

SEAFARERS LOG



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

Vol. VIII.

NEW YORK, N. Y., FRIDAY, SEPTEMBER 13, 1946

No. 37

SIU PRESSURE FORCES WSB REVERSAL

FLASH — Under pressure from the SIU and SUP, joined by the pressure from all segments of the labor movement, Wage Stabilization Director John R. Steelman last night announced that the Wage Stabilization Board ruling which served to abridge the rights of free collective bargaining had been reversed. As a result, the increased wages won by the SIU-SUP in negotiations with the employers will go into effect immediately. On the West Coast the strike came to an end at 8 A.M. Friday, September 13. On the East Coast, a meeting held in New York's Manhattan Center voted to stay on strike and to maintain picketlines until the decision is official.

SIU-SUP Telegram To WSB

W. WILLARD WIRTZ, Chairman
National Wage Stabilization Board
Washington, D. C.

The Joint SIU-SUP Strike Committee meeting in executive session at New York Wednesday night, unequivocally and without reservation denounce the criminal and union-busting decision of the National Wage Stabilization Board in denying the legitimate wage increases of the SIU-SUP-MFOWW.

The further continuance of the greatest general maritime strike in the history of the United States rests squarely on your shoulders and the shoulders of those individuals who voted to deny our hard-fought for wage gains.

We are fighting this beef to the bitter end, and will continue the strike until victory is ours. Our fight is the fight of all labor, and the SIU-SUP rest confident that the entire labor movement will support us till this beef is won.

Max Korenblatt, Chairman
For Joint SIU-SUP Strike Committee

Calmar Strikebreaking Try Fails; Fink Camp Breaks Up

Don't believe the news stories about how the shipping companies are one hundred percent on our side in this beef against the WSB. As always, the only people and the only group that fights a union beef is the Union involved and its membership.

This was proven pretty conclusively in the past and it was again pointed up by the activities of the Calmar Steamship Company during the past few days.

Since the strike started, a number of unorganized seamen, mainly very young boys and company stiffs, have received telegrams asking them to report to "Captain Colchester, 13th Floor, 25 Broadway." Some did so, and they were signed on articles and sent to various camps which had been established along the east coast, as training centers for scabs and finks.

Word of this came to the attention of the Union, and so a few militant SIU men went up to see Captain Colchester. When these men spoke to the scab herder, they were sure to let drop some anti-union sentiments,

and they were immediately hired and sent to a tourist camp near Belvidere, New Jersey.

SCAB CAMP

They talked to the men who were already out there and found that most of them had been recruited under false pretenses. Except for one or two men, one the First Mate in command of the group, all said that they were not anti-union and that the Calmar Line had played a dirty trick on them when they were sent to the camp to act as scabs.

On Tuesday, September 10, a number of SIU-SUP men visited the camp and explained the situation to these would-be scabs. The men said that the Calmar Line had told them that the strike would be over by Wednesday, and that they would be then shipped out. Later, the story changed and they were then told that even if the strike was still on, they would still be shipped on Wednesday.

Some of them didn't like that idea, but there was little they could do about it because they

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Ever eager to ride on the Seafarers bandwagon, the NMU immediately

'Call 24-Hour Strike': Committee To AFL, CIO

NEW YORK, Sept. 11—Two significant telegrams were sent by the Joint Strike Committee of the SIU-SUP to William Green, president of the AFL, and Philip Murray, president of the CIO. The first, which was by far the most important action

taken by the Joint Committee as the strike went into its seventh day, was to ask the two national labor organizations to stop work for 24 hours if the Wage Stabilization Board does not reverse itself. It made the point that the actions of this bureaucratic agency could only be construed as an attack on free collective bargaining, and called on all organized labor to join in the fight for its rights.

The text of this telegram appears below:

"Continued refusal by the Wage Stabilization Board to approve the wage increase secured by the SIU-SUP in free collective bargaining can only be regarded as an attack upon labor's fundamental rights everywhere. We therefore urge

that a 24-hour work stoppage be called by all American labor in the event the WSB does not reverse itself."

In the second wire, the Committee urged that the two labor

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Paper Shortage

This issue of the Seafarers Log has only 8 pages instead of the usual 16. All deliveries of newsprint have been halted during the present teamsters strike. For the same reason some of you may have not received last week's issue. We go back to 16 pages as soon as the teamsters win.

announced that they would walk-out and stay on strike until their wages had been upped to the scale achieved by the SIU-SUP.

All of the action of the past twenty-four hours followed close on the heels of the WSB refusal to reconsider its original stand which precipitated the entire nation-wide tie up of shipping.

The arrogance of the WSB brought forth immediate denunciation from the Joint Strike Committee of the SIU-SUP. A telegram stating that "the further continuance of the greatest general maritime strike in the history of the United States rests squarely on your shoulders" was sent to the WSB as soon as the decision was announced.

