gone right to work on the ships in this vicinity. The speed he developed in contacting the Lakers during their short stopoffs is doing him service down here; he is there, Johnny-on-the-spot, when they tie up.

The few gashounds remaining in this port must be holing up somewhere, I haven't seen any in quite awhile. Maybe the high cost of drinking has forced on the wagon.

Gear-Grabbers Hurt Union

The membership of the Seafarers International Union has consistently reaffirmed its position that gear-grabbers can't be good Union men. Any individual who stoops to pilfering gear such as coffee percolators, linens, etc., which are placed aboard SIU-contracted ships for the convenience of all hands, is, above all, guilty of a malicious disregard of his shipmates' welfare.

Crew conveniences on most SIU ships today are not there by accident. They are there because of the Union's successfully-fought struggles to bring greater benefits and comforts and to provide decent conditions for the membership while out at sea.

These hard-won conveniences are for the benefit of ALL HANDS. They ARE NOT to be appropriated by any individual for his own personal use. Violators of the membership's welfare will be dealt with in accordance with the firm stand taken repeatedly by Seafarers in all ports.

Chiseling Great Lakes Operator Is Openly Inviting Disaster

By FRED FARNEN

DETROIT—In the past, the SIU Great Lakes District has usually managed to establish and maintain a fair give-and-take relationship with our contracted ship operators. Today, we still maintain that same relationship with the great majority of our operators.

However, there are a few exceptions to this rule, and notable among these is the T. H. Browning Steamship Company. This particular outfit operates seven old scows: Penobscot, Sonora, Moloney, Coralia, Crescent City, Hewitt and Sultana.

Although the SIU contract with this operator is a fair one from the point of both the Union and the Company, the Browning Company has continuously tried to avoid the payment of legitimate overtime, the proper upkeep of their vessels, and the settlement of numerous beefs.

This constant attempt to shirk their responsibilities under the terms of an SIU contract has grown continuously worse since the passage of the infamous Taft-Hartley Act.

In fact, it seems as though this Company is trying to provoke certain direct action by the SIU.

Matters have reached such a stage that the average Great Lakes Seafarer is wary of taking a job on one of these old Browning rustbuckets, and as a result of their condition, the turnover on these particular ships is much higher than on any other fleet under SIU contract.

SIU RESPONSIBILITY

It is the responsibility of the SIU as a Union and our responsibility as members to see that a contract is lived up to once it is signed and ratified by the membership.

It's our responsibility, and by the same token, it's that of the Company to see that they and their representatives fulfill their side of the bargain, too.

Neither the Browning management nor the Browning representatives aboard their ships have been living up to the agreement. In some instances, we have found that the officers have authorized overtime work, and this same legitimate overtime has been refused by certain Browning shoreside officials. This situation must be changed!

Certainly, the SIU is not going to stand for continued contract violations by Browning or by any other operator who thinks that he can evade his responsibilities under an SIU contract. We will do it by any means, per-

fectly legal under the contract and the Taft-Hartley Act, of making Mr. Browning live up to the terms of our signed agreement.

The SIU Great Lakes District intends to completely fulfill all contractual obligations as in the past. We are giving fair warning to any would-be chiseling operators that we expect them to live up to the terms of their contract with the SIU.

If they do not, then any form of direct action which the SIU takes will be fully deserved.

Sometimes it takes a hard lesson costing a little bit of money to make some of these greedy individuals realize that the SIU Great Lakes District is a militant organization that will fight for the rights of the members at all times and with all available weapons.

Our record in this respect should speak for itself. On the Lakes, just as on the West, East and Gulf Coasts, the SIU is known for its reputation of always living up to its word. We are also known as a democratically-run, militant labor union.

Our parting words to any ship-owners with chiseling ideas in their heads is to think twice before violating a contract with the SIU.

If not, any resultant action by the Seafarers members in order to bring any violators into line will be strictly on their own heads.

"Little Wop" Dies

The following telegram was received from Ed Coester, Agent of the Seattle Branch, SUP, Monday, October 6:

"Little Wop passed away at 3 a.m. this morning. Funeral Thursday. Johnson and Sons."

Thus came the final voyage of one of the most colorful members of the Sailor Union.

Joe was tiny in size, but what he lacked in stature, he certainly made up for in guts. He never knew the meaning of the word fear, and had the heart of a lion.

In all our beefs; the 1934 strike, tanker strike, 1936 strike, fink book fight and hiring hall fights, you always found Voltero in the thick of the struggles to improve the conditions of the membership of the Sailors Union.

The Little Wop is gone, but he certainly is not forgotten. Wherever SUP men meet, tales of the "little man" with the big heart will be exchanged.

So long, Joe. We know that when you arrive in "Fiddler's Green," you'll be greeted with open arms. Happy Landing.

Foc'sle Conversation: An Oldtime Seafarer Sets A Freeloader Straight On Unionism

By HERBERT JANSEN

CHICAGO—Well, the old seasonal shipping slowdown has finally hit the Windy City.

During the past week we only shipped a few men, as follows: 6 Wheelmen, 4 AB's, 1 OS, 3 Firemen, 1 Wiper and 1 Cabin Boy.

This slackup always hits here around this time due to the ships making the Lake Erie ports in order to fill the gap there.

Only ship in port in the last few days was the Tanker West-coat. She loaded for Duluth, and will come right back here.

A short while ago, two Lakes seamen were heard discussing various Union problems aboard their ship, and we think it's worth passing on to you. For obvious reasons, we're labeling one of these guys "These" and the other "Those."

These: "You know, Those, a Union is a great thing for the seamen. Don't you think so?"

Those: "Yes, I think it is."

These: "Look here. Every time you have a beef all you have to do is go up to a Mate or Engineer and tell them that you are a Union man, and that this is a Union ship with a contract covering it."

Those: "Wait a minute, These. That's not all you have to do."

These: "Oh, yes, it is, if you use your head."

Those: "What do you mean, use your head?"

WRONG WAY

These: "Well, suppose you think you have some overtime coming, and you want to make a big check, all you have to do is to go to the Mate or Engineer and start hollering that you are entitled to it. If he tries to turn you down, all you do is to start a little stink. Get some of the new boys who have only been sailing a short time to back you up. They don't know the score any way."

Those: "What do you mean, back you up?"

These: "Well, if you can get five or six of them to back you up and make an attempt to pile off with you, the company comes across because they don't want to lose time getting replacements."

Those: "Is that what the Union means to you?"

These: "Sure. What do you think I pay my dues for?"

Those: "If that's why you're paying dues, then all you think of is yourself. Do you think that you are the only one paying dues?"

These: "No, I guess there are a lot of other guys besides me paying dues into the Union."

Those: "You're damn right there are! There are some guys like you who pay dues, and there are thousands of others paying their dues to keep the SIU going in the fight to keep the wages and conditions that we are enjoying today. Those guys are not chiseling because they pay dues. No! They pay to help guys like you get an even break."

These: "What do you mean, even break? Don't we work 56 hours a week and the guy on a shoreside job only 40 hours?"

Those: "Sure, you work 56 hours a week. That's the game.

It's been that way since I started to sail, and guys before me. Before that it was nothing for a seaman to work 12 to 20 hours daily with bum chuck and no pay to speak of for your efforts. Also, you were shoved around like animals.

"Believe me, it wasn't guys like you who helped the seamen get what they have today! It was men who went out on a beef the right way, when they were demanding conditions. They did not think of themselves.

"They knew they were being shoved around, and wanted to better themselves as human beings. They fought and won by doing things the right way. And don't think that they didn't lose some of their fights."

These: "You're right. They didn't win all of them."

Those: "Correct. It was fellows like you who did the damage."

These: "What do you mean, guys like me?"

Those: "Well, when an agreement is reached between the Union and the Company, the first thing to be done is to take the agreement to the members for ratification. If it is accepted, then it is signed."

These: "I never had a chance to ratify any agreement."

Those: "How come?"

These: "I don't know. I never

paid any attention to that stuff." Those: "That's it! It's chiselers like you who never pay any attention to Union matters. You pay your couple of bucks, and that's that. You think that's all you have to do.

"No, Sir! That's not the score. You're a part of the Union, and whatever you do reflects on all of us.

"What you should do is to attend your Union meetings whenever one is held. Keep in touch with the Union Hall, and know the SIU score. Don't come around in the middle of the season, and try to change the contract to suit yourself."

These: "You sure don't sound like any rank-and-filer. The way you talk, you would take anything that the company dishes out to you."

Those: "When you talk rank-and-filer, be sure you know what rank-and-file means. You're talking like a self-individualist. Also, you're the kind of a guy who puts a nickel in the slot, and expects to hit a jackpot right away.

These: "Well, anyway I have my Union book. How about yours?"

Those: "Here it is. Paid up six months in advance. How's yours?"

These: "Guess I'm about four months in arrears."

Yes. It actually happened!

Port Baltimore Is Running Slow; Shipping Pick-Up Is Expected

By WILLIAM RENTZ

BALTIMORE — Shipping in this port continues at reduced pace in spite of our expectations that this week would see an upsurge in payoffs and sign-ons.

Usually when we expect a good bunch of ships to hit port they come in as expected, but this week was an exception. Where they went to, no one here seems to know. We'll take the optimistic view and state that shipping will be better come next week.

For payoffs this week we had the Steelore, Ore Line; William Kamaka, South Atlantic; John B. Waterman; and Robert Tuxford, Robin Line. Only five ships for the week—not too good for this port.

Sign-ons were no better with only two ships calling for crews. The Citadel Victory, Isthmian and the Mandan Victory, Waterman.

TRANSITS FEW

The other ships in port—transits—were likewise few and far between. They were the John Riddle and Williamson, Waterman; Emilia, Bull Line; Roamer, Alcoa and the Sea Hawk, Isthmian. Pretty small pickings for anyone anxious to grab a ship.

There were a few beefs on the ships, but they were settled before the payoff with everything due the crews straightened out and collected. In fact, at the moment there isn't a single beef hanging fire in this port.

Anytime that shipping is slow and the membership has a few hours to talk things over, the subject most discussed around here is the infamous Taft-Hartley Act.

Some guys say that the Law is a dead pigeon as far as being an

important factor in the coming elections. These guys feel that the Law has been talked to death and no one is interested in hearing or talking about it anymore.

These guys should make a stop in the Baltimore Hall some time and listen to what the guys talk about; they'll learn a few things. They wouldn't believe their ears because it doesn't jibe with what they want to believe. How those guys love to live in a vacuum.

VOLUNTEERS READY

Now that Isthmian is buttoned up solidly in the SIU locker, the men around here who have done excellent jobs as volunteer organizers are looking around for new fields to conquer.

We can't do too much for them in this port at the moment, so the boys are heading for Marcus Hook and the tanker field. There is always a demand for organizers aboard the tankers, so go to it boys.

