

SEAFARERS' LOG



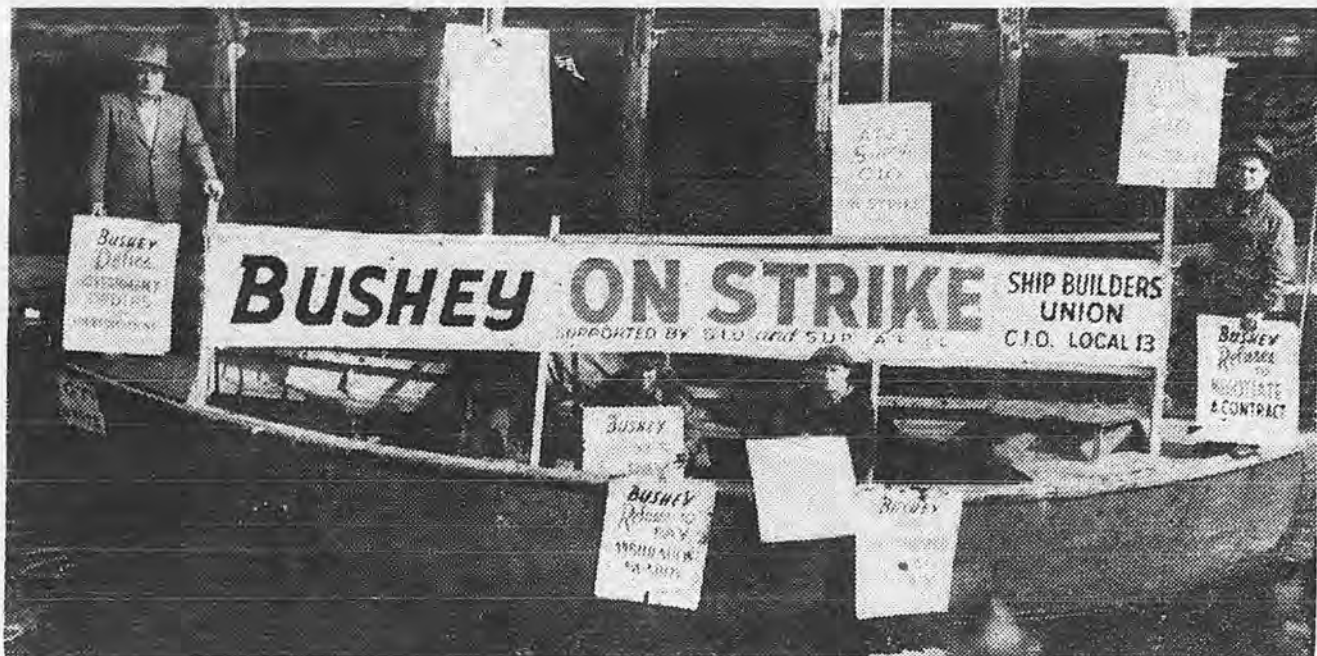
Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

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No. 8

SIU ON ANOTHER UNION FRONT



The notably anti-union Bushey Company is finally going to sit down and bargain with the CIO Shipbuilders. It was cooperation such as the picture above shows that forced Bushey into this move. Seafarers and shipbuilders united can't lose.

Seafarers And Alcoa Sign Passenger Ship Clauses

NEW YORK—With a new contract signed, sealed, and delivered on January 29, 1947, the passenger ships operated by the Alcoa Steamship Company were added to the growing list of vessels instituting the new conditions and wages being won on passenger, freight, and tanker ships by the Seafarers.

The new agreement, which supplements the agreement dated October 23, 1946, was signed by John Hawk, Secretary-Treasurer; J. P. Shuler, Assistant Secretary-Treasurer; Paul Hall, Director of Organization; and Robert Matthews, Headquarters Department Engine Representative. For the Company Messrs Schilling and Parks signed.

Bushey Agrees To Meet Shipmen As Strike Holds

NEW YORK, Feb. 19 — A break of possible major significance in the SIU-supported strike of the CIO Shipbuilders against the Ira. A. Bushey and Sons' Brooklyn shipyards was reported today by Fred Mesita, Chairman of Local 13, of the Industrial Union of Marine and Shipbuilding Workers of America, CIO, as the walkout went into its fourth week.

William McCaffrey, the union's international representative, and William Scanlon, company personnel manager, met this morning at which time the shipyard workers demands were presented to the company.

Under terms of a "gentlemen's agreement," the striking local agreed to remove picketlines from the yard's entrance, while the company promised to refrain from putting scabs to work.

Officially, however, the strike continues pending ratification of any agreement reached by the conferees. This is the first time the Bushey outfit has indicated a willingness to negotiate the dispute, which began Jan. 30.

United Action Wins

The SIU sailing through the streets, distributing leaflets for the UFE in an inspiring display of union solidarity and fraternal cooperation, evidently had an effect on the Wall Street fat boys.

The New York Cotton Exchange backed down very quickly from its obstinate refusal to even talk to the union, and has promised not to attack the UFE's bargaining rights and to negotiate in good faith.

The Cotton Exchange swears that it was misquoted in that story in the Commercial and Financial Chronicle. But it also might be that SIU support for the UFE forced this sudden change of heart.

Four ships are covered by the contract: the George Washington, and the Alcoa Cavalier, Alcoa Corsair, and Alcoa Clipper. All are cruise ships, and although the GW is the only one in operation right now, the others will be running by the middle of June at the latest.

These ships are the last word in comfort, both for passengers and crew. They are air-conditioned throughout, newly painted and renovated, and promise to be good berths for SIU members.

While the Cavalier, Corsair, and Clipper have a capacity of 96 passengers each, only an average of 60 are expected to be carried. Should there be any increase in this amount, the Company has agreed to employ additional members in the Stewards Department.

The complete text of the supplemental agreement appears on pages 7 and 8; keep these pages for future reference. They may mean more money for you—or save you from filing bum beefs.

SIU Demands Inquiry Into Panamanian Ships; ITF To Discuss Action

NEW YORK, February 19 — The Coordinating Committee of the International Transportworkers Federation today discussed the fact that many shipowners are placing their ships under Panamanian registry in an effort to avoid having to employ union seamen. Figures disclosed at the meeting showed that a vast number of United States vessels have already been transferred, and more than 350 Greek ships are now sailing under the flag of Panama.

All seamen's unions are hostile to this, since Panama's seamen are very poorly paid, and this will inevitably lead to a break down of union wages and conditions in the countries where seamen have strong unions.

In addition, the inspection rules in Panama are very lax, and this may prove costly in seamen's lives.

The companies which have already affected the transfers have started the union-busting ball rolling by advertising for scabs to sail their ships.

Although the Seafarers International Union has taken a position condemning the juggling of United States ships in this manner, the ITF Coordinating Committee, as the result of a suggestion by Brothers Paul Hall and Morris Weisberger, decided to table any action until the next meeting on February 28.

SIU CALLS HALT

A resolution, drafted by SIU President Harry Lundeborg, blasted the practice by which great financial interests are able

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SIU Again Takes To Street With UFE Leaflets

While the banking interests were frantically searching for new ways to stall the demands of the United Financial Employees, AFL, the Seafarers again ranged the New York financial district, distributing literature which explained the UFE side of the story.

In three hours, on Tuesday, February 18, close to 50,000 leaflets were handed out. Headed, "UFE CALLS ITS OWN SHOTS," the message was eagerly grabbed by the Wall Street workers as they hit the street for their lunch hour.

It is reported that the Wall Street circles are a little taken aback by the solid cooperation which the UFE is receiving from the SIU. But the UFE members and potential members are gaining new confidence for the job which lies ahead.

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SOLIDARITY DOES IT



Left to right, AFL Office Workers' Vice-President R. M. Daugherty; Local 205, UFE President M. David Keefe, and an unidentified Seafarer give out handbills in the financial district. Far right is John Cole, another Local 205 official.

SEAFARERS LOG

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GEORGE NOVICK, Editor

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Peacetime Conscription

The men who make it a life work to be politicians learn early that words are valuable mainly to hide what they are really trying to say. The man who learns this the best usually winds up in a position of major importance.

With hands patriotically lifted in the air, they say that the United States needs a large standing army so as to protect us from foreign countries.

They try to prove that a large navy is a necessity to prevent other nations from conquering us.

A big air force is another must, according to the big shots, so as to enable the United States to withstand invasion should it come by air.

There is not one single grain of truth in any of the above arguments. Atomic warfare has made large armies and navies silly holdovers from the past. A million men are not a good match for one atom bomb.

Why, then, do the Washington legislators go down the line for conscription of young men in time of peace? The answer is simple, and is the other string to the anti-labor bow that all Congressmen are equipped with.

By fair means or foul, the big businessmen of the United States have resolved to break up unions and thereby send workers back into economic slavery. Through their lackeys, the elected representatives who sit in the Halls of Congress, they have started a flood of laws that will, if passed, push the U. S. labor movement back 50 years.

But they are not satisfied with just that. They like to make sure of their ground, and if the bills they favor are not passed, they want another weapon to fall back on. That is where conscription comes in.

A vast conscript army in an ever-ready source of strike-breakers. During the days of the 1930's, when the American labor movement was just emerging as a factor in our economic life, the National Guard of various states was called out to disperse pickets and club helpless men and women. What the NG did, conscripted soldiers may be forced to do.

We all know only too well that the Army has no mind of its own, but obeys blindly. Soldiers moved trucks when the Teamsters were on strike; Army battalions stood ready to run the railroads when the Railroad Unions were on strike, and this was a large factor in breaking that strike.

After the end of the war, many United States soldiers were trained in the use of billy clubs and tear gas. Taken by itself, this piece of information is not frightening, but when this training was accompanied by lectures on breaking picketlines and the handling of "mobs," then it became a matter of concern to all workers.

It took a great deal of publicity to force the Army to halt the training of soldiers as strike-breakers. If the brass-hats get the "go-ahead" signal now, nothing will stop them in the future.

It may be that the men who are drafted for peacetime training will not be used as strike-breakers. But labor cannot afford to take that chance. The only way to make sure is to fight the program now, before it is too late.



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.

STATEN ISLAND HOSPITAL

R. G. MOSSELLER
J. S. WOOD
E. E. CASEY
W. G. H. BAUSE
F. H. DOLAN
L. A. CORNWALL
F. CORNIER
M. BAUSKI
E. D. MILLER
M. MORRIS
H. BELCHER
L. L. MOODY
W. BLOOM
R. R. LEIKAS
R. McDOWELL
K. KORNELIUSSEN
M. J. LYDEN
J. H. DANIEL, Jr.
S. W. LESLEY
C. SULLIVAN

NEPONSIT HOSPITAL

J. R. HANCHEY
C. M. LARSON
J. S. CAMPBELL
R. A. BLAKE
L. TORRES
L. CLARK
H. SELBY

J. FIGUEROA
C. SCHULTZ
L. L. LEWIS
E. V. FERRER
H. BURKE

BALTIMORE HOSPITAL

CLIFTON COATES
CASIMIR HONOROWSKI
CHARLES SIMMONS
CLYDE MILLER
THEODORE BABKOWSKI
THEODORE CARROLL
MATTHEW CARSON
MAX BYERS
JOHN OSSMOW
PETER LOPEZ
ROBERT SHEHEE
LAWRENCE McCUNE
FRANK NIXON
DAVID HERON

SAN JUAN HOSPITAL

JUAN OLIVER
WALTER JORGENSEN
RAYMOND SAUDERS
R. ARMSTRONG
P. FELICIANO
R. SEIFO

Hospital Patients

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

Staten Island Hospital

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

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

GALVESTON HOSPITAL

OLSEN
BENNETT
GALANE
R. V. JONES
HUTCHENSON
STAEINZ
MILKE
FLESHER
AKIN
GRAVES
BREASHAR
KOW LIM

BRIGHTON HOSPITAL

E. JOHNSTON
H. SWIM
R. LORD
E. CABRAL
A. MABIE
R. BROWN
T. ALDRIDGE
E. BOLEKALA
M. McCARTHY
J. TIERNEY

ELLIS ISLAND HOSPITAL

C. RASMUSSEN
D. McDONALD
J. KOSLUSKY



By PAUL HALL

One of the most nauseating dishes cooked up at the San Francisco meeting of the national council of the Marine Cooks and Stewards union last December was an item probably served as "Unity-a-la CMU." It was a proposal by the MCS New York agent Sid Kaufman, that the Committee for Maritime Unity (which recently went through a much-needed scrap job) move in and take over the East Coast longshoremen of the American Federation of Labor.

The stomach of any honest trade-unionist would have turned at the first smell of such finking crap. But not so with the officials of the MCS, whose guts have long been filled through with the poisons of the communists' trade-union diet.

The finking raiding proposal was neither new nor surprising. Any guy on the waterfront with the least bit of savvy would expect just that sort of thing from these characters, whose mouths shout workingclass slogans, but whose hands hold the knife that rips the back of labor.

Always one of the major obstacles in the way of communist waterfront ambitions, the AFL longshoremen have long been the commies' chief target. Commie inspired attempts to move in on the International Longshoremen have been made before. But the wings of these redbirds were clipped, and we'll clip them again if necessary.

Specifically, though, what can be done, what will be done about this finking threat to our Brother outfit in the Maritime Trades Department?

Agents Will Discuss Matter

As far as the Seafarers International Union is concerned, the matter will receive careful attention at the Agents Conference of the Atlantic and Gulf District, and at the International's convention to be held in Chicago in March. The entire question will be discussed very thoroughly on the basis of our considerable—and bitter experience with the commies in the past.

Out of these two meetings will come specific recommendations for combatting the latest in the sickening list of commie-disruptive trade-union tactics. In addition the matter will be placed on the agenda of the AFL Maritime Trades Department, and on the agenda of the Maritime Councils in every port of West, Gulf and Atlantic coasts.

This latest commie-led maneuver shows up sharply one of the fundamental reasons for the organization of the Maritime Trades Department. The powerful alliance of AFL waterfront unions was forged not only to strengthen its affiliates in their fights against the operators, but also to successfully defend ourselves against the raids of commie unions. We stand prepared to smash the foul tactics of these red raiders, who, in order to carry out the dictates of Mother Russia, must completely control the maritime industry.

SIU Expansion Program Valuable

Definite signs of the value of the Seafarers' expansion program are now becoming more and more evident. Added to the tremendously important victory in the Isthmian election are several new contracts signed recently with dry cargo operators. And, while other unions are experiencing tough shipping, the Seafarers is enjoying uniformly good shipping up and down the ports.

Credit for this healthy condition must go not only to the all-out efforts of the organizing department, but also to the membership for its keen foresight in voting against indiscriminate issuance of membership books. At the time this policy was put into operation, some considered it an unwise move because it had the effect of cutting down the Union's income. Now, however, the wisdom of the move on this score is undisputed. For the time being, the threat of unemployment has been throttled.

We can thank the membership for another move that contributed to the Union's smooth functioning. The recently voted requirement that every man must make one trip on an unorganized ship, unless exempted because of other union activities, has had tremendous educational value. As a result of this ruling new members are able to gain first-hand experience on the benefits of unionism. The new man learns—and sees—the value of Union tactics. The experience pays double interest—the man is come of an asset to himself, and to his Union.

The progress we have made should furnish us with greater power in continuing our important drive in unorganized fields. We must keep steam up. We must complete the program we have laid out. In doing so, not only will the size and strength of the Union multiply, but the membership will acquire on-the-spot know-how at the same time.

SIU Prestige Grows

Speaking of the size and strength of our Union brings up an importantly related matter. The Seafarers is now following a policy in all ports which is adding stature and prestige from outside sources. We're gaining new friends all over, and we're putting into practice the principle of real trade-union solidarity. And we're

Seafarers Asks Congress For Action On Program For Merchant Marine

We are taking this opportunity to call your attention to various problems which face the American Merchant Marine and the American seamen, who make their living sailing on American ships; and also the people ashore; such as the shipyard workers, who are vitally effected and interested in maintaining a large American Merchant Marine.

We hope you will read our ideas on the subject, and give them serious consideration.

AMERICAN SHIPPING

The great American Merchant Marine, which reached its peak of about 50 million tons during the war, is rapidly dwindling down. At the rate ships are being laid up by the millions of tons all around the country; at the rate ships are being sold to foreign governments and foreign operators, and at the rate American capital is buying ships and putting them under the Panamanian Flag, it will not be long before the American Seamen will be in the breadline with the highest wages in the world, but with no ships to sail.

Before the war, the entire American Merchant Marine was approximately between 12 and 13 million tons; this included the tonnage on the Great Lakes. The way the American Merchant Marine is decreasing, it will not be long before we are back to the same tonnage we had before the war. There are various reasons for this, which we will attempt to point out to you.