The original dictatorial action of the WSB in withholding all wage increases over \$17.50 per month for ships under War Shipping Administration jurisdiction resulted in a walkout of 62,000 Seafarers, starting on Wednesday, September 4.

Within a short time close to half a million waterfront workers joined the fight against the attack on free collective bargaining and sea traffic from and to

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MINDING OUR OWN BUSINESS



Members of the SIU-SUP, 62,000 strong, started walking picketlines as soon as the strike began. This was not political, it was purely and simply a fight for the money which had been won honestly and which had been stolen by a lot of phony red-tape artists. Everywhere there was a complete tie-up of all shipping. Not a propellor churned the water, and incoming ships came to rest as their crews left to join the picketlines. At the end of one solid week of picketing, the WSB had not yet backed down, but the Seafarers had only just started to fight.

SEAFARERS LOG

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

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

HAnover 2-2784



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

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

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

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We Buckle Down

With practically the entire country on our side in this all-out struggle against the dictatorial actions of the Wage Stabilization Board, the WSB last night announced that its original decision still stands and that the money which they blandly took out of the pocket of the working seaman will not be returned by them.

The sentiments of almost all inhabitants of this country, plus the backing of organized labor, did not have any effect on these wilful men in Washington. Without any attempt to sift the entire situation so as to arrive at an equitable decision, the WSB reiterated its former stand and left the maritime situation tied up in a knot.

It is significant that public opinion, reflected by the newspaper treatment of the action, is overwhelmingly on our side. It is not because the people of this country are interested in five and ten dollar raises for ABs. The issue is a far broader one, and one that vitally concerns all organized labor, and indirectly the entire population of the United States.

Here and now the fight is being waged between bureaucratic control and democratic methods. If the WSB is allowed to win this test, they may well consider that they have won a victory over democracy, and that they therefore have the right to institute the sort of control that we just finished fighting in Europe, and which still exists in Russia.

The mass of American people, including some of those who hold positions of authority in Washington, are in favor of a living, working democracy. There are, however, a few men who like to have power over their fellow men. These men are dangerous. They must be weeded out, and their agencies torn asunder before they can undermine the rights and privileges which labor has fought and died for.

The industry and public members of the Wage Stabilization Board are such men. They care little for the people who make up this mighty land, they care only for the power which is theirs, and which they can retain only as long as the people don't question them.

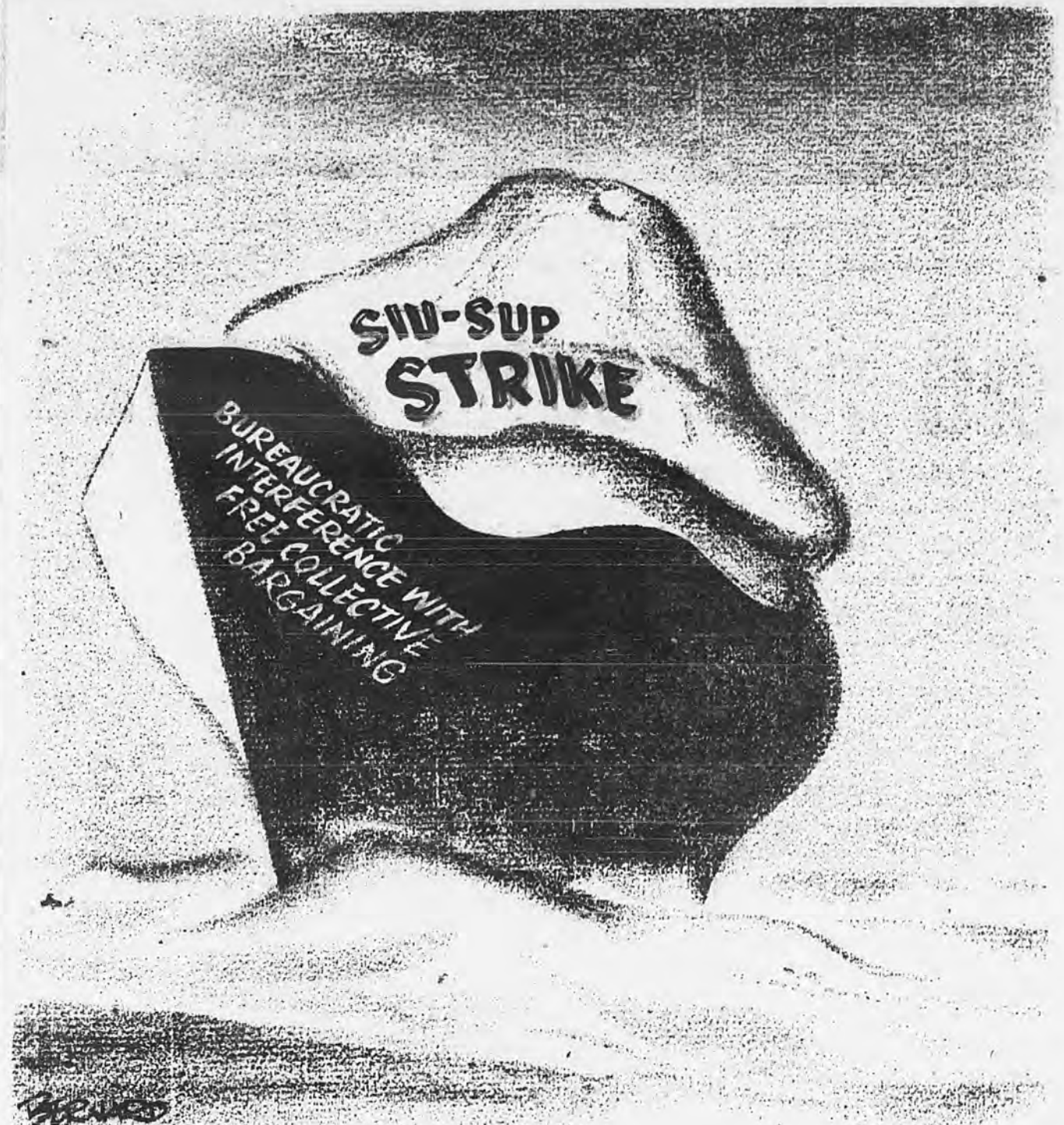
We Seafarers do question them. We want to know by what right they set aside the established privilege of free collective bargaining between labor and employers. We ask them how they dare to go counter to the wishes of the citizens of this country when they attempt to set up a super-government that will not listen to the voice of the man who works for a living, or of the man who employs him.