The latest dope has it that the State of Maryland is going to build some new piers in this port, so things should look a little brighter for shipping.

It'll be a long time before they will be ready for use, but the fact that they have been given the go-ahead signal is a step in the right direction.

Attention Members!

All applications for unemployment insurance in New York City must be made through the offices at 277 Canal Street, instead of the District offices, as formerly.

New York Shipping Holds Steady Despite Chaos Of World Series

By JOE ALGINA

NEW YORK — Business and shipping have continued at a good and steady pace this week in New York, which is more than can be said for the rest of this town.

The World Series turned this town upside down for a whole week, disrupting everything between the Bronx and Brooklyn. Here in the Hall the fellows ganged around the radios, inasmuch as the television set didn't come through with the goods in time.

What finally came of the battling, I don't have to say; the important thing is that it is all over—until next spring.

Jobs continued plentiful in the Deck and Engine Departments, but slowed down somewhat in the Stewards Department.

By next week the situation may be entirely different, so don't head for New York before getting the dope on the shipping situation.

BRASS RING

The brass rings for good pay-offs this week go to the Lahiana Victory, Robin Line and the Jean LaFitte, Waterman. Both ships hit port and paid off in good



shape. They were easy tasks for the Patrolmen who paid them off, and they deserve a salute.

On the LaFitte a couple of the boys tried to smuggle some goods past the Customs Inspectors without success. They have been sailing long enough to know the score on this, but they still thought they could get away with something.

Seamen should have better sense than to try to pull these capers. The customs men are always on the look-out for merchant seamen, and they crack down hard when they get one.

We had a rush of tankers in port during the past week, among them the Sunset, Pacific Tankers. She was due to payoff here, so we contacted the company to learn the exact hour.

They couldn't give us a definite answer, and said they would call before noon, but they didn't.

Later, one of the crewmem-

Note To Bosuns

Men desiring to have Bosun stamped in their Union books can have it done by appearing before the committee handling this matter on the 2nd deck of the New York Hall.

All discharges must be presented at the time.

bers contacted the Hall and told us the Skipper had announced the payoff for 4 P. M. The crew-member was told that 4 P. M. was a bad hour that day and a Patrolman wouldn't be able to make it.

It so happened that at that hour Patrolmen were to payoff five ships and handle two sign-ons.

SHIP PAID OFF

The seaman from the Sunset went back to the ship and the crew paid off without a Patrolman present. So far nothing has come of the incident, but if any disputed overtime should crop up the men will lose out on the money.

This tanker, like most, is in the coastwise trade. It usually makes two-week trips with quick turn-arounds. It is impossible to hit these ships every time they hit port. There is always a large number of ships in this port to be contacted and the tankers sometimes have to be neglected.

However, if you are on a tanker having a lot of beefs, come to the Union Hall and the man behind the counter will help straighten the beefs before the payoff.

Usually a Patrolman will hit your ship but if one is not available at the moment, the Union Hall is as good as the ship for settling disputed overtime or any other beef.

ISTHMIAN NEGOTIATIONS

The Negotiating Committee, which has been meeting with Isthmian, is making very good progress on the working rules. The General Rules are out of the way and at the moment they are going over the working rules for the Deck Department.

It shouldn't be too long before we have the whole thing presented to the membership.

Lately, the Patrolmen have commented on the dwindling number of gashounds on the ship. They are becoming less frequent at the payoffs, and are becoming a rarity at the Hall.

The Doorman says that the gashounds have learned to give the Hall a wide berth since the membership decided to crack down on their activities.

It looks like they wised up and took a broad hint.



By JOSEPH VOLPIAN

Special Services Representative

Discipline meted out to merchant seamen is particularly severe. Quite recently, however, we have been successful in eliminating one element of the triple jeopardy confronting seamen whereby the skipper could log him, the Coast Guard could then step in and finally the civil authorities might take over.

We have dealt successfully with the Coast Guard to the extent that today all is pretty quiet as far as any trouble from that quarter is concerned.

Now we are going after those cases wherein the civil authorities are involved. Particularly with respect to several types of shipboard beefs, such as desertion, pilferage of ship's gear, etc., we know that laws affecting seamen are stringent and sometimes unfair.

We are now trying to soften the effect of deserters penalties by seeing that the men receive the money for the work they have done up to the time they infringed upon the law, along with the retention of their personal effects.

SQUARE DEAL

We have discussed this matter with certain companies and have convinced them that, inasmuch as their primary objective is to have the men work aboard their ships under terms of the contract, it would be much more practicable to go easy on the desertion charges and report violations to the Union, instead.

We feel that we can do a better and more effective job of disciplining the offenders, and at the same time give all concerned a square deal.

The point to be stressed here is that we make contracts with the companies to supply them with competent men to man the ships.

If these men do not discharge their duties and conduct themselves in a capable manner, they hinder the Union's negotiating

committee and hurt the Union as a whole.

As an illustration of the situation as it now exists, we got a call last week from one of our larger contracted companies, advising us that four of our members were caught by the Customs men going ashore with various items of ship's gear. In the men's suitcases were found linen, cutlery, etc.

DRIVE ON

The company informed us that considerable pressure is being brought on the operators to prosecute to the letter all cases where there is definite evidence of shipboard theft.

This is part of a current campaign, especially in the Port of New York, sponsored by waterfront police, the FBI and other groups to stamp out what they say is a rising percentage of pilferage.

We realized that the four men who were apprehended would possibly receive sentences of 12 to 18 months in jail if the case went to a court.

Therefore, we persuaded the operator to refrain from prosecution on the promise that we would see to it that the Union properly disciplined the men.

We succeeded in convincing the company that the Union could do a better and more effective job of disciplining, if the case was not put through the courts.

In an effort to correct the inequities in the laws affecting seamen, the Seafarers International Union therefore, is pushing ahead with plans to take over the job of disciplining men on SIU ships who run afoul of regulations.

We are trying to arrange meetings with operators to allow the Union to take over jurisdiction in cases where crewmembers are charged by operators with conduct resulting in physical damage to the ship, loss of property, neglect of the ship's welfare, de-

(Continued on Page 9)

Action Brings Quick Remedy For Slocum Crew

For six months the Joshua Slocum made trips to Europe and following each trip a repair list was made which called for new ports in the foc'sles.

Nothing was gained when the list was presented to the company, so the ship continued its sailing lacking the ports.

South Atlantic Steamship Company made no attempt to make the repairs as long as the crews didn't press their beef. The company was more than content to let things slide.

But things changed quickly when a new crew went aboard the Slocum two weeks ago in Baltimore. The new gang picked up the repair list of the previous crew and presented it to the company, but they, too, got the cold stare.

The ship pulled out of Baltimore and stopped at New York. There the crew held a meeting, elected delegates and decided to put an end to the run-around. They notified the company that nothing would move until the repairs were made.

PATROLMAN DISPATCHED

The Union Hall was notified of the crew's action and Patrolman Siekmann was dispatched to the ship. With the Patrolman they



DAVID FAIR

took the beef to the Skipper and gave him the crew's decision.

Deck Delegate David Fair, AB, led the crew in its decision and was backed up by a Deck Department composed entirely of full Bookmembers.

The solid front presented by the crew had its effect almost instantly. The next morning 51 ports were put aboard and installed. At the same time minor carpenter repairs were taken care of.

In almost no time at all the ship was fit for the crew and preparations were made for departure. As a final touch the slopchest was checked and shortages were secured.

For the first time in over six months the Slocum departed shipshape, thanks to the determination of the crew to make it a real SIU ship with SIU conditions.

Deck Delegate Fair and the rest of the crew showed that the Seafarers way of action at the point of production is the correct way of getting things done. The Slocum is their pro-

Honor Roll Of Isthmian Strike

SS BEAUREGARD	C. L. Perry	10.00	H. B. Thomas	5.00	R. K. Tompkins	15.00	
A. F. Mazamelle	3.00	C. P. Rasher	5.00	R. J. Brown	5.00	C. Sterner	10.00
SS ALCOA PLANTER	G. Gabling	5.00	L. A. McLaughlin	2.00	F. Chrzescian	5.00	
W. Mingen	5.00	G. A. Sullivan	25.00	E. Calandra	3.00	O. Feguera	12.00
H. J. Tilden	5.00	C. L. Leming	10.00	J. Basch	5.00	C. Iturrino	10.00
A. E. Moller	5.00	P. DeWall	5.00	H. Groggorski	4.00	A. Segriff	1.00
R. Swain	3.00	J. F. Melton	25.00	H. A. Lndry	5.00	Frank E. White	5.00
Manuel Cordova	2.00	Z. Marciniwicz	5.00	F. E. Lillard	5.00	L. E. Hilton	10.00
J. J. Russel	5.00	C. S. Ham.nen	5.00	F. Pfitzinger	5.00	W. Grant	5.00
F. E. Walter	2.00	A. Minton	5.00	R. G. Bennet	5.00	SS N. ALRICH	
A. A. Hauke	2.50	J. H. Hawn	2.00	A. K. Sanders	5.00	D. Bouillit	5.00
R. P. Sasseville	2.50	James Testa	5.00	B. W. Dean	5.00	B. Montalvo	5.00
H. Childs	5.00	R. Ratcliff	5.00	M. Hernandez	5.00	R. Pierson	5.00
L. B. Thomas	5.00	J. E. Barton	2.00	B. O. Buzbee	3.00	J. F. Stevens	5.00
S. D. Bossick	5.00	P. Gelpi	1.00	I. O. Avecilla	5.00	W. V. Smith	5.00
SS WACOSTA	J. J. Thompson	10.00	J. Graff	3.00	TURNED INTO NEW YORK BRANCH		
P. J. McAndrews	5.00	P. Glavey	10.00	H. E. Hull	10.00	D. E. Commack	5.00
S. Garcia	5.00	A. Segriff	15.00	J. Paulus	5.00	R. W. Quinn	15.00
J. Malone	5.00	SS WM. ALLEN		J. P. Newman	10.00	R. E. Williams	10.00
N. B. Cabahug	5.00	J. K. M. Smith	5.00	J. Gregg	5.00	J. A. Mora	10.00
C. Arnold	10.00	W. L. McClure	5.00	H. W. Burkhardt	10.00		
				A. Stepanian	10.00		

Seafarers And The 'Walking Boss' Beef

On the surface, the drive of Harry Bridges and his International Longshoremen's and Warehousemen's Union, CIO, to gain recognition for the supervisors or "walking bosses," may appear to be a legitimate effort to extend union protection to more workers, but to those who know the whole story, it is a sorry attempt to capitalize on a bad situation.