In our opinion, the major blame for the sick status of the American Merchant Marine today can be laid squarely in the lap of the Maritime Commission, the State

doing this great job simply by helping other unions in their beefs.

Most recent example of this was the active aid given in New York to the CIO Shipbuilders in their strike for a union contract, and to the AFL United Financial Employees in their drive on Wall Street. In Tampa, our Branch stood shoulder-to-shoulder with the striking AFL Teamsters, and the Waiters and Bartenders union.

At the outset, some of the membership were of the opinion that the Seafarers was taking part in beefs that should be no concern of ours. No doubt, they now understand that all labor stands—and falls—together. Union solidarity cannot be measured on a favor-for-favor basis. Proof is that we, ourselves, were helped by other Unions during our own General Strike. No occasion has arisen where we might return that aid. But that is not the basis for labor cooperation.

Our stand has contributed strength to the entire labor body. When we throw our support to one union, all American labor of which we, the Seafarers, are an important part, picks up the gains. Solidarity is not something achieved by words. It is built on the picketlines; it is forged at the point of production.

Every SIU Hall—and this will come up before the Agents conference should be so established physically and organizationally, that if called upon, it can play a vital part in helping other trade unions in their just beefs.

Action At Point Of Production

The point to be remembered is that in doing so, the Seafarers will be educating the working stiff of other unions in the practical advantage of SIU policies and practices—the value of economic action at the point of production, as contrasted with the political bull-s... of the commie-dominated unions.

This type of assistance, if continued along with the rest of the SIU program—organizational and educational—will aid the Seafarers, and the trade-union movement in general. The Seafarers must fight continually against the tactics of some so-called "labor leaders," whose idea of bargaining is to go crawling to the bosses, instead of fighting with their economic strength in honest, trade-union style. The crawling approach if continued will reduce labor to nothing.

We know now that a defeat of any union is a defeat for all unions. We must use our economic power to keep the bosses, the reactionaries and commies from smashing the labor movement.

Can this action be successful? Yes. Let us continue on our chartered course—Let us continue to fight our beefs the hard way—**Job action.** Most of all let us continue to realize that a defeat for one union is a defeat for all unions!

On this page the LOG is proud to start the text of the message sent by Seafarers President Harry Lundeborg to the members of the House Merchant Marine and Fisheries Committee and the members of the Committee on Commerce.

Due to space limitations, the entire message could not be printed in one issue. Next week the concluding sections will appear.

Department, and the disinterested part the United States Congress has played.

It is the opinion of many people in the maritime industry that the Maritime Commission has not laid down a strong enough policy to safe-guard the American Merchant Marine. It appears they just establish policies from day to day.

The Merchant Marine Act of 1936 was specifically passed by Congress to build and maintain a large American Merchant Marine, which would be large enough to take care of the needs of the United States in peace or war; and the Maritime Commission was created as the administrative body to enforce the act.

SHIPS SALES BILL

Last year Congress passed a Bill to dispose of all surplus American tonnage. The Bill was supposed to protect American shipping, but it did not work out that way. We find today that foreign buyers and countries are purchasing American ships by the hundreds. They can afford to buy them with American dollars on long-term plans. American banks lend them money to buy

ships with; the foreign operators immediately charter out these ships on long-term contracts to American exporters and importers, at a rate much lower than American operators can charter out ships. This condition prevails both in the dry cargo and tanker field.

These foreign ships haul American imports and exports, and pay from \$100 to \$150 less a month for each sailor they hire. They feed badly; they have poor manning scales; and in a number of cases, are subsidized by their government; pay little or no taxes, and can operate at a profit.

The American banker, who lends money to foreign countries and foreign operators to enable them to buy American built ships, owned by the United States Government, gets a nice fat interest on his money, at the expense of the American Merchant Marine.

Every day more and more American shipyard workers and American seamen are out of work. Moreover, this is daily weakening the national defense status of the United States.

The Ships Sales Bill, in its present form, is practically ruining the American Merchant Marine. There are certain people within the United States Government, who do not believe the United States should have a large Merchant Marine. These people, however, are in favor of allowing foreign flag ships to carry imports and exports to the United States, so foreign countries can make the money to buy American products.

One advocate of this theory is Mr. Clayton, Assistant Secretary of State. This is no idle statement, for Mr. Clayton has, from time to time, expressed so publicly. Besides the theories of Mr. Clayton, there are others within the State Department, who are more interested in giving American ships away to foreign countries, than helping to build a powerful Merchant Marine. Our Organization fought consistently and hard for a decent Bill for the American Merchant Marine.

As a result of the present Ships Sales Bill, the records will show that thousands of ships are being sold to foreign operators. Furthermore, hundreds of ships are being laid up in American rivers and bays, and the active American Merchant Marine is dwindling away.

The only American operators, who buy tonnage today, are the industrial carriers; such as Standard Oil, Isthmian Line, and a few companies, who carry their own products.

The records will show that the American government today is helping to build up the Merchant Marine of foreign countries. Some of them have already passed the tonnage they had prior to the war; others are rapidly coming up to their pre-war tonnage.

It must be remembered that the American taxpayers spent 20 billion dollars to build a great American Merchant Marine. It must also be remembered that the United States Legislators, through Congress, enacted a law

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HERE'S WHAT I THINK...



QUESTION:—What do you think of the SIU policy of helping other unions in their beefs, as we are now doing with the United Financial Employees, AFL?



MICKEY HEALEY, OS:

If other unions can't depend on us for help, who can they depend on? We know how bad the situation is on unorganized ships; it is just as bad in unorganized industries. When we go out on the picketline to help the Longshoremen, or the Shipbuilders, or the Financial Employees, we are just strengthening the whole labor movement and making it tougher for the bosses to bust us up. No sense kidding ourselves, labor is in for a hard fight. We are going to need all the help we can give and get from each other.

OSBORNE WILLIAMS, Cook:

I've been in the SIU since 1940, and I have seen some of the things we all went through before our Union became as strong as it is. It's a good idea for us to get behind other unions if they have just beefs. Recently we helped out the ILA, the MM&P, the CIO Shipbuilders, and now we are assisting the AFL Financial Employees. We have won a hard fight against our own employers, and if we can do something towards helping others, I am all in favor of doing it. That's how a strong labor movement is built.



EDWARD JANASZAK, Cook:

I agree with that 100 percent. We are all working stiffs and we should support each other. The bosses always help each other over rough spots, and we should do the same thing. Of course, that doesn't mean that we should allow ourselves to be used by the commie unions, or by the racketeering unions; but when an honest union comes to us with a beef, we should get right out on the line with them. The SIU has a fine reputation for doing the things we have done in the past year, and all SIU members are proud.



PAT ROBERTSON, OS:

Helping out other unions is one of the best things we can do. When we have trouble, we expect help from other unions, and if they have trouble it is only right that we should assist them. The SIU had a hard time in the early days of our organization, and if we can help other unions over the bumps, we ought to do it without one moment's hesitation. When we were asked to volunteer to distribute literature for the AFL Financial Employees, there were plenty of guys who came forward to do their part.

Great Lakes Seamen Held Ready For Unionism As SIU Prepares To Launch Organizing Drive

By **EARL SHEPPARD**

There exists a general tendency among salt water seamen to refer to lakes seamen as "farmers" and, because of the seasonal nature of the Lakes maritime industry, to regard organization as virtually impossible. When the question of organization on the Lakes is discussed, the answer is generally "it can't be done."

Nothing can be farther from the truth. A little study of our Union history shows that not only can the Lakes seamen be organized, but that actually their organization and struggle have been responsible for many of the greatest gains made by seamen anywhere.

In 1912, three years before the passage of the "Seamen's Act," sponsored by Andrew Furuseth, the Lakes seamen were on the picket lines fighting one of the greatest battles in maritime history.

It was this fight, led by the American Federation of Labor and waged against the greatest odds, that was responsible for the passage of the act, and the subsequent organization on a national scale of seamen in the old International Seamen's Union.

The question will then be asked, "If the Lakes seamen were

the first to be organized, why are they not organized today?"

The answer is that the shipowners on the Great Lakes represent the greatest financial monopoly ever known in American history, the Steel Trust.

Literally tens of millions of dollars have been spent by the Steel Trust to prevent organization on the Lakes.

The two watch, twelve hour day system was maintained on the Lakes long after it had been abandoned elsewhere. To maintain this system, the owners, taking full advantage of prevalent unemployment, paid higher wages, established a continuous discharge "fink" book system, company-union hiring halls, and a large group of professional rats to maintain a constant agitation against unionism.

The millions of dollars that have been spent by the Steel Trust have not stopped organization any more than any amount of dollars could succeed in bringing about successful organization.

This business of calling Lakes seamen "farmers" and crying "it can't be done" sounds much the same as the weeping and wailing that came from some people when the Seafarers tackled Isthmian.

In many ways, the problems to

be faced are the same. Isthmian is U.S. Steel, part and parcel of the major factor on the Great Lakes. Isthmian was won after a long tough fight, and by using the same methods combined with the experience that has been gained in the Isthmian drive, the Lakes can and will be organized.

The SIU today is the strongest and most respected organization on the Lakes because of the fact that, despite all obstacles, it has remained in the field and kept punching at all times. Much money has been spent, but summed up, it is a small amount when compared to the benefits that have been gained.

This season the Seafarers International has allocated funds for the purpose of making an all-out drive.

These funds, even the entire treasury of our union, are but a drop in the bucket when they are compared to the immense financial resources of the Lakes shipowners.

The thing that is going to organize the Lakes is manpower and hard work, not cash. Every member of the Seafarers, both organizers and the rank-and-file, must join hands, pitch in and work like hell to do the organizing job.

The NMU is no longer a factor.

The abortive strike of last year, when a few men called a strike without even consulting the Lakes seamen, has thoroughly discredited the NMU leadership.

On the other side of the picture, the Seafarers has succeeded in signing new contracts, winning bargaining elections and to a great degree bettering the conditions of all Lakes seamen.

Add to this the off-shore record of the Seafarers, and you have the record, a record of achievement which the NMU cannot approach in the slightest.

The only thing that it needed to make the Lakes one hundred percent Seafarer is the full-hearted support and cooperation of the membership. This support won Isthmian, and this support will organize the Lakes.

The membership as a whole is showing a great interest in this drive but interest alone won't win the fight. All men who have sailed the Lakes should contact the organizers immediately and find out what they can do to help.

Chipping, painting, splicing, cooking and oiling are the same on the Lakes as anywhere else. A lot of steam is made with backs and shovels, but all in all, a seaman's life is about the same on fresh water as salt.

Staff Officers Signs Mor-Mac; Wins Two Polls

Despite the obstructionist tactics of the NMU, the American Merchant Marine Staff Officers Association has signed a new contract with Moore-McCormack Lines, and has won two NLRB elections recently. These facts were announced by Tom Hill, East Coast Representative of the AMMSOA.

Mor-Mac operates approximately 80 ships, and the new agreement covers more than 100 Pursers.

Wage increases averaging \$40.00 per month, and overtime rates of \$1.60 per hour, are features of the contract.

These apply to the freighters, and passenger wages are still under negotiation.

The elections which the AMMSOA won were all hotly contested by the NMU. There was lots of mud-slinging by the commies, but the good reputation of the AFL Pursers Union was more than a match for anything the NMU could do.

In the election covering the 17 ships of the Atlantic, Gulf and West Indies Steamship Lines, the NMU was snowed under by a 12 to 1 margin, and in the New York



TOM HILL

and Puerto Rico Steamship Company election; the ratio was 6 to 1.

The New York and Cuba Mail Steamship Company has already voted, but the results will not be announced until February 26.

NO COMPANY VOTES

It is interesting to note that in the two elections already certified, the companies were not able to muster one single vote.

Elections to select a bargaining agent for Staff Officers are under way in the United States Lines, American South African Line, Black Diamond Steamship Corporation, and Overlakes Freight Company.

125 ships in all are involved, and when the results are made public on or about April 1, the AMMSOA is confident that all four will have rolled up a decisive majority in favor of representation by the AFL union.

Check It - But Good

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

AROUND THE PORTS



Oldtimes Returning To Boston; Shortage Of Rated Men Hits Port

By JOHN MOGAN

BOSTON—Business and shipping for the port of Boston remains good for the third week in a row. So much so, that there is actually an acute shortage of rated men. In fact, it looks like old times on the board, with a dozen or more jobs going begging.

On the surface of things it would appear that the industry was heavily overmanned; but the question quite naturally arises: Where are the men?

Last week we had occasion to call New York for a couple of rated men, and found that the same situation exists there also.

Under the circumstances we can only issue new permits and consider ourselves lucky if there are rated men around looking for an opportunity to ship.

The Yarmouth will have been crewed up by the time this goes to press. This will just about empty out the Hall, as the majority of book members currently attending meetings will undoubtedly make bids for the Yarmouth.

This past week also saw two payoffs hit this area, one of which was the SS William Rawles (Bull).

WAY IT'S DONE

Brother Golding, who is a familiar figure at the New York Hall, was Steward on this vessel, and did a beautiful job in assisting the Patrolman at the payoff.

This kind of co-operation is really appreciated, especially in ports where one Patrolman covers all three departments.

The other payoff was the SS William Kamaka (So. Atlantic), which paid off in good style. A \$50 log on one of the crewmembers of this ship might have been squared away, if the member had remained over the weekend; but he wanted to get started for home immediately and charged up the \$50 to profit and loss, mostly loss.

Together with the organizing work going on in the port, which was also rather hectic this past week, the flow of shipping kept all hands going around the office. Brother Sweeney, in particular, had a mighty busy week.

Of course, this business may be a flash in the pan, but there is every indication that it will continue, in which case the port will need another Joint Patrolman.

The members have really taken up that advice not to sign on unless a Patrolman is present, so that even in Portland the crews will hold up signing on until represented by the Union, as was the case last week during one of our busiest days.

I went up to the ship myself and explained to the crew the SUP tanker rider which has been causing some difficulty, and also accepted written charges against a book member, who was accused by his shipmates of being a gasboud, of failing to perform his duties, and of stealing from a shipmate.

Also during the week we contacted all the Congressmen from

this area with regard to the extension of Maritime Commission control over coastwise and inter-coastal shipping. This port would really suffer if these services were curtailed at this time.

We received very favorable replies from all of the solons, and especially Congressman John F. Kennedy, whose district covers nearly the entire waterfront, and who called up from Washington to assure us of his 100 percent cooperation.

The SS William Rawle just paid off here and the following Brothers donated one dollar apiece to the boys in the marine hospital: A. Smith, Joe Samuel and Brother Gabor.

NO NEWS??

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

CHARLESTON
HOUSTON
NORFOLK
JACKSONVILLE
BALTIMORE
MARCUS HOOK
TAMPA
NEW ORLEANS

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

Savannah Looks To Future As South Atlantic Buys Four More Ships For North European Run

By ARTHUR THOMPSON

SAVANNAH — As Gabriel Heatter might say, "Ah, there's good news tonight"—The South Atlantic SS Co. has gone and bought four ships. They will be called the Southland, Southport, Southwind and Southstar. Two more will be bought, but I don't know when.

The Southland pulled in this morning, but I haven't had a chance to go aboard yet. She used to be the SS Black Warrior of the Isthmian Line.

These ships will take the old South Atlantic run to LeHavre, London, Antwerp and Rotterdam. They are 10,000 ton cargo ships having a speed of 15½ knots.

The Ocean Steamship Co. also announced the purchase of two 7,000 ton C-1-A type ships, one of which has already been delivered to the company in New York.

They are the Cape Ruce and the Cape Nome. These ships make the run between Savannah and New York in 48 hours, which is 12 hours better than the ones they ran before the war.

ONE HITCH

The only hitch in this announcement is the fact that the ships will "be used when conditions warrant resumption of operations

by the Company." That can mean almost anything.

As for other ships in port, we still have the SS Zachary Taylor, which is paid off and crewed up; the SS Beloit Victory, ditto and the SS Raphael Semmes, which only called for two replacements and will be well on the way to Shanghai by the time you read this.

The good old Jefferson City Victory just paid off yesterday and, as usual, there were no beefs, and all hands were apparently happy.

If all ships were like this a picard's life would be a bed of roses. But then life might be a bit too dull at that.

BAD NEWS

That's about all we can say for the business at hand and it ap-

pears that Savannah will soon be a steadily busy port. We haven't done bad all along, but we did have a few slack periods.

We also have a piece of bad news to report. The body of Harrison Whitmore was found floating in the river a few days ago. No one seems to know how it happened.

He's not registered in this port and never shipped from here. He lived in South Carolina and probably shipped through Charleston.

However, Charleston has no record of his shipping since the strike and no ship in Savannah has reported a man missing.

No marks of violence were reported on the body and the coroner declared the cause of death was accidental drowning.

men of the merchant marine really keep the sea lanes of the world open.