If it is so important to get collective bargaining rights for the "working bosses" now, why wasn't this important concession included in the terms which settled the successful strikes of 1934, 1937, and 1946? In all of these, the West Coast played a part, and the question is, why didn't Bridges and company make an issue out of this before?

It is within the remembrance of most waterfront workers when Bridges and his cohorts classed the "walking bosses" as finks, company stooges, and phonies. At that time the comrades didn't want them, and now the completely communist-dominated ILWU is going all-out to obtain recognition for these people.

It is significant that the comrades have picked a time when the Taft-Hartley Law is a paramount issue to pull a so-called strike and thereby becloud the entire situation.

The fact of the matter is that the comrades themselves are not too certain on what they want or expect. They are demoralized, and as a consequence, their picketlines are almost entirely mythical, and the men on strike, nine in all, haven't lost a day's work since the action started.

They work on other jobs while seven ships remain tied-up, putting more than 300 seamen out of work.

ALL SUP

It is ironic that the seven ships are crewed by the Sailors Union of the Pacific in the Deck Department, but at the same time, ships that had a completely NMU crew aboard were allowed to sail without hindrance. The ILWU, needless to say, is in the CIO, as is the NMU, and both are controlled by the communists.

At a time when the ILWU was demanding that the SUP leave the ships the same responsible officials were giving passes to NMU members to go aboard ship. Watchmen, also members of the CIO, have been permitted to go through the picketlines, and still men of the SUP were asked to honor the lines.

It is no secret that the shipowners on the West Coast have been preparing for a long time to test strength with Harry Bridges. Even while Bridges, during the war, was vowing undying love for the operators, they were making plans for all-out action against the CIO longshoremen.

Observers on the West Coast were of the opinion that the shipowners would wait another few months before making the first move, but now it appears as though they have accepted Bridges' challenge and are prepared to fight this one through to the bitter end.

TOTTERING REGIME

The Bridges regime in the ILWU is not as secure now as it has been. Although he has systematically purged all those who opposed him, unemployment is rampant in his organization, and men may not prove

easy to handle if the lock-out continues for any length of time.

The shipowners know this, and they are betting that Bridges can't successfully keep his men out for any long period of time. Add to this the fact that the support for the ILWU in this action is very slight, and you have a picture of the situation facing Bridges, and the reasons why he is so nervous today.

On another page there appears a news story about the "walking bosses" beef, and the fact that the sailing of the SS Matsonia was delayed for a few hours as one consequence. It also relates how the Stewards Department, members of the Marine Cooks and Stewards, CIO, and the Engine Department, members of the Marine Firemen, Oilers, Watertenders, and Wipers, Independent, sailed with the ship, as did the men of the Sailors Union of the Pacific, who manned the Deck Department.

This is an important development, and proves how confused the situation is where the ILWU and Bridges are concerned.

MEN REVOLT

The leaders of the MCS will probably try to save face in the future by explaining that the Stewards Department was "shanghaied." But this has not an element of truthfulness to it. The men simply refused to take part in a bum beef, and it is now almost a certainty that quite a few men will be purged by the MCS officials when the Matsonia returns.

The commie top leadership of the MCS was frantic when the men sailed with the ship, and this is the first time an MCS crew did not follow the party-line when commanded to do so.

Bryson and other top commissars of the MCS are now involved in local politics, with Bryson running for the post of Assemblyman in San Francisco. As a result he is afraid to front in a tough beef. He was supposed, at the beginning, to handle all phases of the Matsonia beef, but soon bowed out and turned the details over to a Patrolman named Johnson.

Heads will roll in the MCS when the commie leadership is taken to task by the communist party trade union directors.

In the MFOWW the same situation does not apply. The MFOWW is not controlled by communists, but was at one time involved in the setting up of the late unlamented Committee for Maritime Unity.

MFOWW POSITION

Vincent Malone, head of the MFOWW, announced support of the "walking bosses" but was caught off base when the MCS failed to spearhead any action in regard to the Matsonia. This, coupled with a threat from the company that a suit would be thrown against the union, made Malone a party to two acts.

First he instructed the Black Gang on the Matsonia to ignore the picketlines, and then he had a launch take a dozen men to the ship after she had left the pier. These were men who had missed the vessel at the sailing.

Malone's reasons for advising his men to ignore the picketlines and to sail the Matsonia are twofold. He and his membership have not forgotten how Bridges and the CMU left the Firemen

holding the bag toward the end of the 1946 Strike, after pledging that all would stay out until all had settled.

Second, the MFOWW is aware that Bridges has used his strategically placed membership to force the other West Coast maritime workers into bad positions, and has also sabotaged the entire maritime movement on the Coast so as to follow the communist party line.

For these reasons the MFOWW and other non-communist waterfront unions along the West Coast have no great desire to be involved in any phony beef undertaken by the longshoremen, especially since Bridges has proved conclusively that he is not a sincere trade unionist and uses strike action mainly to push the

CP line in the labor movement.

The position of the SUP in regard to the "walking bosses" beef was outlined clearly and fully in a leaflet which stated that the Union had gone on record not to give any support to the beef because the ILWU was allowing NMU crews to go aboard ships in back of picketlines, while at the same time requesting the AFL seamen to honor the lines.

SUP men stated their willingness to leave their ships, but only after all other Departments, Engine and Stewards, had also hit the bricks.

A strike such as the one now being carried on by the ILWU is phony. It was entered into for ulterior reasons on the part of Harry Bridges, and is now being

used solely to undermine the position of the AFL seamen on the West Coast.

By now Harry realizes that he has bitten off more than he can chew. His high-handed activities, plus his allegiance to the CP line have cost him the support of all honest trade unions on the West Coast, and now he has even lost the support of the rank-and-file of a commie-dominated union such as the Marine Cooks and Stewards.

It may well be that Bridges' power on the West Coast is waning. If that is so, it is the best break that Coast maritime workers have gotten in many years—in fact since Harry came to power.

Let's Look At The Law

(Continued from Page 8)

sertion and other charges of a similar nature.

Under the proposed plans, instead of the shipowners pressing charges with local police and civil authorities, the Union will be advised of the offense. The Union will then take steps to handle the case through the medium of Union trial committees.

For one thing, this will mean a fair hearing for the accused. Moreover, if found guilty, he will draw punishment that is consistent with the nature of the offense. In other words, we will "make the punishment fit the crime."

Since statutes and regulations governing the conduct of merchant seamen are among the most stringent in the nation, seamen generally got pretty severe penalties whenever they became entangled with the law. The SIU is intent on seeing that this situation is wiped out.

STRICT HEARINGS

With all possible emphasis, however, we must point out right here and now that this setup does

not mean that any performer is going to get an easy break.

He will get a square deal in a fair hearing. But there will be no leniency for those found guilty.

The Union is proceeding with this plan in order to give the membership a squarer deal than it might get under other circumstances, and to keep the guys from getting involved with the law.

But at the same time it is definitely not going to allow offenders to use the Union as a haven when they foul up.

One of the Union's important reasons for wanting to assume jurisdiction in cases of shipboard violations is to demonstrate to the shipowners that it is a responsible organization capable of dealing with foul-ups.

We have succeeded so far; we mean to continue to do so. We can demand better contracts because of it.

We want it understood in all quarters that our membership is composed of serious, efficient and responsible seamen, who will

make sure that anyone damaging the Union's—and their—prestige will be dealt with most strictly in accordance with democratic procedure.

PRESERVE SHIP'S GEAR

Of course, the most effective way of eliminating the necessity for prosecuting offenders, either by the Union or civil authorities, is for all hands to keep their noses clean.

More specifically, leave those ships in exactly the condition you find them. See to it that ship's gear is not removed from the vessel. See to it that it suffers no unnecessary damage during the trip.

Such items of ship's gear as coffee percolators, toasters, linens, towels and a multitude of others are aboard ship today because of the steady fight by the entire membership to increase conveniences for the crews.

Guys who appropriate these materials, or foul them up, are willfully taking a crack at the welfare of their shipmates.

SERIOUS BUSINESS

And since the Union is willing to assume responsibility for the penalizing of such offenders, and to show that it can do so successfully, we should not be caught out on a limb.

It recognized that 99 per cent of the members are first-rate seamen who sail throughout the years without ever fouling up, but that nevertheless there are always the few who for one reason or another find themselves fouled up.

Let us not forget one important fact, however. And that is that the Skipper is the master of his ship at sea.

Regardless of what arrangements we make, neither the company nor the Union can take precedence over his authority, and none of our efforts are intended to usurp his authority. We cannot narrow down his jurisdiction.

It is our sincere opinion that our Union membership is fully capable of dealing with violators in a manner that will reflect with credit on the Union.

We are just as sure that All Seafarers will pitch in and tighten our reputation as the cleanest, and most efficient on the waterfront.

Let's prove we can run our own business from stem to stern.



- | | |
|---|--|
| <p>NEW YORK
INDIVIDUAL DONATIONS</p> <p>D. E. Commack, \$2.00; J. T. Stoddard, \$3.00; H. E. Vail, \$3.00; V. J. Tabarrini, \$3.00; G. J. Smith, \$3.00; Francis Rodrigues, \$3.00; A. Goldsmit, \$5.00; J. Cruz, \$1.00.</p> <p>W. T. Kaftan, \$5.00; H. P. Gallagher, \$1.00; J. Maximo, \$1.00; N. D. Matos, Jr., \$2.00.</p> <p>SS HOBAN</p> <p>A. Stout, \$5.00; C. R. Pimentel, \$1.00; J. Ervin, \$3.00; R. E. Dingle, \$3.00; Magash, \$3.00; W. C. Beck, \$3.00; M. Long, \$3.00; L. Thomas, \$1.00.</p> <p>SS S. JUNEAU</p> <p>R. Davis, \$2.00; J. Castro, \$2.00; J. Winly, Jr., \$1.00; J. Walker, \$1.00; Felix S. Diaz, \$1.00; S. J. Contois, \$1.00; F. Smith, \$2.00; I. McKenzie, \$2.00.</p> <p>SS BEN WILLIAMS</p> <p>E. C. Sabin, \$1.00; J. R. Olivo, \$2.00; E. Aunio, \$2.00; B. Kalinkas, \$1.00; A. Russian, \$2.00; M. Sams, \$1.00; W. Jastrzebski, \$2.00; A. Armana, \$1.00; R. Wiseman, \$2.00; E. Atkins, \$1.00; M. Vigo, \$1.00; L. Lowe, \$1.00; J. J. Hough, \$2.00; R. Guzman, \$2.00; C. Martinez, \$1.00; E. C. Shaffer, \$1.00.</p> <p>SS SEATRIN NEW YORK</p> <p>C. Goldstein, \$1.00.</p> | <p>SS MANDAN VICTORY</p> <p>F. Dowling, \$2.00; L. Olano, \$2.00; D. Sinclair, \$2.00; S. T. Adams, \$2.00; W. B. Aubrey, \$2.00; G. H. Marsh, \$2.00; G. Hassell, \$1.00; S. Beattie, \$2.00.</p> <p>SS F. SPENCER</p> <p>Wm. Barr, \$1.00; J. Valencia, \$2.00; T. Sandstrom, \$2.00; V. Carlson, \$2.00; A. Sarg, \$5.00; P. Lopez, \$1.00; N. Fields, \$1.00; B. Flesher, \$1.00; T. O'Rourke, \$1.00.</p> <p>SS STEEL VENDOR</p> <p>W. L. Mauck, \$3.00; Tsi Young, \$3.00; R. S. Stone, \$3.00; D. Goyal, \$3.00.</p> <p>SS N. ALRICH</p> <p>B. E. Nickers, \$2.00; O. Boudreau, \$2.00; B. Hamshire, \$5.00; C. D. Fulcher, \$3.00; S. H. Hills, \$5.00; N. Chabra, \$2.00; R. Rodriguez, \$5.00; L. Inwood, \$5.00; S. Andrews, \$3.00; J. Pedrosa, \$4.00; Spars, \$2.00.</p> <p>V. DeSousa, \$5.00; J. Reed, \$4.00; E. Pritchard, \$2.00; B. Montalvo, \$2.00; R. H. Ditzer, \$3.00; DeMent, \$3.00; Hamann, \$2.50; J. L. Haves, \$2.00; R. Pierson, \$3.00; J. F. Stevens, \$3.00; E. Vaher, \$5.00; W. V. Smith, \$5.00.</p> <p>SS A. H. STEPHENS</p> <p>E. Jensen, \$5.00.</p> |
|---|--|