UNION-BUSTING IDEAS

The Senators in Washington took office with the avowed intention of stripping Labor of all its rights and privileges. They threatened to outlaw the closed shop, deny industry wide bargaining, and a whole host of other things that would have put labor in a strait-jacket.

What they didn't count on was that Labor would not take these changes sitting down. The men and women who work for a living are not going to stand around and watch while the fat boys cut the guts out of all they have fought for.

And so now the bureaucrats are backing water fast. They say that they didn't mean all the

WELL, WHADDYA KNOW— I DID THAT!



nasty things they were quoted as saying. In fact, they are all Labor's best friends, and they wouldn't do anything to hurt their friends.

This change of heart proves that Labor has plenty of power, and that if we choose to use our power and influence, the men who play the bosses' game will find themselves out on their backs.

We are the people who built the United States, and we are the ones who fought for it. All we ask is a decent break, and we are not going to allow a bunch of over-stuffed stooges for the bosses cheat us out of what is our rightful due.

WITH THE SIU IN CANADA



VANCOUVER, B. C. — The Prince David, which was recently sold to a British Company, hasn't gotten very far on her voyage to England. We've just received a report that she had a rough trip from Vancouver and had to put into San Francisco for repairs.

The trip, from what we've heard, was also rough on the crew with many of them hanging over the side and the messroom empty at mealtime. If that's the case it must have been really rough sailing.

We've always know that the Log really gets around, but a letter I received recently shows what happens to one copy of it. The letter was from Scotland and was written by Malcolm McMillan, Labor Member of Parliament, who says he reads his copy of the Log from cover to cover, and enjoys every part of it.

He also says that when he is through with it he sends it on to a friend of his in North Scotland, who likewise passes it along

to someone else. That's real news consumption.

TOUGH SHIP

The British ship, Brighton, recently arrived here from Colombo, Ceylon, after what was reported to be a very hungry trip. The Skipper cabled the Hall here while at sea and requested an official of the Union to meet her when she docked so we could get a first hand story of the conditions on board. The Skipper wanted a witness so the matter could be reported to the British Seamen's Union.

A Patrolman covered the ship when she hit port, and she was really in rough shape. A report is being made to the British Seamen's Union in an attempt to rectify the objectionable and starvation conditions aboard the ship.

A few days after this incident I got a call from the English Blue Funnel Line ship, Bellerophon. On contacting the vessel it was found the deck crew was in a state of semi-starvation, being

unable to stomach the food served them.

The complaint was dealt with by the Patrolman who went aboard and some changes were agreed to by the Skipper and Company Agent. After the little conference the crew agreed to the changes and the vessel pulled out.

Since then we've heard that there is more trouble aboard the ship, and the firemen have walked off the ship in Oakland, California.

The cables ship Restorer is changing her base of operations—she is going to handle repair operations in the Pacific. As she expects to be away from the West Coast for about a year, she will operate out of Honolulu.

The Restorer is under an SIU contract, and it is the first union contract in her history. We got an excellent agreement with good conditions and wages, also a 40 and 48 hour week. In fact, she now has the best working agreement of any ship in the Dominion of Canada.

MM&P Charters Local In Duluth; Weather Slows Other Activities

By EINAR NORDAAS

DULUTH — Things are good and bad here in Duluth as far as organized labor is concerned. On the dark side of the ledger the reactionaries in the state legislature are working overtime to shove through an anti-closed shop bill. If they succeed it will come up for referendum vote in 1948.

The State Federation of Labor has called a meeting for this month in St. Paul of all AFL organizations in the state to fight such legislation. It'll sure get a fight in this state.

We don't intend to sit idly by and watch the state become a replica of Florida, where the anti-closed shop law has made life miserable for everyone, not just the labor unions.

On the sunnier side of things there is a new AFL outfit being formed here on the Lakes. The pilots of the Bulkcarriers are being organized into a local of the Masters, Mates and Pilots.

I attended the last meeting of the Pilots, and was highly pleased by the enthusiasm shown by the new members.

They have already received their charter from the MM&P and are well on their way to becoming a strong outfit.

The Duluth branch of the SIU takes this opportunity to welcome the Pilots into the AFL.

LITTLE LOCAL NEWS

Locally there isn't much doing right now, although everything isn't dead in the harbor by any means. Just the other day they transported a house from Superior, Wis., over here to Duluth. So you can see there is some activity up here.

Also in the local picture, the girls on strike at the Glassblock store are still out in force. The strike has been in progress for over six months, with no weakening on the part of the girls. The strikers are members of Retail Clerks Union Local 3, AFL.

We've been suffering a spell of sub-zero weather for the past week, so the girls, rather than stand out in the cold, let old man winter hold down the picketline. They didn't have to worry about anyone crossing the line as the streets are pretty well deserted right now.

Until the cold spell lets up the best place to be is in front of a fireplace, and not on the waterfront.

SIU VOLUNTEER



Vernon Pickelman is a veteran of two Isthmian ships. He says that Isthmian ships are pretty rugged, but that all the seamen are looking forward to the time when the SIU will be doing the bargaining for all of them.

Philadelphia Makes Improvements In Hall And In Shipping System

By EDDIE HIGDON

PHILADELPHIA — Improvements in the operation of the Seafarers Hall in this port have already been made, and the drive to increase service to the membership will continue in full swing until we are satisfied that everything possible is being done in that direction.

Among the physical changes that have already been made in the Hall, was the installation of a public address system. The microphone has been placed on the Dispatcher's desk, with two speakers located at vantage points in the Hall.

Now the shipping calls reach everyone, and the necessity for

crowding the Dispatcher's desk has been eliminated.

In accordance with the effort to standardize a new shipping system has been put into effect. Announcements of further changes in the operation and structure of the Hall will appear in the Log as they are made.

SEARCH FOR QUARTERS

The search for cleaner, and more ample quarters for Philadelphia Seafarers continues. Word has just come from the committee designated to inspect suitable locations, saying they have turned down a building which was under consideration.

Careful investigation proved it to be far short of the committee's standards.

Shipping at the moment is pretty good, but there are few ABs around to take the jobs calling for that rating. We are expecting more companies to start sending vessels here for payoffs in the very near future. This prospect of greater activity is certainly okay with us.

Dispatcher Harry Collins, and Patrolman Ernest Tilley are turning in fine jobs in the performance of their duties. Their help, and the splendid cooperation which the membership is giving, accounts for the smooth way in which this port is now functioning. We're also getting the full cooperation of the other AFL outfits in this port.

PAYOFFS WERE CLEAN

Two payoffs here on Monday were clean. The Topa Topa and the Waltham Victory were the ships paid off, without any trouble, all beefs being settled at the point of production.

At this point I should like to stress the importance of having all Delegates aboard vessels coming into this port notify the Hall immediately of their arrival here.

Prompt notification will enable us to get out to the ships without delay and will insure settlement of all beefs before the payoff.



MEET THE SEAFARERS

Tom Wickham



Away back in 1904, Thomas Wickham was a young squirt of 18 with a strong desire to see what lay over the far horizons. He had an overwhelming urge to see what the wide world was like, and what better way is there to satisfy such a desire than by going to sea.

For the past forty years he has been doing just that. He has had a long and colorful career as a seaman, and he has sailed in every capacity on deck from Cabin boy to Second Mate.

Brother Wickham joined a seaman's union thirty years ago, and he has been a union member ever since. When the SIU started he was among the first to join.

Tommy took part in both World Wars, as well as a few wars of his own. In 1921 he was made a prisoner of war in Punta Arenas, Costa Rica, when he became involved in a boundary dispute between that country and Panama.

The Second World War found Tommy right there as usual and raring to go. Being a real sailor he didn't pick his runs, so he was available for the first ship that called for a man, and he traveled in all waters.

He was torpedoed only once, when the SS Benjamin Smith went down in January, 1945.

SIU Committee Investigates New Hall In Mobile

By CAL TANNER

MOBILE—There is a good possibility that we'll be changing our address down here soon, as we've found a building that is much more satisfactory than the one we now occupy.

At the last membership meeting, a building committee of three members was elected to inspect the new building, and give the final approval or disapproval.

If it gets their okay, and we can get the necessary repairs and renovations made in the new Hall, I'll be picking up my hat and coat, and the Union will switch its base of operations from this old joint.

The address of our prospective headquarters is 1 South Lawrence Street. One thing in favor of the switch is the fact that it will be an easy number to remember.

SHIPPING FAIR

Shipping is going along at a fair rate with men going out to the regular Alcoa and Waterman ships that stop off here, but we won't kick if we get a sudden rush of shipping.

We are still contacting the unorganized ships that hit Mobile with good results. There never is a dearth of unorganized ships, so we are kept pretty well on the ball.

When and if we get the new Hall, we'll pretty her up and take some pictures for the Log, giving all the Seafarers a glimpse of the Union's new home in the good old port of Mobile.



However, that doesn't mean that he wasn't in the thick of things. If you think that, then you don't know Brother Wickham.

REAL OLDTIMER

Even now, at the age of 61, Tommy is as good a sailor as most men half his age. He can work aloft with the best of them, and can hold his own with any man on the deck or below decks.

He went through many strikes and job actions, and can tell plenty of stories about the old days. Always a Union militant, he was in the forefront of the battle to improve the wages and conditions of seamen.

Brother Wickham doesn't regret one single day that he has spent at sea. In fact, his only regret is that it is now time for him to retire.

Those who know Tommy, or have sailed with him, will be sorry to learn that he is on his way to the Sailors Snug Harbor. His rest is well deserved, and it is the earnest hope of all his buddies — he numbers them in the thousands — that he lives in comfort to a ripe old age.

Brother Thomas Wickham — a credit to his calling and his Union. He's a real Seafarer!

Corpus Christi Is Busy With Organizing Work

By J. S. WILLIAMS

CORPUS CHRISTI — Business and shipping have been a bit slow in this area for the past couple of weeks. At the same time, however, there aren't many men on the beach waiting for jobs, so the situation isn't too bad.

Although there have not been many contracted ships coming in lately, we have been kept busy contacting the unorganized ships and we seem to be making good headway on that score.

Things are also looking good in the organizing efforts of the other ports around here. I was down to Brownsville and Port Isabel last week and everything is in good shape and going smooth down there.

We had the Cape Breten, Bull Line, in with no beefs and in good shape. She had Brother Red Hall aboard her as Chief Bellyrobber, and for once a ship came in with no squawks about the Stewards Department.

I'll sign off for now and I hope to be able to report better business and shipping next week.

Chicago Seafarers Are Anxious To Start Organizing Campaign

By HERBERT JANSEN

CHICAGO — Until this week it looked like a late start for Lakes shipping out of this port, due to the heavy weather and the large ice fields on Lake Michigan. Now, however, we have had almost a week of balmy spring weather and the ice on the Lakes is quickly melting.

With the spurt of warm weather hitting the port, the boys have started to ask when shipping will start. I guess they have a premature touch of spring fever; however, it won't be too long before they'll be going back to the ships.

While most of the men coming in are concerned with the opening of shipping, a good percentage of the Brothers are pledging themselves to assist the SIU in the organizing drive when it gets under way.

MEN CONFIDENT

All the men coming in are confident that the drive will be a success, and I can assure all of them that it will definitely be a success if we all pull together. If we get in there and hit them with all we've got there can be no doubt as to the outcome.

There are, of course, some obstacles that will have to be contended with, namely, the NMU and LSU.

The NMU will use all kinds of methods to sabotage this campaign and we can look for some

new tricks to come out of their bag of sell-out tactics.

They are fighting a negative campaign on the Lakes now, for their own record has ended any chance of their doing a job for themselves.

The Lake Seamen's Union, run by the Cleveland Cliffs Company, will be doing all it can to discredit the SIU by using all its resources and power to spread anti-labor propaganda to the unorganized seamen.

SOLID FRONT

Neither of these groups will succeed if we form a solid front. Let's show the LSU and the NMU that we are a real Union, and cannot be swayed in our determination to organize Lakes seamen.

We have gained top wages and conditions in the maritime field and we will continue to fight for an even better life for seamen. We won't let any phony union or employer stop us from gaining that end. That's our program, and it's the best.

James Tuphy, who is well known around the Lakes, met with an accident while working at a shoreside job. A large segment of ice fell from a roof and struck him in the body.

At first it was thought he was in grave condition, but x-rays showed no serious injury. He is now recuperating in the Marine Hospital here in Chicago.

Supplementary Agreement Between Alcoa SS Co. And The Seafarers International Union Of N.A.

GENERAL RULES

Employment. The Company agrees that only members of the Union shall be employed in all unlicensed personnel ratings on their Passenger vessels or American Flag Passenger vessels taken over on bareboat charter, with the exception of the following: Cadets, Super-Cargo, Pursers, Doctors, Concessionaires, and female employees other than Stewardesses and Waitresses.

Except as provided herein, all other provisions of the General Rules of the agreement shall apply.

DECK DEPARTMENT

Special Working rules and wages for certain ratings in the Deck Department of the **SS Cavalier** type passenger vessels and the **SS George Washington** type passenger vessels:

	Monthly Wages
Boatswain—Cavalier type passenger vessel	\$235.00
Carpenter—Cavalier type passenger vessel	225.00
Boatswain—George Washington type passenger vessel	225.00
Carpenter—George Washington type passenger vessel	225.00

Section 1. Quartermaster's Duties. (a) While on watch, Quartermasters shall not be required to leave the wheelhouse or navigation bridge for any purpose unless relieved by another Quartermaster or by an Able Seaman. The sending of the Quartermaster on watch for tools or supplies or for the purpose of carrying messages shall not be deemed as adequate reason for his leaving the bridge or wheelhouse without proper relief.

(b) Quartermasters shall be relieved thirty (30) minutes during each watch for coffee by one of the AB's on his watch. However, the AB shall not receive any extra compensation for such relief. In port Quartermasters may be required to stand gangway watches without payment of overtime except on Saturdays, Sundays, and holidays.

(c) The Quartermaster shall be responsible for the rigging of the flags upon arrival or departure of the vessel from any port. Other members of the Deck Department shall not be utilized for this purpose except when ship is being dressed.

Section 2. Watchman's Duties: (a) Watchman shall be required to stand watches of eight (8) hours on and sixteen (16) hours off. They shall be required to make their regular rounds for the key stations and punch the clocks. They may be required to stand gangway watches in port.

(b) Any watches stood on Sunday at sea shall be paid for at the regular overtime rate. He shall receive overtime for all watches stood on Saturdays, Sundays, and holidays in port.

(c) Watchmen shall not be required to perform duties normally under the jurisdiction of a Master-at-Arms. Where no Master-at-Arms is carried, his duties shall not be delegated to other members of the Deck Department.

(d) Any work performed by watchmen other than their regular and accepted duties shall be paid for at the regular overtime rate.

Except as provided herein, all other provisions of the Deck Department Working Rules and General Rules of the Agreement shall apply.

ENGINE DEPARTMENT

It is agreed that on the **SS Alcoa Cavalier** type passenger vessel a Second Electrician will be carried instead of an Assistant Electrician and the wages for the Second Electrician shall be \$271.50 per month.

It is also agreed that the Second Electrician must hold an Electrician's endorsement.

Except as provided herein, all other provisions of the Engine Department Working Rules and General Rules of the Agreement shall apply.

STEWARDS DEPARTMENT

Cavalier Type Passenger Vessel Manning And Wage Scale

Number	Rating	Monthly Wage Rate
1	Chief Steward	\$325.00
1	Second Steward	220.00
1	Chief Cook	260.00
1	Second Cook	220.00
1	Larder Cook	220.00

1	Third Cook	195.00
1	Crew Cook	205.00
1	Chief Baker	250.00
1	Second Baker	211.25
1	Butcher	222.75
2	Galley Utilitymen	150.00
1	Deck Steward	155.00
1	Lounge and Smoking Room Steward	155.00
1	Saloon Steward	160.00
5	Waiters	150.00
3	Room Stewards	150.00
1	Night Steward	155.00
1	Chief Pantryman	195.00
1	Assistant Pantryman	165.00
1	Night Pantryman	165.00
1	Dishwasher	150.00
5	Messmen	150.00
2	Bellmen	150.00
2	Porters	152.50
1	Bartender	175.00
1	Gloryhole Steward	150.00
1	Linen-Storekeeper	195.00
1	Captain Waiter	150.00
1	Officers' Room Steward	150.00
2	Stewards-Utility	150.00
1	Stewardess	175.00

If at any time the above Manning Scale is not sufficient to give required service to the passengers and crew, the Company agrees to add such personnel as deemed necessary.

Section 1. (a) Routine Duties for members of the Stewards Department shall be to prepare regular meals, the cleaning and maintaining of licensed officers, staff officers and chief stewards and passengers quarters, dining rooms and messrooms, all enclosed passageways, smoking and lounge rooms, bathrooms, toilets, galley, pantrys and all departmental equipment.