SHIPS' MINUTES AND NEWS

Steel Chemist Men Reveal Elements Of Good Unionism

Carefully outlining all the elements that go into the making of a good Union crew, Seafarers aboard the Isthmian ship SS Steel Chemist laid stress on the proper procedure for handling of beefs at the Sept. 18 shipboard meeting.

Unanimously adopting a sound SIU attitude, the Chemist men agreed that all hands would cooperate "100 percent" with the Delegates in all beefs that might arise in the course of the current voyage.

So that each crewmember could take active interest in physical conditions on the ship, all present at the meeting accepted a plan whereby each member would "make up a little repair list of the things needed in his own room." Lists would then be turned over to the respective departmental delegates.

GIVE IT TEETH

The meeting then took action to put teeth into its plans by moving that no one would sign on foreign articles "until all hands were satisfied with the stores, slops, and repairs."

An election for a Ship's Delegate resulted in I. W. Magarvy assuming those duties, in addition serving as Deck Delegate.

As chairman of the meeting Brother Magarvy read the list of rules governing shipboard conduct. Under the subject of Union Education he stressed the benefits of harmony and unity among all hands, directing his remarks particularly to the newer SIU members on board.

HEAT'S OFF

The meeting also shut the door of a heated subject. It was brought to the membership's attention that when the engine room doors were left open the heat poured out and made its way into the crew's quarters and provided an atmosphere resembling an inferno.

A suggestion that the engine room doors be kept closed at all times was warmly received.

Earl Laws did the recording at the session. Richard Weisband and David Stewart are Engine and Stewards Delegates aboard the Steel Chemist, respectively.

Yugo Victory Undergoes Repair In Hoboken Yard

Repairs are now being made on the SS Yugoslavia Victory, an Isthmian ship which was damaged when it struck submerged wreckage off Barnegat Bay on Sept. 9. The vessel is at the Hoboken yards of the Todd Shipyards Corporation.

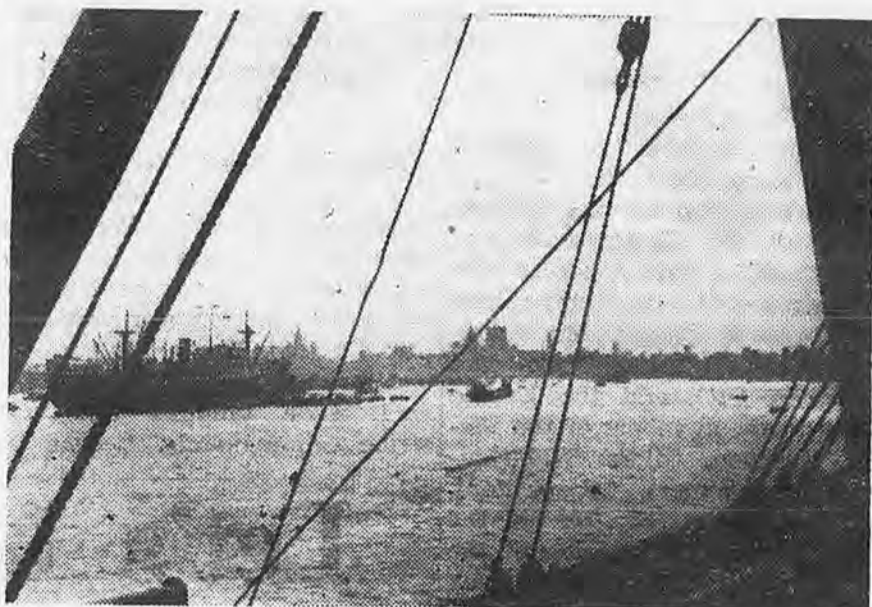
At the repair yard it was found that forty-four plates had been affected and had to be replaced. Twenty-one others, on the edges of the heavily damaged area, will be repaired in places.

The Yugoslavia Victory made port under its own power after the crash by continual use of pumping equipment, but could not be drydocked at the Hoboken yard because 65 feet of her bilge keel was dangling loose on the port side.

When the loose keel section was removed, the ship was taken out of the water and given a temporary patch. Then she was shifted back to Pier 39, Brooklyn, to discharge her 3,600 tons of cargo, after which she returned to the Todd yards.

No definite date has been set as to when the repairs will be completed.

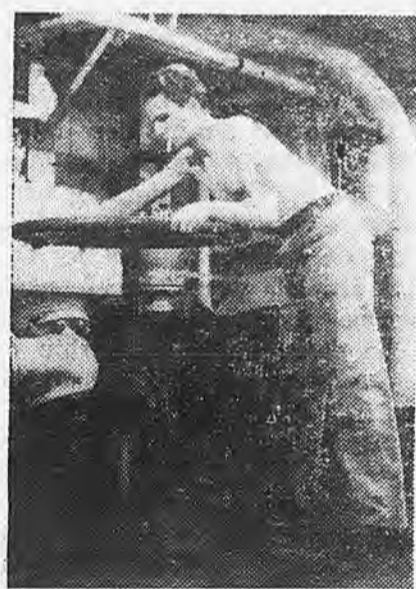
SCENES ON DECK AND BELOW



Booms and guys of the SS Queens Victory criss-cross this view of Shanghai harbor photographed by Seafarer Bertil Svensson during a recent voyage as the Isthmian ship approached the Orient's famed port.



No mistaking the hour at hand here, as Brother Svensson dives into a mug of mocha in the Queen's Victory engine room.



Using the sea cock as a prop, Brother Donald Austell, FWT, holds still long enough for Svensson to snap a time exposure.

Spotless Ship Wins Praise For Aldrich Crewmen

A good union-like job deserves mention, in the opinion of Walter Walsh, an SIU oldtimer and currently Steward aboard the SS South Atlantic Liberty SS Nelson Aldrich.

Brother Walsh took over his duties aboard the ship this week and his sharp union eyes popped at the spic and span condition of the galley left him by the former Stewards gang, headed by Chief Steward Johannes Hals.

"It was the best department I ever saw," said Walsh, who has seen many in his sailing days. "The ship-shape condition of the galley left by Brother Hals and his boys couldn't be beaten," he asserted.

MAKES IT KNOWN

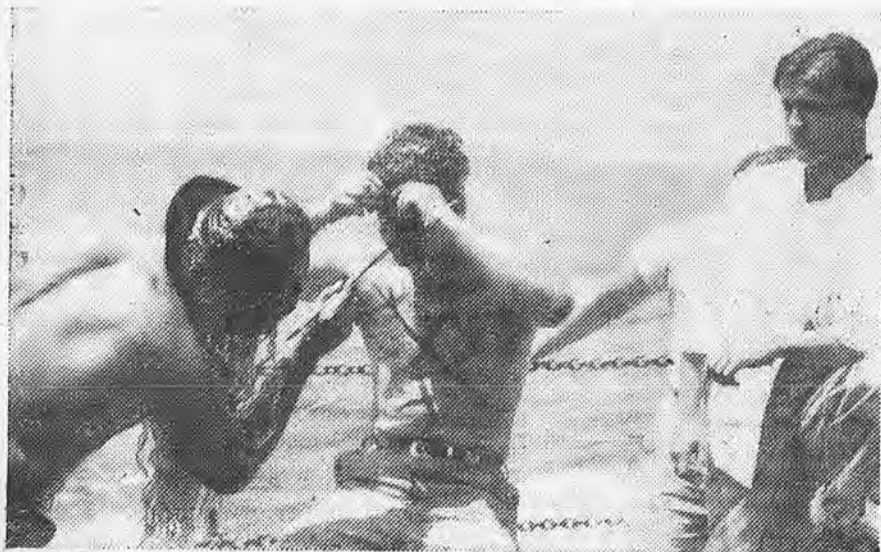
Such first-rate performance of duty should not go by unrecognized, Walsh figured and consequently he informed the LOG of his findings forthwith.

But good seamanship wasn't confined to the galley aboard the Aldrich. When Tom King, the new Deck Delegate came aboard he found the same situation prevailing on the deck, formerly guided by Bobby Spears. In fact, there wasn't anything for the new crew to squawk about when it came aboard the Aldrich. All hands in all departments were satisfied.

No beefs arose aboard the ship, and the Chief Mate, J. C. Urban appears to be a "good Joe."

Indications are that the lads aboard the Aldrich, which is heading for Trieste, Italy, may have a pretty good trip.

LAYING IT ON THICK



Bosun Harry Lundquist, wearing a nor'easter for a crown, takes his role of Neptunus Rex seriously as he goes about making a "shellback" out of "Pollywog" George Englehardt, OS, in equatorial ceremonies aboard the Marine Runner, Robin Lines. Looking on is Pete, an OS. The Runner lived up to its name on its last trip, making the run from New York to Capetown, in 15 days.

The One And Only Tony Pisano Gives A Log Man Some Cockeyed Minutes

Everything pointed to a smooth and peacefully routine operation the other morning as the ship's news editor went about sorting a raft of official ship's minutes and making them ready.

All was going well, too. Suddenly a shrill, knifelike scream from ye ed's lips nearly tore through the LOG office's bulkheads. Down on the deck in a pool of his own froth toppled the near-crazed LOG man, a set of ship's minutes clenched in his fist.