(b) Any work necessary for the service of passengers shall be performed by the members of the Stewards Department assigned to those particular duties such as deck service, handling deck chairs, layout of games, handling hand baggage from deck to passengers rooms when taking on passengers, and from passengers rooms to custom inspectors' office when passengers are disembarking.

Section 2. Selection of Personnel. (a) Recognizing the fact that the following are essential to the welfare of the passengers, the Union agrees that the Company may select and employ men for the following ratings from those members of the Union who are available provided such men are suitable to the Company. The Company shall be the sole judge of the man's suitability. The Company agrees to make every reasonable effort to obtain suitable men from within the membership of the Union, and if such men are not available from among the Union membership, the Union agrees that the Company may secure men for these ratings from any source. Men so selected may remain in the employ of the Company provided that they become members of the Union.

The penalty provided in Article 1, Section 3 of the General Rules shall not be applicable to this section.

Chief Steward	Store-Linenkeeper
Second Steward	Chief Cook
Head Waiter	Chief Baker
Bartender	Larder Cook
Storekeeper	

(b) The Company agrees to select all other unlicensed personnel in the Stewards Department through the offices of the Union.

Section 3. Passenger Vessels. (a) These rules shall be in effect for passenger vessels and shall not be considered as being in conflict with freight ship working rules for members of the Stewards Department.

Section 4. Overtime Work. (a) All work performed on Saturdays, Sundays and holidays in port and Sundays and holidays at sea shall be paid for at the overtime rate.

(b) The hours of work for the Stewards Department shall be eight (8) hours within a spread of fourteen (14) hours. Any work performed in excess of eight (8) hours or outside of the fourteen (14) hour spread shall be paid at the regular overtime rate.

(c) Members of the Stewards Department assigned for the exclusive service of the crew shall perform their regular duties between the hours of 6:30 A.M. and 6:30 P.M.

Section 5. Saloon Service for Officers. (a) No officers or crew members except the Master, Chief Engineer, Chief Mate, 1st Asst., Purser, Cruise Director, Chief Steward and Doctor shall be served in the saloon during the passengers meal hours or be entitled to bell service. The Second Steward's room and Purser's office shall be entitled to bell service.

(b) No member of the Stewards Department shall be required to serve meals to officers or crew [except those

entitled to dining salon service as in Section 5, Paragraph (a)] outside their respective messrooms, without the payment of overtime. This section shall not be construed to apply to passengers or unlicensed personnel served during regular working hours on account of illness.

Section 6. Late Meals. (a) When members of the Stewards Department are required to serve late meals due to the failure of officers eating within the prescribed time, the members of the Stewards Department actually required to stand by to prepare and serve the late meals shall be paid at the regular overtime rate.

(b) When meal hours are extended for any reason at all and the unlicensed personnel are unable to eat within the regular prescribed time, all members of the Stewards Department required to stand by to prepare and serve the meal shall be paid at the regular overtime rate for the time meal is extended. This shall not be construed to mean overtime shall be paid when meal hours are shifted as per Article II, Section 37, Paragraph (c) of this Agreement.

Section 7. Extra Meals. (a) When meals are served to other than officers or crew in the messrooms, fifty cents per meal shall be paid. This is to be divided among the members of the Stewards Department actually engaged in preparing and serving the meals. No extra meals shall be served without the authority of the Master or Officer in charge of the vessel.

(b) All meals served in the passenger's dining saloon other than to passengers, the Captain, Chief Engineer, Chief Mate, Chief Purser, Chief Steward, executive officers of the Company or Government Officials, shall be paid for at the rate of fifty cents for each meal served to the waiter actually serving the meals. However, when the complement of passengers aboard vessel is not sufficient to require the service of the dining room crew, guests shall be served during their regular eight (8) hours without extra compensation, providing passengers and guests combined does not exceed 96 persons on the **Alcoa Cavalier** type vessel and shall not exceed 200 persons on the **George Washington** type vessel.

Section 8. Stores and Linen. (a) Members of the Stewards Department shall not be required to carry stores or linen to or from the dock but when stores or linen are delivered aboard the ship, the storekeeper and linenkeeper shall handle their respective stores without the payment of overtime within their regular prescribed hours. When the ship is in port and no passengers are aboard, members of the Stewards Department on day work may be required to handle stores and linen aboard ship within their regular working hours without the payment of overtime.

Section 9. Cleaning Chill Boxes. (a) Members of the Stewards Department shall be assigned by the Steward to clean domestic refrigerated walk-in boxes and shall be paid at the regular overtime rate for the time that the work is performed. This shall not apply to refrigerators in pantrys, messrooms, bake shops, etc.

Section 10. Chipping and Painting. (a) Members of the Stewards Department shall not be required to chip, scale or paint.

Section 11. Sougeeing. (a) At sea when members of the Stewards Department are required to sougee, overtime shall be paid for the actual time worked, however, porters and utilitymen shall be required to sougee in their regular prescribed hours without the payment of overtime. This section shall not apply to waiters and bedroom stewards on day work when full complement of passengers is not carried, however, bedroom stewards shall be required to spot up within their regular hours without the payment of overtime.

Section 12. Shifting Ship. (a) When a ship is making a shift as prescribed in this agreement, Article II, Section 21, it shall be considered in port and overtime shall be paid to the members of the Stewards Department on duty on Saturdays, Sundays, and holidays.

Section 13. Required Complement. (a) When members of the Stewards Department are required to do extra work because a vessel sailed without the full complement required by this agreement, or because of illness or injury, the wages of the missing or disabled men shall be divided among the men who do their work, but no overtime shall be included in such wages. This shall not apply when extra work is not necessary due to the fact that the amount of passengers carried does not require the services of the full complement of the crew.

(b) In port members of the Stewards Department shall be paid overtime for work in excess of eight (8) hours caused by the shortage of the department but there shall be no division of wages because of such shortage.

Section 14. Galley Gear and Uniforms. (a) The Company shall furnish all tools for the galley including knives for the cooks. White caps, aprons, and coats

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Alcoa — Seafarers Supplementary Agreement

(Continued from Page 7)

worn by the Stewards Department shall be furnished and laundered by the Company. The white trousers worn by the galley force shall be laundered by the Company.

(b) The uniforms worn by the Stewardesses shall be furnished and laundered by the Company.

Section 15. Fireroom. (a) Members of the Stewards Department shall not be required to enter the engine or fire rooms for any purpose.

Section 16. Minimum Complement. (a) No members of the Stewards Department shall be laid off Sundays or holidays while at sea, or in port other than home port.

(b) On ships arriving or sailing on Saturdays, Sundays or holidays the Stewards Department shall only be paid overtime for the hours actually worked.

(c) When the full complement of the Stewards Department is carried and the passenger complement aboard ship does not require full Stewards Department service, members of the Stewards Department not required for the service of the passengers may be placed on day work and shall be subject to the working rules for day workers as provided for in Section 18 of this Supplement Agreement.

(d) When the ship is in home port and no passengers are aboard but officers and crew are eating aboard, the minimum Stewards Department required aboard on Saturdays, Sundays and holidays for the purpose of preparing and serving meals shall be: 1-Chief Cook, 1-Crew Cook, 1-Butcher, 1-Baker, 1-Galley Utility, 1-Officer Bedroom Steward, 5-Messmen, 2-Steward Utilities, 1-Linen and Storekeeper; other members of the Stewards Department whose service is not required by the Company shall not be turned to on Saturdays, Sundays, and holidays in home port. For the purpose of this agreement, the home port shall be considered the port in which they sign articles.

The above members of the Stewards Department shall be required to do all cooking, baking and serving the officers and crew in the home port.

Section 17. Cleaning Toilets. (a) No members of the Stewards Department who are required to handle food for the unlicensed personnel shall be required to clean toilets or baths.

Section 18. Day Work. (a) At sea and in port other than the home port, when members of the Stewards Department are on day work their hours shall be from 8:00 A.M. to 12:00 Noon and from 1:00 P.M. to 5:00 P.M. In home port when members of the Stewards Department are on day work their hours shall be from 8:00 A.M. to 12:00 Noon and from 1:00 P.M. to 5:00 P.M. Monday through Friday.

(b) When members of the Stewards Department are

on day work they may be required to work in storerooms, linen lockers, toilets, passenger and officers quarters, messrooms, galleys, bake shops and butcher shops, steward department passageways, and do general cleaning including sougeeing, within their regular hours without the payment of overtime.

(c) When members of the Stewards Department are on day work they shall be allowed fifteen minutes for coffee at 10:00 A.M. and fifteen minutes at 3:00 P.M., or at a convenient time near these hours.

(d) When members of the Stewards Department are on day work they shall receive one full hour from 12:00 Noon to 1:00 P.M. for lunch.

(e) When any members of the Stewards Department on day work are required to change their hours so as to serve visitors, parties, or other persons in the dining saloon, they shall be knocked off of their day work at least four hours prior to the time of beginning such service or shall be paid at the regular overtime rate for all work performed outside of their regular day work schedule.

Section 19. Penalty Work. Any work performed by the Stewards Department that is not recognized as routine duties in this Agreement shall be paid at the regular overtime rate.

Section 20. Authority of Chief Steward. (a) Nothing in these working rules shall be deemed to detract from the authority of the Chief Steward who shall be final authority aboard the vessel in all disputes in the Stewards Department subject to the provisions of Article II, Section 9, of this agreement.

George Washington Type Passenger Vessel Minimum Manning And Wage Scale

Number	Rating	Monthly Wage Rate
1	Chief Steward	\$325.00
1	Second Steward	220.00
1	Storekeeper	195.00
1	Linen Keeper	165.00
1	Bartender	185.00
1	Deck Steward	155.00
1	Lounge Steward	155.00
1	Stewardess	175.00
1	Assistant Stewardess	150.00
1	Captain's Steward	150.00
1	Head Waiter	205.00
15	Waiters	155.00
1	Smoking Room Steward	150.00
1	Dining Room Utility	150.00
9	Bedroom Stewards	150.00

2	Bellmen	150.00
1	Night Waiter	150.00
1	Crew Pantryman	162.50
1	Assistant Crew Pantryman	150.00
4	Messmen	150.00
1	Officer's Bedroom Steward	150.00
1	Gloryhole Steward	150.00
1	Bath Steward	150.00
1	Chief Cook	260.00
1	Second Cook	220.00
1	Third Cook	195.00
1	Fourth Cook	180.00
1	Fifth Cook	175.00
1	Night Cook	175.00
1	Crew Cook	205.00
1	Chief Butcher	222.75
1	Second Butcher	190.00
1	Chief Baker	250.00
1	Second Baker	211.25
3	Galley Utility	150.00
1	Chief Pantryman	195.00
1	Second Pantryman	180.00
1	Third Pantryman	170.00
1	Night Pantryman	170.00
5	Pantry Utility	150.00
5	Stewards Utility	150.00

All working rules and conditions contained in this agreement will also apply to the SS GEORGE WASHINGTON except that to the ratings listed in Section 16 (d) there will be added: One (1) Pantryman and one (1) Pantry Utility.

This supplement agreement is being signed subject to the ratification of the membership of the Union and in case no notice is given the Company within thirty (30) days from January 29, 1947, it shall be deemed ratified by the Union and binding on both parties hereto.

This supplement agreement shall automatically go into effect on January 29, 1947.

Dated: January 29, 1947

ALCOA STEAMSHIP COMPANY, INC.

Signed:—

R. P. SCHILLING

L. A. PARKS

SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA

Signed:—

JOHN HAWK

J. P. SHULER

PAUL HALL

ROBT. A. MATTHEWS

Seafarers Asks Congress For Action

(Continued from Page 3)

to protect the American Merchant Marine.

At the rate we are going today, it is our definite opinion that the law is not being lived up to; and the ones responsible for administering the law—the Maritime Commission—are not doing the job they are supposed to do, which is to protect and maintain a large American Merchant Marine.

Last year, our Organization went on record requesting Congress, when they passed the Ships Sales Bill, to insert a clause in the Bill to the effect that all American ships sold to foreign countries and foreign owners should be made to pay the American standard of wages and working conditions, while plying in and out of American ports in competition with American tonnage. This, we feel, is no more than fair. Why should our country spend billions of dollars to build a merchant fleet, and then make it so easy for the foreign countries to buy American ships? For immediately after acquiring American tonnage, the foreign operators put them in the American freight markets; thereby undercutting the rates of American

operators, and driving American ships off the seas.

The least we should insist on, and Congress should see that it is enacted, is that these foreign countries, who receive our ships, do not sail the ships in and out of American ports, carrying American cargoes, unless they pay the American standard of wages; then they will come down to a competitive level with American operators.

We would also like to know why hundreds of ships, which were turned over to the Soviet Government and Great Britain during the war under Lend Lease Agreement, have not been turned back to the United States, to whom they belong.

At the present time, they are using American ships; built with American money, without the cost of a nickel, and competing directly with American shipping. This is outrageous, and we feel it is the job of the State Department to see that these ships are returned.

The American Government, during the war, built approximately five hundred first-class tankers. These tankers are turbo-electric driven and carry approximately 135,000 barrels of oil.

It cost the American Government approximately three million dollars to build each one of these tankers. Today we find, due to the peculiarities of the Ships Sales Bill, which prohibits American operators from chartering government tankers, the only ones who are buying these tankers from the government are companies who carry their own products; such as Standard Oil Company of New Jersey, etc. American operators can not charter a government vessel.

Meanwhile, the foreign countries and operators can afford to buy American tankers and charter them out to carry oil in and out of this country for far less than American operators are able to do, because American ships pay higher wages and they must repair their vessels in American yards. While foreign vessels have their repairing done in foreign yards, where wages and materials are much cheaper than in the United States. Consequently, there again, we are making it possible to build up the Merchant Marine of foreign countries with American ships; while the American ships are tied up in rivers or sold to foreigners.

We urge Congress to make an immediate and serious study of

the Ships Sales Bill and make proper recommendations, in order that the American Merchant Marine and the thousands of people engaged in the maritime industry in our country will be protected.

PANAMANIAN SHIPS

At the present time, the Republic of Panama has twice as large a merchant fleet as they had prior to the war; and at the rate American companies and foreign countries are putting their ships under the Panamanian Flag, the Republic of Panama will soon have the largest Merchant Marine in the world. There are various reasons for this:

(1) When a vessel is registered in the Republic of Panama, it does not come under the rigid Steamboat Inspection Laws which an American vessel comes under.

(2) Operators do not have to pay high taxes.

(3) They can hire seamen at any wage and under any conditions they see fit, because in Panamanian ships, seamen of all nationalities are gathered up in various ports of the world where they can be hired the cheapest.

(4) Panamanian ships do not

have to be repaired or overhauled in American yards; rather operators can pick any country they wish—where work is cheapest, and put their ships in for repairs; thus saving millions of dollars in repair bills.

At the present time, there are several American companies, including the largest American oil company; namely Standard Oil Company of New Jersey, who is operating a fleet under the Panamanian Flag.

It must be remembered that this fleet was built with American taxpayers' money and owned by the United States Government until they were bought by these companies, who registered them in the Republic of Panama, in order to operate them cheaper. Today, even the Greeks are operating American built ships under Panamanian registry.

We believe that it is the duty of the Maritime Commission and the United States Congress to investigate this matter thoroughly and pass legislation which will stop this practice and also protect the American Merchant Marine.

(The conclusion of this report will appear in next week's LOG.)

Bandelier Voyage Rugged Enough For All

The last voyage of the SS Bandelier, Pacific Tankers, started off all wrong from just about the first day. On that day, October 14, 1946, the Chief Steward came aboard at the last minute, and before the trip to Curacao was well under way the whole crew was already starting to feel the effects of this.

Food shortages were the rule during the entire length of the voyage. Even where food could

all the men aboard. One instance will show to what lengths he went to make the crew toe the mark.

Harry Gebbie, Wiper, dropped a cup in the mess room, and because of this the Skipper ordered him to eat out of a tin plate and off the bits instead of in the mess room.

After one full day of this Captain Langbehn relented, but the pattern had already been set.

The Bandelier loaded oil at Curacao and then headed across the ocean for England. In Shellhaven, the Skipper posted a notice that no women were to be allowed aboard, and then he and his officers violated that ruling.

Not only were women brought aboard for the enjoyment of the licensed personnel, but they were served three meals a day for two days while the crew had to make do with short rations.

Soon the Bandelier crew put England behind them and headed for the Mediterranean. In quick succession Vada, Italy; Ras Tamura, and Bari, were visited.

At Bari, women were again brought aboard for the officers, and again food was served to them despite the fact that the crew had been without sugar, butter, eggs, and potatoes for almost two months.