HE'S OUT

As the last note of his wild cry petered out on Beaver Street, a rescue crew was splashing the third bucketful of ice cold aqua into his colorless kisser. His eyes fluttered like a gassed-up cutie's after the fifteenth shot of absinthe. He made a poor excuse at smiling. Weakly he passed the crumpled copy of the minutes that had touched off the outburst to one of his mystified rescuers.

It was from the Seatrain New Jersey, dated Sept. 6 and neatly

typed. Listed as chairman was one Tony Pisano, "Book No. Double Zero." Secretary for the meeting was one—Tony Pisano. Business got under way at 3 A.M. Under old business the minutes reported that "a vote of thanks was accorded to Tony Pisano for awarding our ship the honor of conveying him back to his old haunts."

Then came the Delegates' reports. Said the Ship's Delegate: "To again have Tony with us is a treasured privilege."

The Deck Delegate had his say, thusly: "We are indeed gratified to have Tony in our department." The Black Gang Delegate chirped: "To put Tony below is our aim." (Whether below the sod or the decks wasn't made clear).

HOT DOG

Sandwiching in his report, the Stewards Delegate made with

this blob of mayonnaise: "We will do our best to prepare Tony's stomach for the diet of Poor Boy sandwiches he is faced with."

Not the least enlightening was the report on Education which revealed that "Chairman Tony Pisano gave an informal lecture on the atomic bomb." Tony, it said, stated emphatically that the automobile is here to stay.

Fearlessly, Chairman Tony Pisano charged into Good and Welfare with the claim that the air in his foc'sle was foul. The minutes reported that "no one noticed it until Tony came aboard."

The minutes were approved by Anthony Pisano as Ship's Delegate; T. Pisano, Deck Delegate; Toni Pisano, Engine Delegate, and Satchel Foot Pisano.

The meeting broke up "at dawning" after "it gave fervent thanks that there is only one Tony Pisano."

In this, the ships' new, enthusiastically concurred.

SIU Ships' Minutes In Brief

LYMAN STEWART, Aug. 18— Chairman Rudolph Himel; Secretary G. W. Beardslay. Delegates reported no disputed overtime. New Business: Chairman requested that John J. Pfeiffer be brought up to answer for deserting ship in New York. Man left ship without notifying the Union and made no effort to secure a replacement. Same charges leveled against Bernese Collins. Good and Welfare: Chairman read the oath of obligation to all members. It was found that only six members had ever heard the oath before.

CITY OF GRAND RAPIDS, (Date not given) Chairman H. Jensen; Secretary P. Cassidy. New Business: Motion carried to elect Boulanger as Engine Department delegate. Motion carried to have Malmberg as Steward Department delegate. Motion carried that in the future contract be lived up to during both shipboard subsistence or full shore side subsistence. Motion carried to have "lodging money" clause boosted to a more substantial one in line with the Union's saltwater rate of \$3 per night.



CORNELIUS GILLIAM, July 3— Chairman William Alvaro; Secretary Philip Tole. Delegates reported on book members in departments. Motion carried that ship's delegate contact Captain on showers and drinking fountain. Motion carried that no one but unlicensed personnel to work on deck. Good and Welfare: Decision to keep wash room and messhall clean. One minute of silence for brothers lost at sea.

GEORGE CHAFFEY, Sept. 6— Chairman Evans; Secretary Brown. Delegates reported no beefs. New Business: Engine Delegate Duffy read a list of needed repairs. Motion by Duffy that the delegates get together with the Steward to finish the repair list. Good and Welfare: Discussion as to what is to be done about the negligence shown by four members of the Stewards Department. One minute of silence for Brothers lost at sea.



ROBERT STUART, July 27— Chairman H. L. Perkinson; Secretary W. Doyle. Leskowsky elected ship's delegate. Good and Welfare: Shirts to be worn in messhall; steam pipe in Engine Department head to be replaced. One minute of silence for Brothers lost at sea.

CAPSTAN KNOT, June 1— Chairman M. E. West; Secretary Whited. Delegates reported disputed overtime in their departments. New Business: Motion by Delaney that clothes left in wash-room over one day will cost the owner 25c per item. Question by Itiner as to whether a permit man has a voice at the meetings. Answer: A permitman has a voice but no vote. Motion, however, can be made by permitman if seconded by bookman. Good and Welfare: Discussion that VANCOUVER department heads be clean-week by spot soogie.



SEATRAN TEXAS, Aug 3— Chairman M. Richilson; Secretary Fred A. Gunter. Old Business: Hot and cold water system now in working order; steering gear has been greased. Andrea Swenson elected ship's delegate. Delegates reported on number of books and permits in their departments. New Business: Motion carried to reserve tables for watches. Motion carried to have bed springs repaired. Education: Permit men urged to take part in the meetings; their rights were explained to them.

JAMES DUNCAN, July 12— Chairman John Dubrosky; Secretary Chester Hughart. Delegates reported on number of permits and books in their departments. Good and Welfare: Motion carried that delegates make departmental schedule for cleaning recreation room. Black Gang Delegate requested to see Third Assistant about fan for galley. One minute of silence for Brothers lost at sea.



JAMES DUNCAN, July 22— Chairman Babkowski; Secretary Hughart. Special meeting called for adjustment of baking done by Night Cook and Baker. Baker claimed his baking is okay, but stove is faulty. Motion carried to open the floor to request personal opinion of crew in the matter of the Baker. Motion carried that Baker be placed on probation with assistance of Chief Steward until last meeting or at port of payoff and if proven incompetent of performing duties to be shipped as Third Cook for a period of time until he can prove himself capable of handling his job.

WILLIAM W. SEATON, July 27— Chairman Robert Williams; Secretary William C. Bumgerner. New Business: Resolution made that if the Chief Engineer tries to take out the porthole fans as threatened the delegates are to do all possible to stop him. Good and Welfare: All members should leave foc'sles clean when leaving the ship.

SAMUEL LIVERMORE, July 20— Chairman John Tuerney; Secretary M. O'Connor. Delegates reported on fines in their departments. New Business: Repair list compiled and approved by crew. Education: Suggestion by Engine Delegate that members read up on Union literature.

DEL SANTOS, July 27— Chairman M. B. Ackerman; Secretary Jimmie Davis. New Business: Motion by Tassin that Stewards Department be given a vote of thanks for food and service. Motion by Tassin that all locks be changed. Motion carried that action be taken against Purser and written statement be given Patrolman. Good and Welfare: Motion carried that ship's library be exchanged upon arrival. Motion carried that new ship's delegate be elected due to resignation of former delegate; Yearty elected.

GOVERNOR O'NEAL, Aug. 5— Chairman Hudson Holloway; Secretary P. H. Maffioli. Delegates elected: Pat Ryan, ship's delegate; Frank Verner, Deck; Pat Ryan, Engine; Hilton Baggs, Stewards. New Business: Motion to have Patrolman check slop- chest as to cigarettes and sizes of colthing. Motion carried to have Patrolman see that new mattresses and pillows are put aboard in New Orleans. One minutes of silence for Brothers lost at sea.



NICHOLAS D. LABADIE, Aug. 14— Chairman L. A. Gardner; Secretary Guy Walter. Delegates reported everything okay in their departments. New Business: Motion carried to take up matter of approving trip card for Night Cook and Baker. List of offenses and fines drawn up and approved. Motion carried to elect M. Shipley as ship's delegate. Motion carried to have ship's delegate see Chief Engineer about steam in the laundry.

KING'S CANYON, Sept. 7— Chairman George Dunn; Secretary William Hope. New Business: Delegates to check on slop- chest for cigarettes and foul weather gear. Discussion on medical supplies with motion carried that Patrolman check to see that full supplies are carried. Good and Welfare: Discussion of ship's library. Hope said he would give deck delegate time off to secure necessary books. Crew feeling that it will be good trip with all three departments working together.



GEORGE W. McCRARY, Aug. 24— Chairman Jack Cheramie; Secretary Edward B. Swank. Delegates had nothing to report. New Business: Motion carried to have more towels and blankets put aboard. Education: Lengthy discussion held with new men aboard to try to explain their duties. Good and Welfare: Crew has been given the use at any time of the new homemade laundry located in the engine room. This will stop the steaming of clothes in the heads.

JOSHUA SLOCUM, Aug. 31— Chairman William Knopf; Secretary George Hayden. Delegates reports accepted. New Business: Motion carried for all members to remain sober at payoff. Motion carried to commend Stewards Department for their excellent performance in preparing and serving the food. One minute of silence for Brothers lost at sea.

SEAFARER SAM says:



THOSE EASY WEEKS AND MONTHS ON THE BEACH MAY MAKE THINGS TOUGH FOR YOU LATER. EVERY NEW MAN TAKEN INTO THE UNION NOW IS FUTURE COMPETITION FOR YOU WHEN SHIPPING GETS TOUGH —

SO TAKE THOSE JOBS!

CUT and RUN

By HANK

This year of 1947 has proven to be an overwhelmingly victorious year for the SIU. The jobs for Isthmian ships are on all the shipping boards in all SIU halls—and that's a beautiful sight to see while at the same time giving more jobs to the membership. If the Brothers have been reading the LOGS very week for some time they most certainly have noticed all the other victories the SIU has achieved: signing up agreements for Great Lakes companies; East coast tankers and just recently a tugboat outfit on this coast. These agreements show the SIU providing for the highest wages and conditions plus the strength, the honesty and the never-weakened militancy of this Union thereby protecting the membership in these contracts, wages, conditions and legitimate beefs. Seamen everywhere now know that the SIU is and shall be tops in everything.

Brother Joe James is fresh in town for the second week after a trip to France. His shipmate, Brother Martin O'Connor just grabbed the Isthmian ship, Steel Vendor, sailing to Baltimore, then to Haifa, Palestine and then India. Smooth sailing. Brothers, and hold those meetings . . . Brother "Chuck" Allan (a shipmate of Brother Joe De George) just sailed into town last week from Madagascar and other ports. "Chuck" asked if "Blackie" Gardner was in town or in the other ports. He may be "Chuck," and if he is then his shipmate Peg Leg Andy Anderson may still be with him, too! . . . Brother Ray Myers wants his shipmates in Baltimore and in Florida to know that he moved from Baltimore and is now living in York, Pennsylvania at 657 West King Street . . . Brother "Heavy" Mitchell Mileski, the cook with a mustache, is still in town. His shipmate, Clifton Wilson is now in Sweden, and due in New York soon.