After discharging cargo at Bari, the Bandelier headed back across the Atlantic Ocean for Carapito, Venezuela. On the way over a pressure spray-painting pot disappeared. No one in the Deck Department had any idea what had happened to it. It was thought that the pot had been swept overboard in the heavy seas.

However, this absence of evi-

dence did not stop Captain Langbehn. Before the ship made port in Carapito he posted the following notice:

SS Bandelier
At Sea
Jan. 25, 1947

NOTICE TO ALL UNLICENSED PERSONNEL:

Going ashore in any foreign port shall not be permitted for the duration of this voyage until the person or persons responsible for the disappearance of the deck department pressure spray-painting pot, either disclose its whereabouts on the ship or volunteer to pay for its replacement.

The two lengths of spray hose that had previously vanished can be replaced by requisition, but this is not so regarding the mechanical equipment, hence it must be bought and paid for in cash.

Not wishing to impose a penalty on all unlicensed personnel for the acts of a few it is my earnest desire to settle this as quickly as possible.

F. H. LANGBEHN,
Master.

The provisions of this notice were rather hard to live up to, and in Carapito a few of the



men went ashore for a fast beer. They were discovered by the Captain and he ordered them to return to the ship within five minutes or he would log them all.

The men quickly returned to the ship, but the Master logged them all anyway, and they were placed in the linen closet where they were kept for 25 hours.



Left to right, Glenn Jenkins, AB; Jimmy Drawdy, and Ray Gonzales, Patrolmen; and Joe Warner, AB. Glenn and Joe were locked in the linen closet for a good part of the trip, and both were in irons for a while. Note the bandage on Joe's right hand. That's from the irons, Brothers!

Joe Warner, who was one of the men locked in the closet, was the last to be released. He received special treatment, and on January 26, the Skipper had him locked up for the remainder of the voyage.

Warner was only allowed to take a shower every three days, was permitted to go to the toilet only twice a day, and at Trinidad and Halifax the Captain did all in his power to get Warner to quit the ship.

On February 1, Warner was given a companion in misery. Glenn Jenkins, AB, was put in irons for insubordination, and he stayed there for the rest of the trip.

Finally, as with everything else, this brutal trip came to an end. As soon as the ship made fast in the port of New York, the crewmembers made a beeline for a telephone to call the Hall. They wanted fast action, and they got it.

Patrolmen Ray Gonzales, Joe Volpian, and Jimmy Drawdy, were dispatched from the SIU, and Bill Armstrong, from the SUP. By this time the Captain had taken Warner and Jenkins up to the Coast Guard to place charges.

IN IRONS

Upon return to the ship, Jenkins was not placed back in irons, but Warner was, and it was only the fact that the Patrolmen came

out to the ship that forced the Skipper to release him.

In the course of the trip Captain Langbehn contrived to place at least one log against each member of the crew. But this could not stand up under questioning from the SIU Patrolmen.



The Shipping Commissioner only allowed a total of three logs to stand.

Right now the situation stands thusly: Captain Langbehn has Warner and Jenkins up on charges before the Coast Guard. But he, himself, is also being charged with certain violations of his duty.

No matter what happens, SIU and SUP members now have sufficient warning, and it will be a long time before a Seafarers crew will take a chance sailing with this latest copy of Captain Bligh.



have been procured, the Master of the ship refused permission to do so.

When the crew tried to hold a shipboard meeting to protest, Captain Langbehn objected, and quoted the WSA Order of December, 1944, in support of his position.

He stated that he had to have a written request before he would permit the crew to hold meetings. This the crew refused to do, and as a result no meetings were held throughout the trip, nor was the vessel in any port long enough to contact the SIU until the voyage ended in New York on February 11.

From the first the Captain tried to show the crew that he was supreme master of the ship and



For dropping a cup in the mess room, Harry Gebbie, FWT, was forced by the Skipper to eat his meals out of a tin plate from the bits. After a day of this, the Captain reconsidered. But Brother Gebbie will not soon forget the Master's high-handed methods.



"A tough trip," was the consensus of opinion when the SS Bandelier arrived in New York Harbor. There was plenty of reason for this opinion. Read the story on this page and find out what it's like to sail with a Skipper who hasn't the interests of his crew in mind.



SHIPS' MINUTES AND NEWS

Mine-Torn Signal Hills Still In Yard

The SS Signal Hills is still undergoing extensive mine-damage repairs in Genoa, Italy, where it is reported she will be in dry-dock for at least two more months, according to Vincent Keller, a member of the crew.

The Pacific Tanker vessel was struck by a mine off Savona, Italy, last October, and was towed to Leghorn, and later taken to La Spezia. From there she was transferred to the repair docks at Genoa.

The mine explosion causing great damage was sustained Oct. 6, 1946, after the ship had cleared Savona, where she had unloaded a cargo of high-test gasoline.

About 6:30 in the morning the vessel was struck in number 9 tank portside, the explosion sent water, fuel, oil and steel flying 500 feet into the air.

EYE-WITNESS REPORT

The crew, most of them asleep, was awakened by the general alarm bell, and in a report of the mishap. Keller related:

"As I came out on deck I saw some of the deck had been blown through. I then looked into the pumproom which was flooded with about 15 feet of water. After seeing that, I ran back to my room to get on some clothes, as when the alarm rang I didn't wait to put on anything but a pair of shoes."

After the first stunning effects of the explosion had worn off, the crewmembers assembled at their boat stations in a prompt and orderly manner, waiting to abandon the ship, as it was at first thought the stern of the ship was blown off. The crew stood by the boats for about four hours, with all the men acting calm and orderly in spite of the ship's dangerous condition.

John Knapp Dies In France; Shipmates At Rouen Rites

John Raymond Knapp, who died aboard the SS Richard Rush while the vessel was in France, was buried in a Rouen cemetery on Jan. 10, after a simple, but impressive ceremony attended by his Seafarer shipmates and the ship's officers.

Funeral services were conducted at the chapel by the Reverend Menard, and the flag-draped casket was carried to its resting place by six SIU pallbearers. They were: Joseph Gill, Jacob Otrera, Raymond Kryling, Leon E. Foskey, Charles C. Kershaw and Floyd Hillier.

FLORAL OFFERINGS

As the coffin was lowered into the grave, the Reverend Menard closed the burial service with the Lord's prayer and pronounced the benediction. Floral offerings from the Rush's crew and officers and from the Union Maritime, the company's agents in France, were placed at the grave.

Deep regrets over Brother Knapp's passing were expressed by his shipmates and the officers alike. Knapp, who died on Jan. 6, made friends easily and those with whom he came in contact found his friendship worthwhile.

Born on March 21, 1902, Knapp had been a member of the Seafarers for close to four years, and shipped as a Fireman, Oiler, and Watertender. He is survived by his parents, Mr. and Mrs. Charles Knapp, of Port Jervis, N. Y.

Messages of condolence from the entire personnel aboard the Rush were sent to Brother Knapp's parents by the ship's master, Capt. Richard R. Renstrom, along with details of the funeral ceremony.

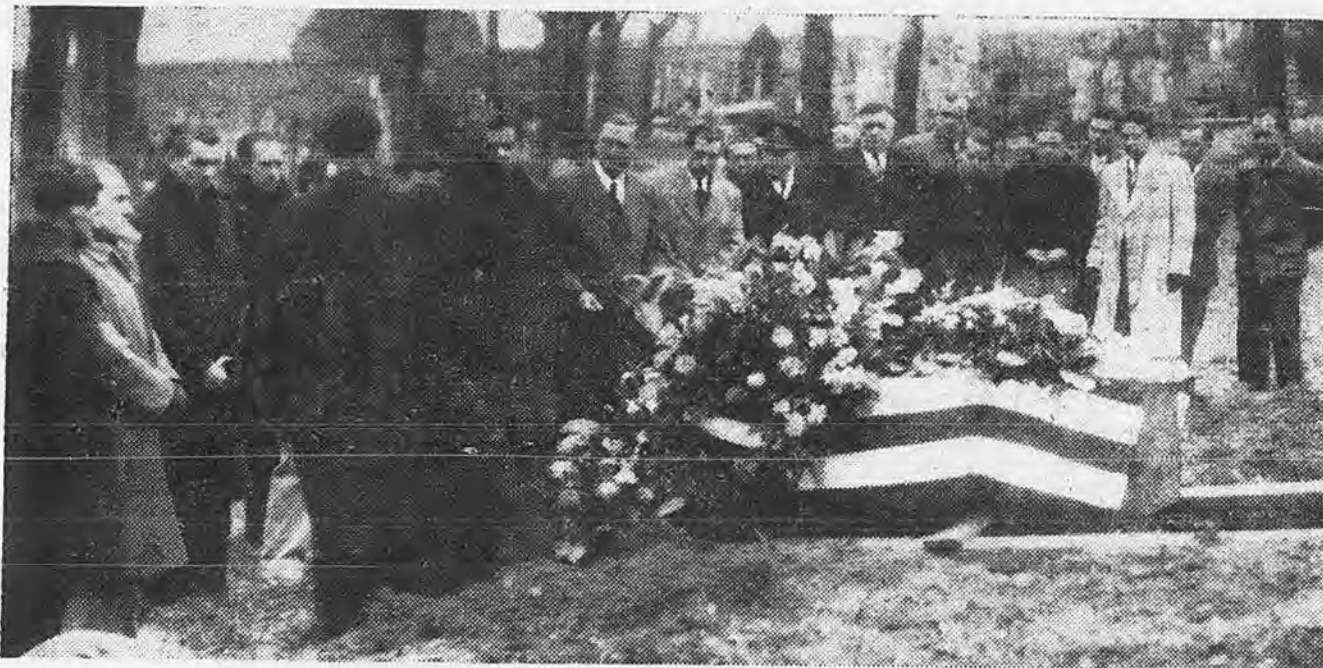
CONDOLENCES TO PARENTS

Captain Renstrom's letter to the parents said that he had "endeavored to see to it that your son was placed at rest in the very best manner possible," and that "all due respects had been paid to him."

Every member of the crew, whose presence aboard ship was not necessary, attended the funeral of their shipmate, Capt. Ranstrom added.



Seafarer pallbearers, shipmates of the late John Knapp, carry his casket from the chapel after the funeral service.



The Reverend Menard (back to camera) leads members of the crew of the Richard Rush in prayer at Brother Knapp's final resting place in Rouen, France, cemetery.

Parker Cops Second Skate Crown In Week With Wins In 440, 880 And 1-Mile Events

Scoring his second major triumph in less than a week, speed-skater Jack Parker raced home first in three events to win top honors in the 27th Annual Winter Carnival at Utica, N. Y., last Saturday. The flashy Bosun was awarded the carnival's trophy for being the outstanding performer of the day, adding to the championship laurels bestowed upon him at the neighboring city of Rome, four days earlier.

Parker received medals for his victories in the 440-yard and 880-yard men's open races, his time being 0:42.1 in the former event and 1:53 in the latter.

TAKES 1-MILE

Feature attraction on the card was the one-mile open event, which Parker took handily by beating last year Carnival champion. The skating Seafarer was clocked at 3:36.2. Never extending himself, Parker paced himself well, holding second place until the final lap. Then he let go with a burst of speed that carried him over the finish line 40 yards ahead of his nearest competitor, and won for him the third medal for the day and title of Carnival champ.

The stocky Seafarer is now

trying to get himself in shape for next month's Metropolitan Indoor Championships to be held in the Brooklyn Ice Palace. This indoor event is one of the highlights of the skating season, and attracts most of the top blade speedsters in the area. Most of Jack's competition has been on the outdoor ice, and he feels he won't be at his best on the artificial ice. He's going to take a crack at it, nevertheless, just for the excitement that comes with top-level competition.

PLACED LAST YEAR

In spite of his comparative inexperience in the indoor field, Parker took a medal in last year's meet at the Brooklyn ice-spot for crossing the line third in a speed event. He says he'll be satisfied with a similar showing this year. Overshadowing all the events, past and future, in Parker's career, is one he has been eagerly



Jack Parker with latest trophy

anticipating for the past several days—the arrival of a baby. Jack and his wife, Genevieve are anxious for an heir—or heiress—to step into the "old man's" skates and take his place at the starting line when his legs begin to slow up.

BROTHER WANTS BEEF AIRED AT MEETING

Dear Editor:

My ship pulled into port on Friday, Jan. 31 at 6 o'clock at night. The Waterman company terminated the articles, while the ship was in the stream, at 12 midnight the same day, without giving the crew money with which to come ashore.

The crew was not paid off until Monday, Feb. 3, although they were paid until the previous Friday. Only if they worked on Monday, Feb. 3 were they paid for the weekend.

Oilers in port are supposed to have the weekend off. The ship broke watches on Friday at 6 o'clock. Are we going to continue to let the company pull this trick?

If I am not at the next membership meeting. I wish one of the membership would bring up this subject.

Robert P. Hanley

CREW PRAISED

Later when an investigation was made into the accident, the investigating committee commended the crew for its fine conduct. When it submitted its report to Washington, it included high praise for the gallant way the Engine Department had kept the plant going under such trying conditions, while not knowing if the ship was going to stay afloat or sink.

The committee also lauded the fine conduct of the Deck Department during the emergency and gave both departments letters to that effect.

At the time the ship took on its cargo in Corpus Christi one of the crewmembers had a premonition of what was to occur. Brother Keller says, "While we were taking on our cargo of high-test gasoline, one of the Oilers had a bad night and dreamed that something was going to happen to the ship. He asked the Old Man if he could pay off, and after what happened later he sure was right."

The Signal Hills began its ill-fated voyage at Corpus Christi, Texas, on September 13, with a crew that had signed articles in New York.

SIU Ship's Minutes In Brief

MIDWAY HILLS, Nov. 12—Chairman Art Newman; Secretary D. O. Pierce. Delegates reported all okay. List of fines for various offenses drawn up. New Business: At next port of call, Patrolman to be called aboard and the water tanks be inspected. If the water is unfit for use and nothing is done about the situation, the crew will give the Skipper 24 hours notice to have the condition rectified. Beef about leaving linen in passageway discussed. Cleared by delegates.



BIENVILLE, Dec. 28—Chairman Talley; Secretary William Ruggie. Good and Welfare: Motions carried that cooks quarters be changed to PO messroom which is not being used; that all crew's quarters be fumigated, painted and thoroughly dried before sailing on next voyage; that a scrub board, ironing board, and at least two irons be supplied; that proper representation be aboard before anyone signs off, also all beefs must be settled to the satisfaction of all before signing off; that air conditioning and heating system be checked and fixed; that ice machine be replaced or repaired.

The G. Washington Upholds Tradition

With the birthday anniversary of the "father of our country," coming up tomorrow we are moved to give space to the minutes of the SIU ship bearing his name. Like their illustrious forebearer, the crew of the SS George Washington, at a recent meeting, blazed the way for better things. There were recommendations that the sun deck be waterproofed, and that the Master be approached in regard to placing the seamen in dry foc'sles. Also urged were recommendations for racks to be placed in the messhall to hold condiments, and for greater effort in keeping the vessel's cups and dishes clean. Brother Hunt was chairman of the meeting, while Brother Charles did the recording.

JOHN MILLEDGE, Sept. 8—Chairman Pozen; Secretary Early. No new business. Good and Welfare: All agreed to stick with Bosun in regards to time-off in port. What he says will be accepted. Chief En-



gineer is to be informed that the steering gear is to be repaired as soon as possible. Chief Steward is to see Chief Engineer about crew's refrigerator. Agreed that only in case of emergency will anyone be allowed to eat chow in galley. Agreed that each crewmember shall donate \$1.00 to go to Patric Forest for keeping recreation room clean. Money to be collected by ship's delegate.

SAN ANGELO VICTORY, Jan. 24—Chairman Jack Giller; Secretary Franklin Smith. Delegate gave their reports. Ch. Mate hired customs men to stand gangway watches in Manila, Hilo, Cebu and Saigon. First Assistant refused soap powder to Engine Department, issuing the soap to licensed personnel only. No overtime pay for election day, as company did not allow time off to vote. Recommended that four men who had signed pledge cards previously be admitted to Union because of their consistent battles in behalf of our membership aboard ship.

NEWBERG, Jan. 5—Chairman L. L. Phillips; Secretary John Siler. Motions carried: that hook be dropped on arrival at Corpus Christi until Union Patrolman can be contacted in regard to paying off at new wage scale; that we see SIU Patrolman about turning on water fountains, in crew's passageways. Brother Stewart of the Engine department was informed by Boston Patrolman that crew would be paid off under new wage scale.



ALCOA PEGASUS, Jan. 5—Chairman Sullivan; Secretary Bischoff. Discussed matter of getting draws in American money. Motions passed: That Delegates look into matter; that Purser try to take back foreign money which crew has left over; that present mattresses be replaced with innersprings; that crew will be advised not to sail if ship is not fumigated

Antinous Accident Victim On Mend

Henry Bilde, who was severely injured recently in an accident aboard the Waterman vessel SS Antinous, is recuperating, according to word just received from Jerry J. Palmer, Deck Delegate on the SS Malden Victory, now in Bremerhaven, Germany. Brother Bilde is wearing a plaster cast as a result of the injury to his back. He is, however, out of bed, and is "walking around and in the best of spirits," according to Palmer. Palmer added that Bilde "is expecting to arrive on the next hospital ship from the 21st Station Hospital here in Bremerhaven."

at end of next trip; that crew is not to pay off until all pay, beefs and overtime are squared away; that prices of cigarettes be investigated.

ALMA, Jan. 19—Chairman J. Graley; Secretary "Red" Sully. Minutes of previous meeting accepted as read. Delegates gave their reports. With a few minor disputes in the Engine department everything reported okay. Recommendations for ship repairs submitted, along with request for fumigation. All books are to be ready for the Patrolman before the pay-off. Motion unanimously carried to give J. Eleridge an SIU permit card.



WILLIAM BREWSTER, Jan. 26—Chairman Bankert; Secretary Haase. A repair list will be turned in, and Steward was elected to inspect the rooms. Agreed to give a letter of recommendation to four members of the crew. Brother Doyle expressed thanks of all hands to Brother Wolch for his help and guidance throughout the trip. Motion carried that letter be sent to Log about our dog, Kilroy, the ships mascot, who attended the meeting.

Berea Victory Crew Bans Wipers' Pin-Ups

The pin-up girl is on her way out. The photographic female pulchritude was started on the road to oblivion with a send-off in the form of a motion passed by the lads aboard the SS Berea Victory at the Jan. 26 meeting, held at sea. The beginning of the end to an American era was pronounced tersely, as follows:

"Motion carried that Wipers remove pin-up girls from heads as this practice does not look good." There will be one moment of silence out of respect for the memory of those choice morsels.

LAREDO VICTORY, Feb. 1—Chairman Harvey Hill; Secretary R. A. Wickham. One man in each department to be chosen by delegate to clean laundry. Steward requested those needing mattresses to advise him now or before vessel reach port. Discussion on payoff and sign on within same day; matter to be left to Patrolman's discretion. One minute of silence out of respect to Brothers lost at sea.



SEAFARER SAM SAYS:



SEAFARER SAM WANTS TO KNOW YOUR BEEFS, YOUR SUGGESTIONS, IDEAS ON MEMBERSHIP ACTIVITIES AND ACTIONS, ETC. — IN SHORT, ANYTHING THAT CAN BENEFIT SEAFARERS. WRITE TO: SEAFARER SAM THE S.I.U. LOG 51 BEAVER ST. NEW YORK 4, N.Y.

CUT and RUN

By HANK

First of all, a shout of congratulations and a sincere wish for continued good health to Jack Parker and his wife, who just gave birth to an eight-pound, four-ounce baby girl, who will be called Linda. Thanks for the cigar, "Pop" Parker . . . That man from New Orleans, the great Percy Boyer, the mustached Bosun and a swell skate in more ways (and saloons) than one, is fresh in town, confessing that The Champ, Moon Koons, must still be in New Orleans, as usual . . . Jimmy Mulligan humorously laments the fact that after his six-week trip to the islands he only paid off with five dollars and twenty-five cents—which is about enough for four or five heavy meals and a few packs of smokes, eh Jimmy? . . . Eugene "Jimmy" Crescitelli reveals that Brother Johnny Flynn is in town celebrating and that he has refused to join Brother Flynn in his celebration. Must be some old birthday he forgot to observe or something? . . . Attention Johnny Johnston: Did you know that two of your friends have asked for you on two occasions. One of them was AB-Bosun Kenneth Dickenson. The other was Edward Baggus . . . If you want to see a big smile on his face and watch him in his glory then ask Bill Higgs to get a guitar to play and sing a song called "Union Blues!"

Brother Eddie Kelly, who loves to go fishing and will keep on trying to own his own fishing boat some day, just blew into town from a short trip. Eddie says the best European port is Bremen; the best Mediterranean port is Genoa, Italy and that Marseilles isn't so good. Eddie smilingly says that Brother John Flannery is one of the nicest guys but he could also haunt a house reasonably. John has no vices, but the funny thing about it is, he's just like a woman—he brings all his troubles to Eddie. The latest accomplishment up John's sleeve is the fact that he has bought a sextant and will be trying to raise himself in the future up into the topside life aboard ship. Happy climbing, Brother Flannery!

Bosun Bera Smyley just sailed with his shipmate, AB Bill Shorten, who had been beached since the strike in this town and also hospitalized. They sailed with Paddy Walsh and Peg Leg Anderson on the SS Monroe Keith heading for Lisbon, Portugal . . . Leo Siarkowski and Ozzie Okray came into New York last week from a trip but it seems that they're making another trip . . . Charlie Fischer continues to be a familiar sight in the hall. Is he shipping. Nah, just waiting for his wife to arrive here from England. Yens Nielsen, the oldtimer of an AB, just sailed out with his familiar pipe for a Far East voyage . . . After four years of Army life, oldtimer John J. Giordano, citizen of Brooklyn, is waiting to ship out soon . . . Oldtimer J. D. Lewis just registered for shipping. What's new, Brother Lewis? . . . Does anyone know the name of the famous "Beachcomber" anchored amongst the coffee beans down in Santos, Brazil?

It happened recently on one of the Streets of Dreams, otherwise known as the Times Square section—which is the happy, expensive melting pot of dollars and sense. Bosun Mike Rossi, the smiling, mustached, taxi-driving, saloon-waiter of a happy-go-lucky Seafarer—accidentally met one of his former shipmates, now a chief in the gold department. Well, after the usual round of jokes, memories, some convincing conversation and cokes or something, Mike was merrily shanghaied down the coast for a trip aboard the Stephen Leacock, headed for Rio, etc. Also aboard is a famous ex-pugilist. It should be some trip, Mike . . . If all the Commies in this country got together and went to Russia to taste the Life of Communism as it really exists, they would never be Commies again and trying to rule and ruin our country with their decaying minds and flaming dreams.



THE MEMBERSHIP SPEAKS

Boxcar Sailors Mastered Every Trick Of The Jungle

Dear Editor:

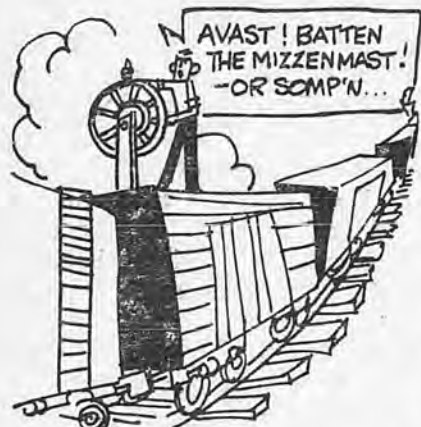
What has become of the old boxcar sailor? Today many of our members think this is some kind of drink, but plenty recall the day when a sailor was as much at home on a rolling freight as on rolling deck.

In prewar days, when shipping was good in one port, the grapevine would carry the word to the dead ports, and pretty soon the job-hungry would be pulling into the local railroad yards from all parts of the country. This was once the only mode of transport a sailor ever used.

SKILL NECESSARY

In those days, a seaman had to be as expert at catching a grab iron as he was at a monkey's fist. He kept a sharper lookout for the RR bulls than he ever did for white water. If shipping was bad all over, he would take to the road until it picked up. Often he would follow the fruit crop. Many of our piecards can still pick prunes with the best of them.

In those days, a sailor could rustle up a chicken or a sack of spuds as quick as John Farm-



er himself. He was an expert at "pie-snatching and carrying the banner"—panhandling to you.

A favorite trick was to ask the butcher for a piece of meat to go with your bread, then ask the grocer for some bread to go with your meat. You would let some solid citizen see you pick up a butt (previously planted), and then when you asked him for a smoke he would give you the pack. Ah, hobo days!

Some sailors became quite well-known in the jungles. I believe Ropeyarn nearly got elected King of the Hoboes once in Philly, but he had to leave town.

Incidentally, the added mobility which 10,000 freight cars give, and by which a sailor could get out of town in any direction almost instantly, was often a great help in affairs of the heart. Particularly in the "shotgun belt," it was a useful talent to take quick leave without worrying about the passenger schedule.

Easy shipping during the war, and juicier pork chops, have converted many of the boys from riding the rods to riding the cushions. Old time 'bo's who once rode the blind and dodged the cinder-bull with the best of them, today look down their noses at the poor bums who go by in boxcars. Never mind boys, you'll be back.

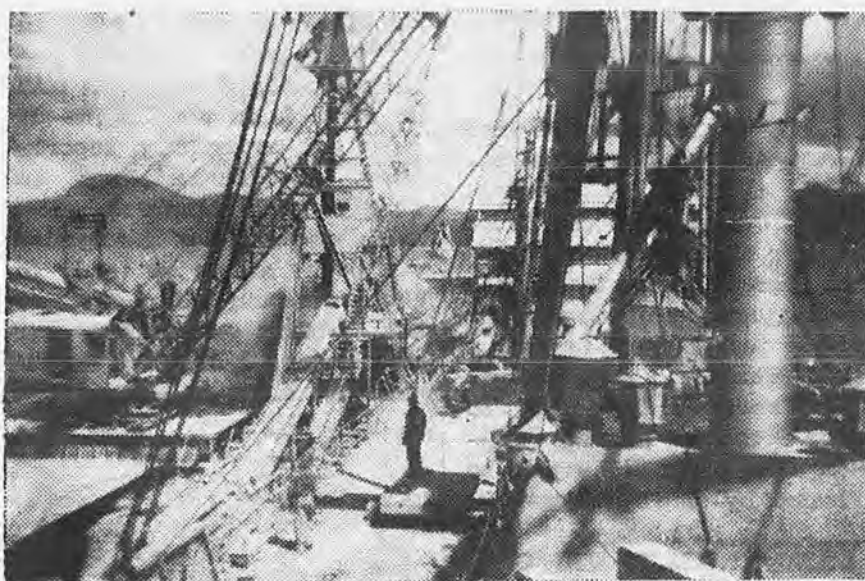
Few seamen know that they

cannot be arrested for vagrancy. This is due to an old Federal law, which protects seamen out of work from the "no visible means of support" routine. Just show your papers, tell them you are on the way to a ship and you can't be held. (If the judge heard of the law, that is).

Perhaps, as jobs get scarcer, some of the boys would like a few lessons in the ancient art of getting into a boxcar without a stepladder. Just apply to one of us Knights of the Road. You'll find us around the Hall arguing about the best recipe for Mulligan. Be sure to bring along an onion or a potato.

"Steamboat O'Doyle"

THE END OF THE TRAIL



Alcoa's MV Manrope Knot as she discharged her cargo of bauxite in Trinidad recently. Crew member Michael Baal "shot" the picture.

Bishop Slaps At Labor Critics, Says They Court Dictatorship

Dear Editor:

I'd like to avail myself of the columns of the *Seafarers Log* in an attempt to refute some of the intimations and statements being made by certain columnists. I'd like to address the following remarks to David Lawrence, Westbrook Pegler, and other columnists of the same caliber:

What, may I ask, do you use for brains when you think up these things you say? I'd like to use Mr. Lawrence's recent article entitled: "National Unions Have Own System of Laws" as an illustration.

Men of your caliber keep talking of monopoly when referring to Labor. However, you consistently forget the monopoly enjoyed by the National Association of Manufacturers and such organizations.

Also, you forget to mention the NAM's assessments that are levied against the members to defray the expenses entailed buttonholing men like yourself and lobbying members of Congress into passing such detrimental laws against Labor as those you propose. Who, do you think, enjoys the monopoly over our lawmakers?

GOVERNMENT OF THE PEOPLE...

The tendency for a good many years has been for the government to be the master of the citizen, rather than his servant. It is high time that we got back to the state from whence we started: A Government of the people, by the people and for the people.

The right to work and earn a livelihood has never been denied anyone in these United States. This right certainly would be denied if your theory is followed. Under all foreign isms, the citizen becomes the servant of the government and does what he is told to do.

To remove the closed shop and national unions, would be a dictatorial measure and hasten a police state.

Today, national unions do not have their own system of law. The laws and rules of a union are made by democratic rank and

file workers who recognize that which has been preached in this country since its inception. Namely, united we stand, divided we fall.

As for tribute, do you classify what NAM members pay as tribute? No, you don't. Why call union dues tribute? The dues paid by union members today are used to defray administrative costs, build welfare, recreational,



and strike funds. These are very necessary, because of the fact that it takes money to fight money. No union funds find their way into the hands of journalistic parasites or crooked politicians. Perhaps, that's why you hate us as badly as you do. Congress will probably try to abolish the closed shop and other weapons with which the slave has been able to arm himself. On that score I don't doubt you are right. However, they wouldn't dare put such a proposition to a vote of the people. The landslide against it would be larger than the one for Roosevelt over Landon in '36.

ABUSES PUBLIC

You are right again when you say that the present Congress was elected on a mandate of liberalism. However, it has certainly started to abuse the public that put it there. You say the public wants no authority set up that can freeze their food supply or keep them cold in winter. Yet you criticize the very people who would break that authority, because it already has existed for a good many years. Only recently the government, that same supposedly servant of the public, attempted to take over that power from those who hold it.

Last summer, a few ill-advised old men and a few misled communists made an agreement to hold seamen's wages at a certain level. When a majority of the American seamen through their duly elected representatives negotiated higher wages and conditions through the shipowners, this group, known as the Wage Stabilization Board, ordered the seamen to work for what they and the communists had agreed was enough for a dumb sailor. It didn't work. Why? Because the seamen are united on a national basis, and they refused to accept this dictatorial mandate. Thus, into the lap of a power-mad government bureau can be thrown the blame for the greatest strike in maritime history.

UNITED SEAMEN

Why? Because someone wanted to show his power. Why did the dictator lose? Because seamen all over the country remembered what they learned in elementary school—united we stand, divided we fall.

Also the contributing factor was a large strike fund which enabled men to eat and live while they waited for common sense to come to light. That strike fund was built not by tribute, as you put it Mr. Lawrence, but by voluntary contributions by members of a democratic union.

Last winter another man tried the same thing. A bureaucrat named Krug managed to withhold over three million bucks from a lot of hard working miners. I don't remember reading a single column in protest to this.

However, the Supreme Court has yet to hand down its decision, and it had better be careful, for a wrong decision could well lead to open rebellion. People like yourselves, Mr. Lawrence, are certainly no help in preventing such disasters.

The people of the United States want true democracy. Most unions already have it, but can you say the same for our government?

Ira E. Bishop
Alton, Ill.



Log-A-Rhythms

Ab-sho-looly

The things that you say when you're stewed, boys,
Are the things you mean when you're not.
But you haven't the gall to say them, that's all,
Until you make whoopee a lot.

The things that you say when you're stewed boys,
Are the things that are close to your heart.
And I'll just bet a ten, if you start something then,
It is something you wanted to start!

So, here's to the brew as it stews, boys,
And here's to the stews that it brews.



The courage you get when you're plumb soaking wet,
Ought to be labeled "90 Proof Booze."

—Barleycorn

Dear Editor:

I picked up this poetry at a bar in Honolulu.