Brother Charlie Scofield, the Electrician and his mustache, is in town after four months of shuttling in the Caribbean . . . Brother Franklin Smith, who just came into town last week, confesses that his ship was caught in part of the recent hurricane down around the islands with the ship losing two lifeboats. Brother Smith says that he'll be shipping out fast and he doesn't know whether it's because of romance, the high cost of living or the approaching winter season for New York . . . We noticed that "Blackie" Daniel Boyce, the oldtimer, was in the Brighton hospital last week but has made a quick recovery and sailed out of there since then.

We remember "Blackie" as a shipmate on the SS Delaires and that long trip hitting many ports during which he uttered some famous words. Well, it happened that Brother Boyce suffered an injured arm which was given a cast and then bandaged. However, the sight or the condition of the arm didn't influence the mind or heart of the Captain, who, in his usual venomous words and actions (as if he had been a happy bucko mate on square-riggers), screamed out an order that "Blackie" still had to turn to. "Blackie's" immediate answer to this was, as he kept turning to every day, "Okay, Captain, but there's just one hand for the company and one hand for me." To this day we wonder if the Captain still would have made a man turn to with a broken arm if the man happened to be in the Deck department instead of the Stewards department. Oh, what minds and hearts some nautical men in high positions have beating away in their bodies.

THE MEMBERSHIP SPEAKS



Solidify Win In Isthmian, Brother Asks

To the Editor:

I was fortunate to be in the New York Hall on the night of Aug. 21, when the victory over the Isthmian Steamship Company was announced at a special meeting of the membership.

I wish to state that we all owe a vote of thanks to those shore-side organizers who formulated and planned the strategy and to all hands who were instrumental in bringing the Isthmian outfit under the SIU banner.

We must admire their foresight, as we all know these men worked for the right to create more jobs for the rank and file of our organization and to preserve our hiring halls all over America, on the West and East coasts. We can't deny they did a wonderful job, as the jobs are now on the Union hiring hall board, and they saw the contract signed, sealed and delivered.

DO A LITTLE BIT

Now, how about the unlicensed personnel living up to their part of the contract by not causing a lot of grief and headaches to the Port Agents and Patrolmen, who are trying their very best to make Isthmian a good Union company, lock stock and barrel. How about the rank and file doing its little bit aboard these ships by proving and doing what our officials said we were capable of.

If we do our part aboard these ships, I am confident that such cooperation with our officials will enable them to seek and create more jobs and contracts for us and establish the Seafarers International Union as positively second to none in the maritime industry.

Again I say that we owe all the men who worked day and night for our welfare and jobs a vote of thank for a good job well done.

Charles J. Hariman

SS RUSH PAYOFF IN NEW YORK WINS SEAFARER'S PRAISE

To the Editor:

I would like to bestow a few laurels on the two New York Patrolmen who paid off the SS Richard Rush, a Robin line scow. They handled everything to the satisfaction of the crew and it was a smooth job they did.

The Chief Engineer gave the crew a bad time but when the Patrolmen came aboard he changed his tune and was as meek as a lamb. The two Patrolmen never lost one hour of the disputed overtime and some of it looked difficult.

I want to say thank goodness we have men like these Patrolmen, and the other men handling the business in the office of the New York Branch.

S. L. Woodruff, Eng. Del.
SS Richard Rush

STEFANIK'S THREE SOLID DEPARTMENTS



All three departments of the Milan R. Stefanik, renamed the Ampac Los Angeles, hit the deck to pose for the record. The Stewards Department on the left, out of the galley for the occasion, reads from left to right, kneeling: Dan White, Galley Utility and Dan Mathies. Back row: Gann, Chief Cook; Polowsky, Delegate; B. F. Jones in the ring, and Tom Welch, 2nd Cook. The two boys partially hidden from the camera are Fetzer, Saloon Mess and Edd, Crew Mess.

Described as a "decent bunch of shipmates" the boys of the Engine Department are left to right, back row: Coran, Oiler; Marlinsky, Oiler; Sollberger, FW; Cella, Wiper and Chuck Collins, Wiper. Down in front are Paul Albano, FW and Grover White, FW.

Stefanik Crew's Fine Conduct Wins LaPallice Ovation

To the Editor:

Here's a new way of striking that might be passed on to some one who could use it. They call it a slow down in La Pallice, France. They don't go on picket duty like we do, they merely slow down to where they accomplish about enough in three days to cover one good day's work.

After a week or so of this the management calls in the workers' representatives and negotiations for the raise begin. A few squabbles and a couple of fights with a few finks and they begin to get results.

After they had spent 14 days longer than it was necessary on our ship, they got their raise and we left for home.

GOOD RECORD

Enclosed are some pictures of the SS Milan R. Stefanik (renamed Ampac Los Angeles) taken after a shipboard meeting following our much too long stay in France. We had a very good record there, however. The business people said we had the best conducted bunch of sailors that had been there in a year. The next SIU bunch will be treated better than we were the first couple of days.

While in La Pallice, most of us only made small draws as we wanted something left at payoff. Souvenirs are very dear, so we took it easy.

Met Doyle and Edwards again. Gann made them a cake for their birthday and they broke a bottle of wine they had been saving for the occasion. No one got drunk.

The Skipper wasn't the worst going to sea. The Chief Mate (Hurricane) sailed from England to America twice in a 38-footer, all by himself. He demanded the Bosun's keys in La Pallice. He isn't making the next trip.

All in all there was a pretty good bunch of boys to sail with. Guess we had better give someone else a chance.

Whitey Gann
Paul Boudroux
SS Milan Stefanik



The boys of the Stefanik deck gang are, reading from left to right, back row: Jobbie, AB, Deck Delegate; Edward, AB; Doyle, OS; Maffeo, OS; Kaspelich, AB and Earl Bodeen, AB. In front are: Paul Boudroux, Carpenter; Toll, AB and George Stevens, OS.

Soap Suds Rare In Antwerp

To the Editor:

Just a line to let you know that the SS John B. Hamilton of the American Pacific SS Company has returned to the "city of brotherly love."

The big beef we had prior to sailing time about the grub seemed to get results. If we had not gotten the additional stores we requested before leaving we would have run out of food before we returned. The trip took us 40 days and not the 30-32 days as they claimed.

SKY HIGH PRICES

We would have had a tough time if we had to store up in Antwerp . . . the prices are astronomical and the quality is not up to U. S. standards in many cases. We paid as much for one case of soap powder as it would cost us for three here—which is only one example.

The skipper, Capt. Olaf Breiland, proved to be one of the best. He cooperated with us every way possible. There were no logs and no performing in any department.

We discovered a 16-year-old Rumanian stowaway, named George Kiss, who gained 15 pounds on the voyage from Ant-

werp to Philly and he developed a big stomach.

Eddie Kasnowsky
SS John B. Hamilton

Log-A-Rhythms

Dedicated to CAPTAIN F. W. (FAIRWEATHER) O'TOOLE

By M. BURNSTINE, SS WALTER COLTON

I'll give you my shoes or hat,
I'll give you my suit or coat,
I'll even give you my socks,
I'll lend you anything, anytime,
But watch your sheet—the overtime.

You can eat and drink with me,
You can even have a good spree,
You can make whoopee with me,
You can make a draw anytime,
But hold down your overtime.

You can paint my ship from stem to stern,
You can work in the sun until you burn,
You can have ice cream and some pie,
You can have your cold drink at anytime,
But watch what you put down on overtime.

You can cook your meals the best,
You can bake whatever you can digest,
You can work as long as you please,
You can make drinks of lemon and lime,
But you must hold down that overtime.

Brothers Bedded In San Juan Hosp Get Real Service

To the Editor:

While at the Marine Hospital in San Juan, P. R., I saw the Agent, Salvador Colls, walking around the hospital bent over like a leaf. I went to him thinking he was going to be admitted but to my surprise I learned that he was just looking for an SIU brother whom he was settling a beef for. So I took him to the Brother—he and everything came out okay.

Later I learned that he had been hurt in an automobile accident.

The brothers in the hospital here appreciate the visits they've been getting from the SIU Patrolman, who has been coming around very frequently bringing us the LOGs, cigarettes, etc.

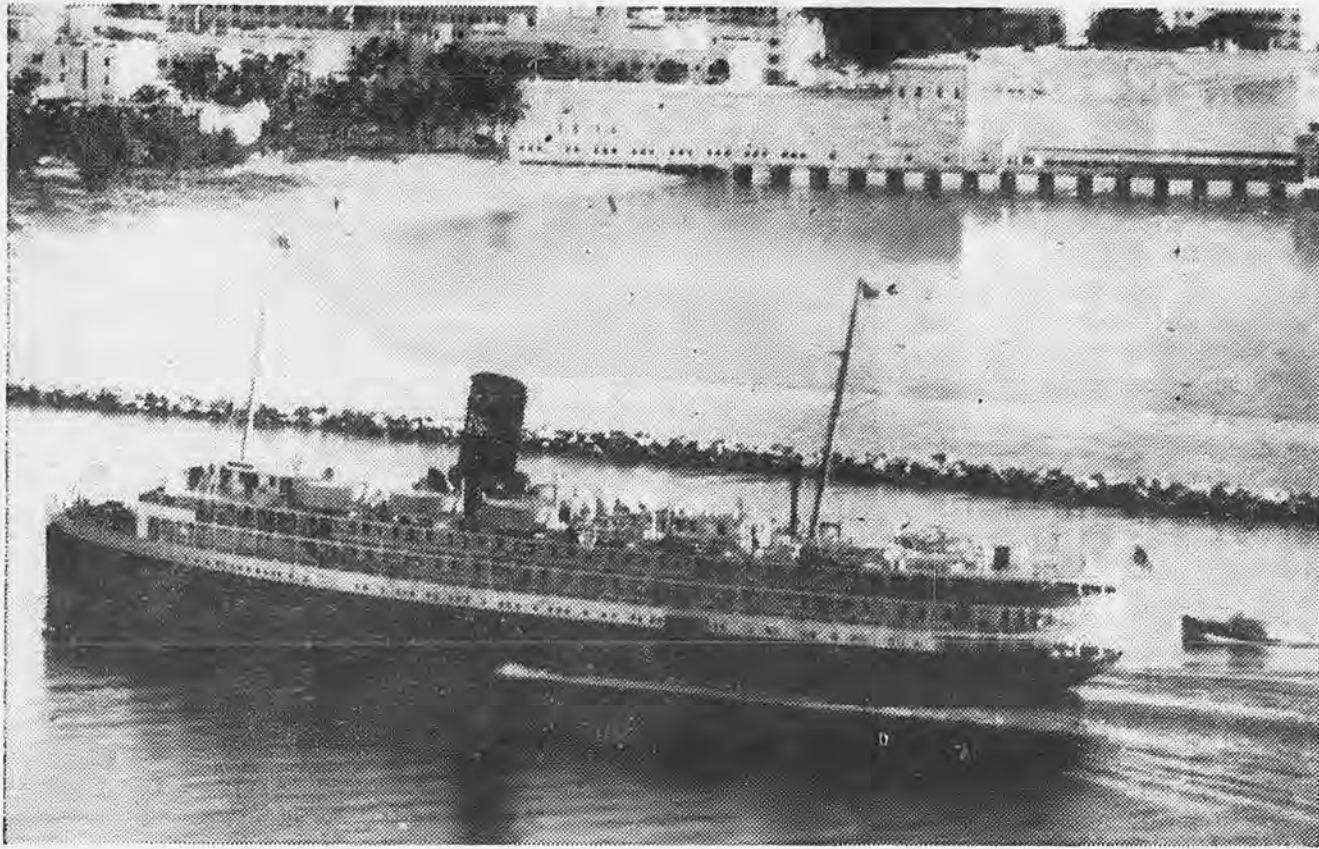
One day I had an SIU Brother in the next bed to me. He got a telephone call from the Union hall. He got out of bed like a rocket gun and he told me he was going back to a job at sea. Imagine my surprise—out of the hospital into a job from the Union hall.