Vic Gardecke,
SS Santa Clara Victory
Signed, "Mom"

By WAYNE McALLISTER

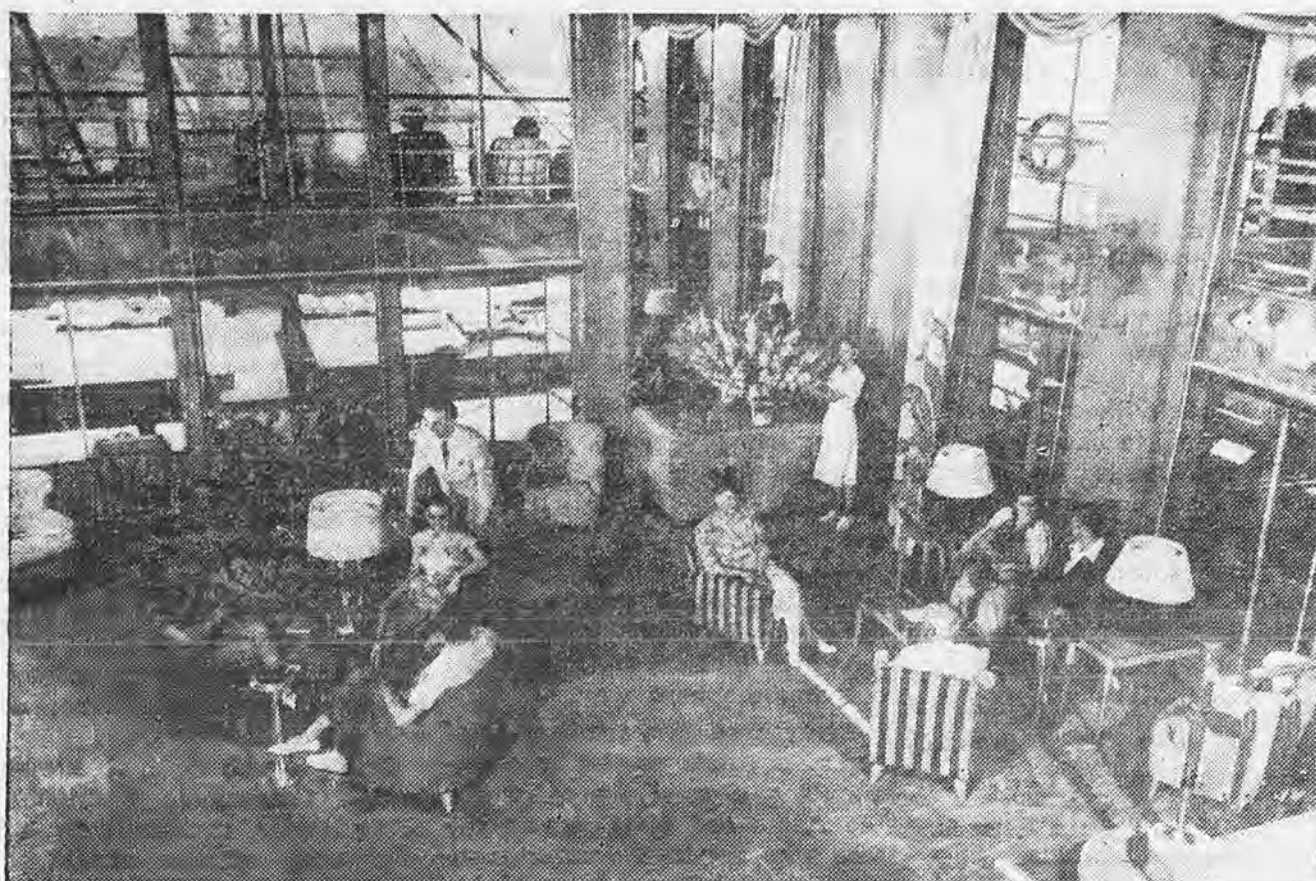
The letters I get,
They are quite a few,
But the one I like best,
Is the one sent by you:
Each word that you write
Is to me like the lights,
Which brightens my days
And fills lonely nights.

To me they are treasures,
To have and to hold,
The joy that they bring me
Could never be told;
I like to get letters
From Jack or from Tom,
But the ones that I love
Are the ones signed 'Mom.'

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.

SPIC AND SPAN SIU-MANNED PASSENGER SHIP



Seafarers contribute to the smooth, safe sailing of the passengers pictured above in the lounge of Mississippi Shipping Company's 10,000-ton passenger-cargo liner, Del Norte. The 16½-knot vessel has accommodations for 120 passengers and 124 SIU crew members. She plies between New Orleans and East Coast ports of South America on a 47-day round trip schedule.

This is not the Lounge for the crew, but since an SIU ship is a clean ship, even the passengers' quarters are kept spic and span. The SS Del Norte is the newest of the Mississippi Steamship Company's passenger fleet, and the above picture was taken on the maiden voyage.

ALIEN SEAMEN'S WAR RECORD RATES CONSIDERATION

Dear Editor:

I realize that our Union has made great strides forward the past year, and will make even greater advances this coming year. Our rank and file, should again, as in the past, give our officials the complete and necessary cooperation, which has gained for us so many victories, and will win for us so many more.

One of these battles will be to extend the waiver granted to alien seamen to facilitate their sailings on American ships. This waiver, I understand, is to expire in the near future, and when it does expire, it will be disastrous for all of us who are especially desirous of becoming naturalized.

HAD LOYAL WAR RECORD

Our actions during the war should have spoken of our loyalty to America. At least, we alien seamen should be rated a little higher than the conscientious objectors who were hustled off to detention camps during the war.

Few Americans realize what a wonderful country they are living in and it is usually the newly-arrived alien who is quick to notice the differences between the country of his birth and the country of his choice.

Few unions are so democratic as our SIU. At least if a man should disagree with an elected official, or vice-versa, the problem is discussed openly on both sides. Thereby heightening an interest, not only in the Union, but in the best course to follow. Also, the solidarity and mutual understanding between the officials and the rank and file is vastly increased.

NOT LIKE SIU

In some foreign unions, if a member should openly disagree with union policy, or with an official, he promptly becomes a marked man for the rest of his union life.

Due to an outmoded American law, alien seamen are not permitted to ship coastwise. Yet in Galveston and Fort Arthur, I have seen the Dispatchers tear-

SS August Belmont Crewmembers Wrestled Tough Food Problems

Dear Editor:

The conversation aboard this ship goes something like this:

"Hey, Joe, lend me a spoonful of sugar 'til chow time, will ya?"

You're not dreaming, Brother, for that is actually what happens at coffee time aboard the SS August Belmont.

The funniest doings I've seen aboard any ship occur on this one at coffee time, chow time, or any time where a bit of sugar is required. Whenever the occasion arises, off you troop to your fockle to get your half-pound of sugar, or whatever remains of it.

Ten days out of Philly, on the return trip, an acute sugar shortage was the main topic of the special meeting called by the delegate. With the consent of all hands, enough sugar was set aside for baking bread, "until we hit port," and the remaining 19 pounds was distributed amongst the crew, one half-pound per man.

NO HOARDING

This seemed to be the best way to avoid hoarding. You received

your ration and when it was gone, your coffee was drunk unsweetened. This applied only to coffee, because we had run out of tea three weeks earlier.

The borrowing occurs mainly at coffee time, when time is short and the man has forgotten to bring his own sugar. The debt is promptly repaid at chow time, however.

This ship signed articles in New York and was stored for a



60-day trip to Norfolk, Lisbon and back. Instead, due to the coal strike, we lay 20 days in Norfolk awaiting coal and then

Plugs Log For 'Good Work'

Dear Editor:

Thank you very much for printing the article headlined, "SIU Corrects Deck Hazard on

ing their hair trying to sell members on shipping on tankers going coastwise. The main reason for not taking the ships was because New York and Boston were too cold. Aliens meanwhile, could sail only on a few ships that were going foreign, and which hadn't at the time called for any crews.

In order to maintain our Union conditions and contracts, we must keep those ships crewed up, and especially the tankers, which were among the most difficult to organize.

Thomas "Aussie" Dawes

Spain Spice," in the Jan. 31 issue of the Log.

My brother, Johnny Steeber, whose picture was printed along with the article, is the Deck Delegate aboard the ship. We were all very pleased to see his picture—he was also in the group picture on page 4.

Each issue of the Log is more interesting than the one before—from the articles about the ships down to the jokes.

Please keep up the good work!

Jeanne Steeber
Mobile, Alabama

(Editor's note: The Log thanks Seafarer Johnny Steeber's sister for the gracious plug. We promise to "keep up the good work"—in fact, to improve upon it whenever we can).

Marine Hospital Personnel Lauded By New Orleans Man

Dear Editor:

I would like to write a short letter in behalf of the U. S. Marine Hospital in New Orleans. I have been reading the Log for over two years, and so far I have never seen or heard a good word expressed about the hospital here, its nurses or doctors.

I know that I speak from experience, having been here since Nov. 1944.

Many men write in complaining of the conditions but, if all the seamen could only realize that a lot of ailments cannot be checked in two or three days, as in my case it took six months, and then months of treatment and operations.

PRAISE

My family and myself cannot praise the doctors for all they have done, and the nurses with always a smile or a glad word. Do not think for a minute that they like to see you suffer, as there are times when that comes to all of us.

Other groups in the hospital we don't want to forget are the nurses in the operating rooms, and those who have charge of the

meals. There are about 16 different diets to be prepared every day, so just let some Stewards try and figure that headache out. Yet in all the time I have been here the food has been good and plenty when a man is fit to have more.

OVERWORKED STAFFS

In the Log of Jan. 24, Brother Bause said the truth. The facilities of all marine hospitals are overworked, with not enough doctors or nurses, and overtime something they do not know about.

Let us give credit where credit is due. Let's not forget the marine hospital at New Orleans and all the personnel.

Also a word should be said for our Patrolman R. Birmingham for his unfailing Sunday afternoon visits with the latest news in the Seafarers Log.

Let us hear from all the seamen on the good points as well as the bad points in our marine hospitals. There is plenty of good to be found in these hospitals.

Charles Tiller
New Orleans, La.

(Editor's note: The Log endeavors to present both sides of a question, whenever possible. It has, in the past, published favorable articles by hospitalized Brothers. Prominent among these were items by William Bause, in the May 31, 1946 issue, and a group letter from Brothers in the Norfolk Marine Hospital, which appeared Aug. 23, 1946).

LAREDO VICTORY A SAFE BET FOR GOOD TRIP

Dear Editor:

I have a straight tip for the Brothers, and the three Delegates aboard this ship are in complete agreement on it.

If you would like to have a pleasant trip, sailing with 100 percent SIU members, and good officers, then the next time you see the SS Laredo Victory on the shipping board in our Union Halls, take this ship and see for yourself. You won't regret it.

By the way, if you ever go to Antwerp, and providing you like to drink good beer, pay a visit to Angelo's Cafe Rotterdam on Koolkaal St., 6., or Eddie's Black Cat Cafe on Kuipersstraat. You can enjoy fine recordings from rumba, bolero, and boogie woogie to La Traviata. And there is a chance that you will meet some of our Brothers there.

Pablo R. Lopez
Engine Delegate

Photos Of Trip Of San Angelo Victory Wanted

Dear Editor:

While I was aboard the San Angelo Victory, the boys and myself had some pictures taken. I would like to have duplicates of these shots that covered our trip to Rio, Montevideo and Buenos Aires.

If Bob Petersen, Oiler, or Tiny, the crew messman, still have these pictures in their possession, I would appreciate it very much if they would send me copies of the shots.

Vincent Meehan
2940 Tremont Ave.
Bronx, N. Y.



Ships, Girls Abound In Miami; Seafarers Are Needed For Both

Dear Editor:

Ever since the Seafarers International Union Hall opened in Miami, Fla., there have been numerous questions asked about this Hall. Mostly, what the boys want to know is where it is located, who is the Agent, and how general conditions are in that port.

There was a little mixup on the address sent to the *Log*, and some of the boys were almost across the street, but couldn't find it. I chased all over town and was walking back when I happened to discover it. For all you Brothers who want to visit the vacation city and ship out from this Hall, the address is 1352 First Ave., N.E., Miami, Fla. The Port

LEAK ON SEMMES MAY BE POOL ERE CHINA IS REACHED

Dear Editor:

Just a few notes as to what has been taking place aboard the *Raphnel Semmes*, Waterman, since we signed on here in Savannah for a trip to the far east.

Although the ship needed many repairs, we started on what looked to be an uneventful trip, Friday, Jan. 30, but it didn't remain uneventful for long, as about 350 miles out of Savannah we broke down with one boiler out of commission.

We limped back into port and reports have it we'll be here ten or fourteen days for repairs. At the same time we hope to get the other needed repairs made. Maybe while they're at it they'll fix that big leak down below, 'cause if they don't it will make a nice swimming pool by the time we hit Shanghai.

They'd better get busy and fix the leaks we have already as they are coming on faster than they can be stopped. Last night the coal oil got loose and squirmed all over everything. And today, the coldest day they've had in Georgia in seven years, we have no heat.

We've got a god crew aboard, a real international set-up. There are Indians, Jamaicans, Puerto Ricans, Italian, Spanish, and even a hill-billy represented.

The boys aboard all feel they can put up with all the inconveniences I've mentioned but there is one that has us all down. The toilets are on the friz and to top that off we are stuck in the mud at the pier. So, with the suction pumps working in the mud they overflow sometimes and the whole mess sure makes for rough wading.

The Chief Engineer has said to hell with it, along with the Electrician who doesn't know where the light connections are for the boxes.

While we are tied up here we are taking in the town. All the native Georgians see us coming and from the taxi cab to the bar they soak us extra for being "yankees."

The Skipper we have is ugly as a bear. I don't come in contact with him so everything is going to be alright.

As you can surmise from the above mentioned mishaps this is a real hard luck ship. If she doesn't fall apart, or hit a mine I should be back in the big city about June 1.

Harold Farrington

Agent is Charles Starling.

THE SIU PATTERN

The Agent and Patrolman are diligently spending their time lining up the port in true SIU manner. They are having the Hall repaired and painted so that the boys will feel more at home. They are taking care of the beefs and doing a good job of it. However, they had some trouble when they first started.

It seems that the companies did not want to recognize the presence of the Union, and they directed the skippers of each vessel to go to the Seamen's Institute here and pick up men. Of course, they were brought to a screeching halt by the Agent.

I was asked by men about the sick care there and made it my business to inquire into conditions. I found that the Agent had good reports from all concerned.



If a person is to be treated as an out-patient he is cared for by the Public Health Service, but if hospitalization is required, the seamen is sent to the Jackson Memorial Hospital where the best of care is given by competent doctors and pretty nurses.

There were some beefs about the ruling of not being allowed in these marine hospitals, if a discharge was less than a month. However, even if you have spent only one day aboard, just request a hospital slip from the master of the vessel you happen to be on, and present it to the medical officer-in-charge. You will have no trouble in obtaining treatment.

PHONE COMING

Many of the men arriving in this port, found there was no phone in the Hall, but one has been ordered and it will be installed as soon as possible. There is a reported upsurge in shipping here and, in my opinion, there will be a need for many men to man the ships. At present there is a shortage, and there has been a request to reinstate Brothers in bad standing to man the vessels in this port. The request was presented to the regular meeting held Feb. 12.

This Hall needs more publicity. I saw many oldtimers here, but it is my belief that in the near future there will be a real shortage unless some men come down to relieve the situation.

A lot of talk is going around about the expected exit of the Coast Guard from its position of interference in merchant shipping. The boys all want to lend a helping hand in giving them an added push toward the place marked EXIT.

SUN, HONEY AND OH BOY!

So much for that, but seriously, fellows, come on down to the land of sunshine, milk, honey and beautiful girls. Get away from that cold weather up North. Tell

the Brothers there is a Hall down here and more guys are needed.

One word of advice to Brothers putting into Miami: Don't send any personal laundry ashore unless it is absolutely urgent. These laundry men wait in every nook and corner, it seems. They all have the characteristics of a Jessie James, without the gun. It was reported to me that some men were charged as high as \$1.75 to \$2.00 for sponging and pressing a two-piece suit.

As they were about to sail, some of the men went looking for the laundry man to get their shirts. I don't know whether they carried fire axes, etc., or not, but if it had been me I probably would have done so.

Paul Parsons.

San Juan Slow, But More Ships Are Due To Come

By SALVADOR COLLS

SAN JUAN — Business in the port of San Juan during the past week was the best it has been in a very long time. Shipping on the other hand was not up to par, with only a few ships touching port.

I think shipping to this port will improve when the Ponce Cement outfit gets the two additional ships it has ordered, which should be around the end of the month. Also Waterman is getting three or four C-2 ships to run in here from the Gulf.

With the addition of these ships we should have enough shipping to keep us busy for quite a while. The extra ships shouldn't make it difficult for the officials, as the boys on the southern run are good Union men, all knowing the score when it comes to shipboard unionism.

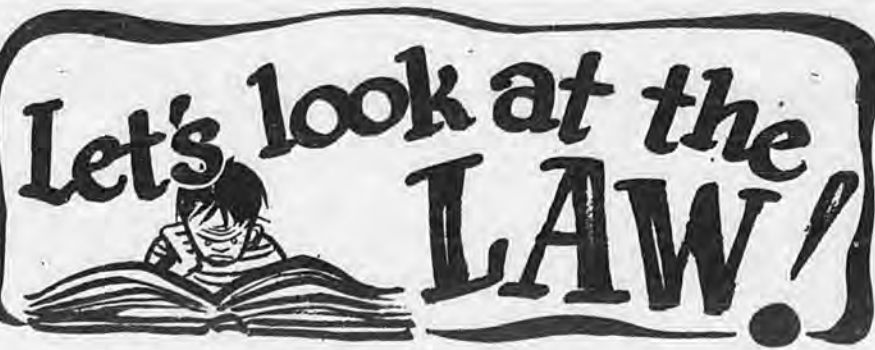
Most of these men square their beefs away themselves, leaving little for the Agent to handle.

CIO RAID

On the local labor scene, there has developed a little tension between the CIO and AFL. The General Labor Confederation, CGT-CIO, is trying to organize everything on the Island and is not stopping with the unorganized maritime workers.