George Litchfield
San Juan, P. R.

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

THE SS FLORIDA COMES INTO MIAMI



With buildings of the famed resort city in the background, above photo taken from an airplane shows the P&O vessel pulling in from Havana. Picture was submitted to the LOG by Seafarer P. San Martin, a waiter aboard the Florida.

War's Over, Set The Performers Straight Before It's Too Late, Seafarer Advises

To the Editor:

In many instances, notably during the war when the major task was to get the ship through, we tolerated improper performance of shipboard duties and occasionally a gashound managed to stand a watch when he should have been in bed cooling off.

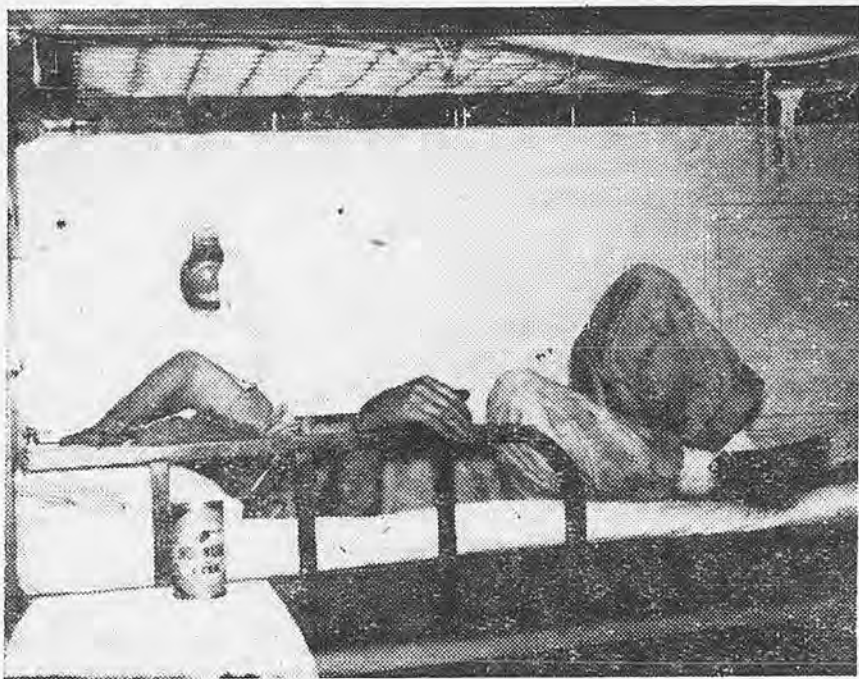
That was understandable when the war was on, but now that more normal times are here, this kind of poor work and irresponsibility can't get by if we are to continue to override company arguments in negotiations.

With the new Taft-Hartley slave law tipping the scales heavily in favor of the companies, the Union has an even tougher fight on its hands.

PITFALLS ARE MANY

Aboard the last ship I was on, we had a man who was first-rate all the time. He always was sober. One night, just 18 hours before sailing time, he fell down from the fireroom and went all the way down into the bilges. The FWT, Brother Townsend, and the night engineer had to get him out. Even though a man is stone sober he can suffer an accident.

So it is easy to imagine what could happen to a man who isn't on his toes and who is a bit under the weather when he goes down below to stand a watch. Especially as it often happens that the night engineer doesn't show up more than three times



To help Brother Ramirez present his story a bit more graphically, one of his shipmates hops in the sack and shows the smart thing to do when a guy comes aboard with one too many. "Cooling off before turning to removes any chance of trouble," Ramirez says.

on his watch.

Perhaps too often we tolerate such characters. But while we do that, we are hurting them as well as ourselves. In reality, we are not doing them any favor. In fact we are helping to expose these guys to danger and

consequently leaving ourselves open too.

It would be beneficial to all hands if we straightened these guys out and tried to bring them up to good behavior before it is too late.

Luis Ramirez

THE BEEF BOX

IN NEW YORK WITH MINOR SQUAWK, BROTHER ASKS SILENCE—NOT TALK

I'm in New York, with a minor squawk:

It's meeting night, so I attended. Comes time for standing for one minute (count it) in silence for our lost Brothers, but some lads in small groups "no can do." They mumble, mutter and whisper during that 60 seconds of "silence."

Eventually, comes time for obligations. All stand, some men raise their right hands and repeat the oath of obligation, while all—well, almost all—remain quiet. But some lads in small groups "no can do," etc.

Our practice of rising and standing in silence for one whole minute, and our act of rising during obligations, are sacred moments for all, and not just a few.

Edward A. Wicak
Book No. 21847

(Ed. note:—The Brother's beef is well taken. Let us all bear it in mind and make that one minute of silence exactly what it is intended to be.)

Agrees The Bloomquist Was A 'Dream Ship'

To the Editor:

I read in the LOG of May 30, that the Patrolmen who paid off the Earl A. Bloomquist considered it a "dream ship." I certainly agree with them as I was a member of the Stewards Department of that ship.

The only beef I have is that they didn't mention the Steward. He deserves some thanks, too. I believe the rest of the crew will agree with me when I say he should be placed at the top of **VIC 1** of A-1 Stewards. He was **VANCOUVER** on man all the way.
Howard Rice

Brother Sifts T-H Measure, Sees U.S. Freedom Periled

To the Editor:

The Taft-Hartley Act has just about tied up everything one can say or do unless he has a million sheckles. However, under certain circumstances it seems one can still yap because there wasn't time during the last session for "Hitler" Taft or "Uncle Joe" Hartley to bully the rest of the so-called Republicans into writing a clause in their law prohibiting all free speech.

Let's get down to facts. Just finished the current issue of the LOG (Aug. 25) which contained several worthwhile articles.

Harry Lundeberg's analysis of the T-H Act is very enlightening. However, there is something lacking. Perhaps the law is so restrictive that Harry or the Union could be held liable if mentioned in print.

In the absence of a closed shop and hiring hall clause in future contracts, as Harry states, good Union men must be welded closer together. They must learn to see that all replacements come from the Union Hall.

GUARD THE JOBS

There must be a large enough delegation remaining from trip to trip to see that this is carried out. When the company sends a stooge or disrupter aboard from some other source, ask for his shipping ticket.

If it's not issued by the Hall, politely tell him he's not wanted aboard. If he insists there must be ways and means devised by which his stay will be made most unpleasant thus encouraging him to find greener pastures.

Paul Hall in "Clearing The Deck" perfectly analyzed a phony of this type. Our contracts are so near perfect that they must be protected. They protect you, now protect yourselves by abiding by the contracts.

Our contracts are binding documents for both parties; therefore when the contract states, do so and so—do it. You are the Union. With this vicious law in effect all the struggles of the last 50 years have been wiped out. The result of years of sweat and bloodshed wasted.

It is my prophesy that in the wake of this legislation lawsuits will be pressed which will result in financial ruin for unions; but unions can continue to function in the face of financial reverses if the proper attitude of the membership is developed.

DAYS OF SACRIFICE

There must be an attitude of personal sacrifice designed for the good of all. Remember these famous lines: united we stand, divided we fall.

One phase of the law with which I'm inclined to agree, but which I think quite unnecessary, is that dealing with statements from union officials denying communist affiliation.

The clause regarding the overthrow of the government by force is very bad. No level-thinking American would advocate such drastic action. But the requirement of this statement is due admission by the government that it is stepping out of its role as it was designed by our forefathers.

Dictatorship is almost a reality in this country today and unless the country is returned to the

status of a democracy all those statements are worthless.

It is my opinion that we have enjoyed a type of government in the past that could not be equalled anywhere on earth.

We are not whipped yet. It is quite probable that another election will be held in 1948—Hitler's understudies are not yet powerful enough to prevent that.

CLEAN HOUSE

We must forget the dirty politics of the past and refuse to vote for the guy that passes out the five dollar bills. What do we care whether the man is a Republican or a Democrat? What we must interest ourselves in is whether he is an American and has publicly pledged himself to fight for democracy. Our question is: Will he vote on congressional matters as the public desires or will he carry out the will of Wall Street and the NAM?

This will be the last chance you have. Get out the voting record on the Taft Hartley Act and make every effort to defeat any and all candidates who voted for it and please don't do your purging on a party basis, do it on a democratic basis and eliminate all those people who would rob you of your right to make a decent living.

This truly is a slave law. The men who passed it certainly did



not do your bidding. They have wiped out many of the provisions of the Constitution.

LOST MONEY

At present I am considered a small business man. This year I lost money. I suppose Hartley will be wanting to drag me in to see why I didn't sue the unions to collect for my losses.

Well, I'd like to point out it just couldn't be done by yours truly because I couldn't bear to go around the rest of my life with a conscience telling me that I have been that mercenary to my fellow man. However, if someone can point out to me how I could sue Hartley for it, I'll be happy to do so.

He is not a fellow man but a mercenary bigot with only himself and those who pay him in his mind.

Well, boys, I hope you protect what you have because I foresee the day when I will have to fall back on the decks of ships to earn a livelihood and I sure would hate to go back to the days of the twenties as I saw them.

Ira E. Bishop
Alton, Ill.

SIU Only Defense Against T-H Law, Unorganized Lakes Men Warned

To the Editor:

After studying the Taft-Hartley Act, whose sponsors openly admit was enacted into law upon the urgent appeal from the employer groups and whose purpose is to restrict unions and reverse the trend in labor management circles set by the Wagner Act and other favorable legislation, there is one conclusion.

And that is that not only old John Sailor, but everyone who has to work for a living and who believes in Unions, is in for a hell of a beating from the employer group—in our case, the shipowners.

The total effect of section 8 is to give exclusively to the employers all control over hiring. Here is what we on the Great

Lakes can look forward to if this law is not repealed in its entirety or at least modified.

TOUGH GOING

The union hiring hall will be gone and the Lakes Carriers Association will have everything its own way again as they did



in the days before the SIU became strong enough to force them to recognize us and heed our proposals for better wages and conditions.

Gone will be the rotary system of shipping and we will be subjected to the same treatment as before when some pet or stooge of the Lakes Carriers shipping master would have 10 or 12 ships in the course of a sailing season, while men who complained about rotten conditions, poor chuck and long hours with no overtime were put on the blacklist. Instead these men had to run around from port to

port in box cars looking for a ship or sit on his fanny all summer in the fink hall and watch the pets come and go.

There will be no appeal, if some Mate Engineer takes a personal dislike for you and fires you for no good reason. Wages will be cut and men will be asked to fit out ships for their room and board as they were in the days of the depression. We would have no say at all in matters pertaining to our welfare aboard ship and ashore.

UNION DID IT

By forcing the shipowners to recognize us in the matter of hiring, granting of concessions in our working rules and the setting of wage scales, we proved that united in one body we were a force to be reckoned with.

The industrialist class were aware of the need to be organized long before the workers. And, as a whole, they are far more militant. They have their Chamber of Commerce, National Association of Manufacturers, Lakes Carriers Association, the Propeller Club and a host of other organizations whose sole purpose is to increase profits, cut costs and lobby for favorable legislation. And they certainly turned in one nice job in the Taft-Hartley bill. They have even been able to pass anti-labor bills in various state legislatures that are far more vicious.

And now that this is the law, Buddy, if you don't belong to the Seafarers International Union and you intend to sail on the Lakes, start to do some thinking about protecting your own neck. Get in the swim before it's too late. And when the time comes for all of us to get behind the leaders and fight this bill, get in there and push for all you're worth.

Henry Chappell
Toledo, Ohio

Copenhagen Bar Run By Finks, Brother Charges

To the Editor:

I think I have a tip worth passing along to Seafarers hitting Copenhagen.

One of the bars in town, the Tria Restaurant, is not worthy of patronage by SIU members.

It is owned and operated by two finks from the 1934 strike. These guys were run off the American waterfronts and have since set themselves up in business in Copenhagen. Most of the fellows who hit the bar don't know this, and the finks don't give out with their black waterfront records.

One thing about the bar that is quite evident is the constantly changing price list. Actually, there is no price list. If the bar-keep thinks you look prosperous, he charges double; if you're off a Panamanian scow, then the price is lowered.

'B' GIRLS

The Tria also has a good crop of women drifting around the joint looking for live ones to buy them drinks (with a cut for the house, of course).

I suggest that the Tria Restaurant be given the by-pass while in Copenhagen. There are plenty of other places much better and run by men with clean union records. One is the Transport Bar in Frihaven. Another is the Raadhuskeller. Both of these places are good joints to spend your time and money and its not going into the pockets of men who did their best to break a strike.

Arne Larsen
SS Enos Mills

Destiny Of SS Casa Grande Is Mystery To Crewmembers

To the Editor:

We joined the SS Casa Grande a few weeks ago expecting to see her go to the shipyards for repairs and then make a trip. As things stand now, we are still at a Marcus Hook anchorage, with no plans for shipyard repairs or a trip, or anything else definite.

We've got a good crew on her. Most of the fellows have made



her a "second home," having been aboard for months.

The old man and the others are good as far as draws and everything else goes. There is no trouble over liberty. The launch which comes every hour, is usually filled with "passengers."

It was a pleasure to watch

Steve (Blackie) Cardullo, the Port Agent here, during the last pay-off. He certainly ironed out the beefs until not even a small wrinkle remained. Blackie who has made the name of the Seafarers tops in town here, is also a member of the Marcus Hook Volunteer Fire Department and is coach of the kids' football team.

The kids team is in last place and can't go any lower. It's a god thing he is a better organizer than he is a coach. He's done a terrific job at Sun Oil. Never a day passes that he doesn't get some Sun Oil boys to sign pledge cards.

GALS GALORE

For a small town Marcus Hook certainly has plenty of places to bend the elbow—and plenty of "goils." Although the pubs are closed on Sunday, it is easy enough to get into a private club, or to take the ferry across to New Jersey where there are no blue laws.

It is rumored our tub is going to be sold to be operated under the Panamanian flag, but on one, not even the agents, knows what's happening on this deal yet.

Al Bernstein
Marcus Hook, Pa.

SOME SACKS OF COFFEE BEANS



"This guy is no SIU man," said Seafarer Cuz Murray, AB on the SS Frank Spencer, as he submitted above photo to LOG. Locale is Santos, Brazil. From the haircut styles and mustaches, it is an even bet the picture has been hanging around in Cuz's bag for a little bit. Without seeing the rest of young Senor Hercules, we're willing to wager he's bow-legged.

Crew Greets Isthmian Men

To the Editor:

It is with pride and great pleasure that we, the members of the crew aboard the SS Noonday, herewith extend our most cordial congratulations to those of our union responsible for the organizing of the Isthmian Steamship Company and for their splendid work in accomplishing it.

We also feel that those involved—(the Isthmian seamen) are now entering an era of better living and better working and higher standards.

Here again, we congratulate these men for having exercised their good judgment in making this decision. We truly welcome them as new Brothers and members.

Keep up the good work. It is

with pride we say we are members of the Seafarers International Union.

SS Noonday Crew

Let's Have 'Em

This is it, Brothers!

Right on these pages is a good place to blow your top. If you've got a beef or some suggestions you think will be of benefit to your Union and



your Brothers, why not have it printed in the LOG?

If you haven't any steam to blow off, there must be something you've found interesting on your trip that you'd like to pass along for others to read about—characters you meet in the far-flung corners of the earth, joints you've found worth seeing and those you feel it advisable for your Brothers to avoid. Why not let all hands profit by your experiences?

Maybe you're pretty good at turning out a poem—okay then, let's have it. Pen and ink sketches are welcome, too. If you've got some photographs of your ship, or shipmates or any "shots" taken in the various ports o'call, send them along. We'll return them.

Just mail your material to the Editor, Seafarers Log, 51 Beaver Street, New York 4, N. Y. How about doing it NOW!

SEES VALUE

If anybody should get the idea that I'm against people learning or speaking foreign languages, they're all wrong. I'm in full agreement that they have their value, especially when we get to foreign countries.

The main point I'm trying to get over is that while on board ship, I think it wise for all hands to speak English as much as possible. This will bring the guys closer together and stop a lot of unnecessary dissension that sometimes arises because a guy may feel he's being talked about or criticized and doesn't understand what's being said.

Many times the fellows are talking about something else but the guy starts believing it's him. So it seems to me it's a little unfair to all concerned. The smartest way to eliminate it would be for all Brothers to speak English when they're together in groups. When guys are alone there's no harm in talking any language they want.

It is my sincere wish that none of my foreign born Union Brothers will misunderstand this suggestion. I only offer it as a helpful suggestion to make for greater harmony aboard our ships.

James Millican

BULLETIN BOARD

PERSONALS

ALFRED GREEN

Alfred Green, OS, formerly on the SS Wheelock, is requested to get in touch with George W. Ehmsen, 6 Sherman Avenue, Jersey City, N. J.

J. A. SMITH

Your gear left aboard the SS Frank Norris was inventoried by two mates and Tex Suit and sent to the Waterman Steamship Corp., office, 19 Rector St., New York City.

NOTICE!

Will Second Cook Al Fisher please get in touch with Steward George L. Midgett, c/o Moran Towing and Transportation Company, 33 Commercial Place, Norfolk, Virginia.

Brother Eugene Dore wishes to thank the crew of the SS Lahana Victory for the floral piece they sent on the occasion of the death of his mother.

If Roster Campbell will call Cleveland, Ohio, Atlantic 9218, he will be returned the money which he left with the Bosun of the Kings Canyon, Pacific Tankers Corporation.

SIU HALLS

Table listing SIU Halls for various cities including Baltimore, Boston, Buffalo, Chicago, Cleveland, Detroit, Duluth, Galveston, Honolulu, Jacksonville, Marcus Hook, Mobile, Montreal, New Orleans, New York, Norfolk, Philadelphia, Portland, Richmond, San Francisco, San Juan, Savannah, Seattle, Tampa, Toledo, and Wilmington.

Unclaimed Wages — Moran Towing Co.

17 BATTERY PLACE, NEW YORK

MV GREAT ISAAC

Table listing unclaimed wages for MV GREAT ISAAC with names and amounts.

Table listing unclaimed wages for Lawrence E. Dugan with names and amounts.

PIGEON POINT

Table listing unclaimed wages for PIGEON POINT with names and amounts.

Table listing unclaimed wages for S. N. Sanford with names and amounts.

Table listing unclaimed wages for Richard W. Morrow with names and amounts.

NOTICE!

Lost: Wallet, in San Juan, P.R., containing an American passport, seamen's papers, Union book, baby photos and other important papers, belonging to Daniel Mejias, Book No. 6623. If found please return to SIU Hall in San Juan or New York, or the San Juan Customs House. If finder will leave name and address, he will be rewarded.

Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore.

However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y

PLEASE PRINT INFORMATION

To the Editor:

I would like the SEAFARERS LOG mailed to the address below:

Form with fields for Name, Street Address, City, State, Signed, and Book No.

Money Due

UNCLAIMED WAGES The amount of \$21.86 is waiting for Brother R. C. Rainey, SS T. B. Robertson. To collect, write or go in person to the office of the Delta Line, Mississippi Shipping Company, New Orleans 9, La.

TIDEWATER TANKERMEN!

Compare...

THE SEAFARERS INTERNATIONAL UNION

- DEMOCRATIC RANK AND FILE CONTROL OVER ALL UNION DECISIONS
- FINANCIAL STABILITY & EFFICIENT MANAGEMENT; MEMBERSHIP CONTROL OVER ALL EXPENDITURES.
- REFERENDUM VOTE ON ALL ISSUES.
- PIONEERED ALL MAJOR GAINS ON THE WATERFRONT SINCE INCEPTION.
- BEST WAGES, CONDITIONS, AND UNION REPRESENTATION IN THE INDUSTRY.

TIDEWATER TANKERMEN'S ASSOC.

- MEMBERS HAVE NO SAY AT ALL. TIDEWATER HAS COMPLETE CONTROL OVER ASSOCIATION
- NO FINANCIAL STATEMENTS ISSUED TO MEMBERS. NO ASSETS; NO BUILDINGS.
- NO VOTES TAKEN; POLICY DICTATED BY COMPANY.
- DOES NOTHING AND NEVER DID ANYTHING FOR MEMBERS.
- POOREST CONDITIONS IN TANKER FIELD. NO REPRESENTATION; LOW OVERTIME.



Comparison proves... Join
THE SEAFARERS INTERNATIONAL UNION