It is trying to break up the ILA and UTM, two affiliates well known down here. I don't think the CGT will succeed in their raiding attempts as the two AFL waterfront unions are sticking together and presenting a solid front.

The nights here are becoming a little cooler now, and it is enjoyable to take a stroll at night under the big round moon. a day when the self-inflated slave



By JOSEPH VOLPIAN

We have heard of more than one instance of buckaroo masters in the last few years. And this is true, despite the fact that there is plenty of legislation in the books for the purpose of making any potential "Captain Bligh" remember that his crew is composed of human beings — guys like himself, trying to earn a living the hard way.

Every once in a while we run across a ship's master who exemplifies a total disregard for the rights and privileges of the men who are in the unfortunate position of being subject to his command.

A person applying for licensing as a ship master of steam has to meet requirements by way of qualifications and character.

The rules say he must satisfy the authorities that his ability, experience and habits warrant belief that he can safely be entrusted with the duties and responsibilities of master.

Like most laws of the United States, provision is made for penalties upon satisfactory proof of bad conduct, intemperance, incapacity, inattention to duty, or willful violation of laws of the sea.

The punishment may be suspension or revocation of papers. These same requirements and checks are present also in the case of all the ship's officers generally.

TYRANTS PARADISE

Life aboard ship can be made plenty disagreeable by the presence of one iron-handed officer. But ship life becomes hell when this ratio is increased — the vessel whose officers are an iron handed clique with only one exception.

Occasionally a group of self-esteemed little tin gods get command of a vessel, and act as if the ship were their pleasure yacht and the crew their slaves. Unreasonable searches are made at all hours; shore leave is prohibited; ship's compartments are converted into prisons; single and double irons are polished up; twelve for one loggings are levied; laws protecting life and liberty are forgotten, and proper procedure is circumvented.

The unlicensed crew on a "Bounty" ship of that type leads a dog's life until the voyage ends. The taking away of shore leave alone is likely to cause drastic action such as jumping ship. But the crew should always remember that there is eventually a day of accounting for the voyage — a day when the self-inflated slave

drivers have to answer for cruel, harsh, inhuman and unlawful treatment.

This day is when the vessel pays off at its destination. Properly made complaints are lodged with the authorities resulting in hearings at which all sides get an opportunity to present their story. Findings are made on the evidence, and penalties are enforced based on what was done; not who did it.

Crews which find themselves in the unfortunate position of being under articles with unreasonable officers should be mindful of the fact that the law is a two-way proposition.

It gives the master almost dictatorial rule during the term of the voyage but he and his officers are accountable for wrongful acts, the day of reckoning being reached ultimately at the final port.

Of course there are remedies which the crew can try to use while on the voyage. Upon request, the master must grant a reasonable opportunity for seamen to present grievances to the American Consul for settlement. By this means, the men may be able to tone down a highhanded ship's captain during the progress of the voyage so that life will be more bearable until the final port is reached.

There is an old and very true saying that "a little knowledge is often a dangerous thing."

Too many skippers regard themselves as legal authorities after reading a copy of the Shipping Code in which certain penalties may be imposed for various infractions of the law.

SEAMEN'S RIGHTS

Unfortunately, it does not occur to these lunk-headed skippers that each seaman under their command is entitled to certain constitutional liberties.

We have in mind the skipper of an oil tanker who just completed a four-month voyage, the description of which can be found in the pages of this issue of the *Log*.

It is our understanding that the crew has brought criminal charges against this individual who thought he was a law unto himself by keeping them in irons in a number of ports, without reporting the fact to the Consul or any of the law enforcement agencies.

By so doing, he deprived these men of their civil liberties such as: the right to bail; the right to file writs of habeas corpus; the rights to earn a livelihood; and what is the first principle of the American conception of justice, that a man is innocent until proven guilty.

As we go to press, this petty despot is sweating apently.

Seas Shipping Reports Belle Of West Is Safe

The Seas Shipping Company has announced that the dispatch from London reporting the tanker *Belle of the West* as being on fire is erroneous. The Company reports the vessel as not being in any difficulty. A United Press dispatch early this week had listed the vessel as being aflame.





By FRENCHY MICHELET

This is a view of Palermo, fairest flower in the garden of Sicily, as seen by a non-too-observant seaman as he wends his dreamy way along her dusty, sun-drenched streets.

A short stroll from the docks takes us to a narrow street, lined on either side by the hovels of the poor. A handsome boy of perhaps six, with dark flashing eyes and agreeable features, darts before us chasing an emaciated dog.

They tumble pell-mell into a miserable one-room shack. A gigantic peasant woman, presumably his mother, cuffs both boy and dog back out again and bends back over her crude stone oven.

We saunter a trifle closer and are rewarded with the delicious aroma of garlic braising in real olive oil. We sniff and sigh appreciatively. She turns her lined, heavy-featured face and nods in smiling agreement.

It is the Freemasonry of connoisseurs, for an appreciation of good food makes brothers of us all. Food, too, has its romantic aspects, but one must serve one's apprenticeship to life ere he learns that the aroma of properly braising garlic is every bit as sweet as the perfume of the rose.

She bears her trials with the stolid endurance of the animal that browses in the distant fields, this woman of the people.

"Perhaps tomorrow," she thinks, "things may be a little better. Does not the Good Book say that the meek shall inherit the earth?"

Perhaps, Madam, but the earth will be but a sorry patrimony by the time the quick and the strong get around to handing it over to the likes of you and yours.

BUREAUCRATS

Two stevedores shuffle along on the opposite side of the street bound for the docks, evidently, where they will earn about one hundred lire an hour for working cargo.

The lire is theoretically pegged at two hundred and twenty-five to the American dollar. But the Italian government's economists are about as trustworthy a tribe as their American counterparts.

We often wonder by what abstruse arithmetic the American economists arrive at those peculiar cost-of-living charts that they try to palm off on labor every time we get around to asking for a living wage.

We will take the ads of one of the large food chains in any newspaper of, say, the normal year of 1939, and compare it with that of 1946.

If the prices aren't uniformly 25 percent higher than the government's experts say they are, then we will undertake to eat a dozen hot cakes cooked in the Maritime Commission's Stewards Retraining School by the sorriest shoemaker in the house.

A smiling publican with an enormous paunch, barely covered by a greasy apron that is evidently an utter stranger to soap and water, invites us in to sample his wares.

We peer into the dungeon-like interior dubiously. If germs actually thrive on dirt then they

should sure get fat and sassy in this joint.

But then we figure: what the hell, if that old spider can get that fat living in it, why, a slug or two of vermouth shouldn't make a lot of difference at this stage of the game—so we order a bottle without further ado.

AH, PEACE

The stuff is good. It warms us deep inside. It's good to sit here on this glorious Mediterranean morning and dream of the port over the distant hill.

History tells us that Ponce de Leon scoured the New World in search of a Fountain of Youth. But we who were born and bred there know that it's just as apt to be found within the precincts of the Old, for the only Fountain of Youth on this good green earth lies in the seeking thereof.

To follow the sun is to be eternally young in heart. It was the beloved vagabond poet of England who so knowingly dubbed Adventure the "True Romance:—

"Who holds by thee hath heaven in fee to gild his dross thereby And knowledge sure that he endure a child until he die."

Two grimy bewhiskered American beachcombers stagger past, a little the worse for the cup that cheers. "Ya know," one confides to the other, "these foreigners aint bad Joes at all."

We Americans are truly a race apart. We are the only people in the world who go to another man's country and look upon the guy as a "foreigner."

We once saw three American soldiers celebrating something or other by shooting holes in a bar mirror in Oran. They got highly insulted because the MP's made 'em cut it out.

If a foreigner ever pulled a caper like that in a gin mill in America the 'cops would beat knots on his head all the way to the can. And he'd play hell trying to get out again in less than 39 years—and a dark night, too.

ACCIDENTAL APPRENTICE

By the way, they tell us that the Maritime Commission is still operating their ridiculous Stewards Dept. Retraining School.

There's a tripcard man aboard who has a certificate of graduation from this boon-doggling project. He cooks as though he got his culinary education by wandering into a chance afternoon cooking lecture and taking cuff-notes on a shortsleeve shirt.

We think that this Union should immediately take steps to bring this glaring waste of the taxpayers' money to the victims' attention. The Stewards Dept. Retraining School is an out and out steal of public funds. It cannot be defended except on the characteristic bureaucratic grounds that it provides jobs for the faithful.

How sad a thing it is that the scum as well as the cream must often rise to the top of the political cauldron.

It is one of the inevitable evils attendant upon the democratic way of life that many of the principal administrative tasks should fall to the lot of the basets of self-seeking men.

We are living right smack dab in the middle of an era unique in

Resolution On Panamanian Ships

WHEREAS, the American Merchant Marine during World War II was built up to approximately 50 million tons by American taxpayers, at a cost to them of approximately 20 billion dollars; and

WHEREAS, the American Merchant Marine today is rapidly decreasing and if nothing is done by the Maritime Commission and Congress to stop this decrease of American ships we will find ourselves with an American Merchant Marine of less tonnage than we had prior to the war; and

WHEREAS, in 1936 the Merchant Marine Act was passed by Congress, which had for its purpose the building and maintaining of a large and substantial American Merchant Marine to take care of the commerce of this country and to establish national defense; and

WHEREAS, in the last few months millions of tonnage of American built ships, built by the American taxpayers' money, have been bought by foreign operators and transferred to foreign flags, including the Panamanian flag, and also American capital has transferred a number of U. S. Government bought ships to Panamanian registry; and

WHEREAS, today the Republic of Panama has a merchant marine tonnage twice as large as it had prior to the war; and

WHEREAS, the Republic of Panama is not a seafaring nation and does not by any stretch of the imagination need this type of tonnage in connection with the export and import trade of their country; and

WHEREAS, American capital and foreign countries who transferred their ships under the Panamanian flag obviously did this for several reasons; namely, to save taxes, to operate ships with cheaper crews, and to avoid regular steamboat inspection service; and

WHEREAS, this condition not only weakens the American Merchant Marine and puts thousands of seamen and American shipyard workers and longshoremen out of work, but also weakens the national defense of the United States of America;

NOW THEREFORE BE IT RESOLVED that the Seafarers International Union as an organization petition Congress to immediately investigate this condition and take proper steps to safeguard the American Merchant Marine; and

BE IT FURTHER RESOLVED that if no action is taken by Congress that we inaugurate the policy of boycotting all Panamanian ships sailing in and out of American ports; and

BE IT FURTHER RESOLVED that we also inaugurate the policy of closing up all fink halls shipping seamen to Panamanian vessels in American ports until such time as Panamanian-flag registered ships running in and out of American ports pay the prevailing scale of American union wages and live up to the prevailing manning scale of American ships and to adopt the working rules now in force and effect in American union vessels;

BE IT FURTHER RESOLVED that we send this resolution to the Maritime Trades Department of the American Federation of Labor for action and introduce this resolution to the Seafarers International Union of North America's convention being held in Chicago in March for the purpose of setting up a policy to be carried out by the East and West Coast seamen affiliated with the American Federation of Labor;

BE IT FINALLY RESOLVED that we request support on this by the American Federation of Labor and also notify Congress of our action.

PERSONALS

RAYMOND L. PERRY, Steward

Write to, or call, Special Service Department at New York Hall immediately regarding your beef with the Hotel New Yorker.

EDWARD M. PHILLIPS

Write to Ernest Wainwright, P.O. Box 717, Norfolk 1, Va.

JAMES R. WRIGHT

Contact C. A. Lester at 76 Merimac Road, Portsmouth, Va.

JACK PEABER

"Tiny" E. T. O'Mara would like Jack Peaber, Electrician off the SS Celilo to get in touch with him; Ward B, Marine Hospital, Portland, Maine.

HAROLD W. GOHN

Your mother is holding some important mail for you and is anxious that you communicate with her.

the annals of American history. Today our Army and our Navy are being denied sufficient funds to protect our precious heritage of Liberty, while miserable parasites on the body politic are still able to wrangle enough dough to teach shoemakers a smattering of cooking in order that they might qualify for nonexistent jobs!

Halt Ship Switch To Panama Flag, Says Seafarers

(Continued from Page 1)

to mask their vessels under Panamanian registry, and called upon Congress to immediately investigate the condition.

This resolution was unanimously adopted in San Francisco, and at a special New York Branch meeting today, the same resolution was passed without a dissenting vote. (See text of resolution on this page.)

Besides discussing the change of registry of American owned vessels, the agenda of the Coordinating Committee meeting also included the welcoming of Captain William Ash, MM&P, as the representative of this newest ITF affiliate.

Also present at the meeting were the following; William Dorchain, United States Representative of the ITF; Emmanuel Pithavoulis, Federation of Greek Maritime Unions; Fred B. Clausen, Danish Seamen's Union; J. Scott, National Union of Seamen of Great Britain; Einar Johansen, Norwegian Seamen's Union, Ernst Raberg, Swedish Seamen's Union; W. J. Van Buren, Secretary-Treasurer of the ITF; and Paul Hall and Morris Weisberger, representing the SIU.

SIU HALLS

BALTIMORE	.....14 North Gay St. Calvert 4539
BOSTON	.....276 State St. Bouloin 4455
BUFFALO	.....10 Exchange St. Cleveland 7391
CHARLESTON	.....424 King Street Phone 3-3680
CHICAGO	.....24 W. Superior Ave. Superior 5175
CLEVELAND	.....1014 E. St. Clair Ave. Main 0147
CORPUS CHRISTI	.....1824 Mesquite St. Corpus Christi 3-1509
DETROIT	.....1038 Third St. Cadillac 6857
DULUTH	.....531 W. Michigan St. Meirose 4110
GALVESTON	.....308 1/2 -23rd Street 2-8448
HONOLULU	.....16 Merchant St. 58777
HOUSTON	.....1515 75th Street Phone Wentworth 3-3809
JACKSONVILLE	.....920 Main St. Phone 5-5919
MARCUS HOOK	.....1 1/2 W. 8th St. Chester 5-3110
MIAMI	.....1356 N. E. 1st Ave.
MOBILE	.....7 St. Michael St. 2-1754
NEW ORLEANS	.....339 Chartres St. Magnolia 6112-6113
NEW YORK	.....51 Beaver St. HAnover 2-2784
NORFOLK	.....127-129 Bank Street 4-1083
PHILADELPHIA	.....9 South 7th St. Phone LOmbard 3-7651
PORT ARTHUR	.....909 Fort Worth Ave. Phone: 2-8532
PORTLAND	.....111 W. Burnside St. Beacon 4336
RICHMOND, Calif.	.....257 5th St. 2599
SAN FRANCISCO	.....105 Market St. Douglas 5475-8363
SAN JUAN, P. R.	.....252 Ponce de Leon San Juan 2-5996
SAVANNAH	.....220 East Bay St. 8-1728
SEATTLE	.....86 Seneca St. Main 0290
TAMPA	.....1809-1811 N. Franklin St. M-1323
TOLEDO	.....615 Summit St.
WILMINGTON	.....440 Avalon Blvd. Terminal 4-3131
VICTORIA, B. C.	.....602 Boughton St. Garden 8331
VANCOUVER	.....144 W. Hastings St. Pacific 7824

PERSONALS

KARL AGNE HELLMAN

The Swedish Consul has been notified that your mother passed away, and that your father is anxious for you to communicate with him.

FRED BRUGGNER

Please get in touch with the SIU Port Agent at Marcus Hook, Pa., immediately.

SIU Again Takes To Street With UFE Leaflets

(Continued from Page 1)

The Commercial and Financial Chronicle, a bankers publication, gives the tipoff on the attitude of the financiers toward the UFE.

In the issue dated Thursday, February 13, a long write-up is devoted to the fact that the New York Cotton Exchange is refusing to even sit down to negotiate a contract unless the union agrees to an escape clause by which members are free to leave the union during a fifteen day period each year.

This is a trick which is used to divide the union forces, and in this instance it is being employed to stall the UFE and force a showdown.

More than 70 percent of the Cotton Exchange employees are members of the UFE, and they have agreed, unanimously, to go on strike March 3 unless a new contract is signed by that date.

Whatever happens, the UFE is assured of the active cooperation of the Seafarers, whether it is to help them publish and distribute literature, or participation on the picketline.



FIRST IN WAR,
FIRST IN PEACE ...



FIRST IN MARITIME!

It is no accident that the Seafarers International Union has grown from the original 2,000 members in 1938 to the 62,000 that now hold SIU books. The SIU has consistently set the pace in getting better conditions for its membership, and thus for the entire waterfront. From the very first days down to winning the Isthmian election:

We have never lost a beef!

SEAFARERS INTERNATIONAL UNION - NORTH AMERICA