It is obvious that the WSB has gotten itself into a hole and must now wait for help from the outside. The seamen who are on strike will hold firm. Only complete reversal of the arbitrary ruling which started the strike can now end it.

The public and industry members of the Board have proved that they are not worthy of the trust and responsibility vested in them. To appease their vanity they have thrown this nation into the largest general maritime strike in history. It is time for them to go.

We will win this battle. Our solidarity is unimpaired and we have buckled down to last a long time. The next move is up to the President, and he now has the chance to right a grievous wrong.

"BUTTONED UP!"



Coffee And Conversation Around The Hall

Touring the Hall while the guys were resting after the first day's picketing, one couldn't help overhearing a few snatches of conversation. One seaman flicked the ashes off his cigarette and said "Yeah, a Steward from off one of the ships fixed us up with a case of beer and two pots of



coffee. Made picketing a real picnic. Darn nice of him."

One youngster told his buddy: "I was down at pier 9 picketing the Coast Guard office. Funny thing about it, I was supposed to be there today to take my AB's test, but there I was outside of the joint carrying a picket sign. I can't use my papers right now anyway, so it doesn't matter. It really gave me a change to picket those guys."

Still another voice: "Man, am I bushed. I was up in Bay City, Michigan, fishing for the big ones



when I heard we were going out. I hot footed it down to Detroit and threw my gear together . . . Spent the night in a day coach,

it was all I could get, but I wasn't going to wait for a pull-

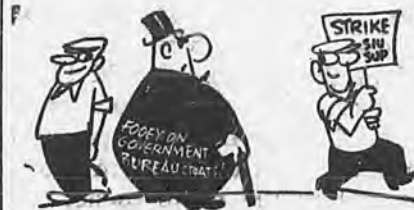


man. Got here this morning and went right out on the picket line."

Here and there one heard comments on things in general:

"This Union don't waste no time when it's got a beef to settle . . ."

"This is my idea of a real solid strike, no strings attached, everything clear. You got to hand it



to the strike committee . . ."

"I was in a Teamsters strike in St. Louis and I thought that was a good one, but this is the best I've ever seen. We are even being fed right here in the Hall and that's something I've never seen done in a strike before."

An oldtimer with two days growth of beard set his coffee down saying: "If this strike lasts for a week—I don't think it will, but if it should—we should buy newspaper space and give it to the public straight just like the shipowners do whenever we tangle with them."

"With this set-up we can keep

the ports tied up indefinitely." "Boy, I got a kick out of the speed which this thing came off. Straight from the shoulder—took a vote and out we went."

Good Union men, all of them.

PERSONALS

ED EMERY

Have moved to 34 Locust Street, Dorchester. Phone will be put in next week. Please call. —Ma.



R. R. WATSON

Book number 23186: Ralph Casale of 47 Hinckly St., Somerville, Mass., would like to hear from you.



WILLIAM JOHN MEEHAN

Please contact your mother immediately.

MONEY DUE

SS J. SHERMAN

C. Garcia, 6 hrs. This can be collected at the Alcoa SS Company, Pier 45—North River, New York, N. Y.

NOTICE!

JOHN E. PERKINS

Your AB papers, found on the John Edelstein, are being held for you at the Smith & Johnson office, 62 Beaver Street.

HITTING THE BRICKS



This is the sight you could have seen in practically every sea port in the United States. As these men, and others like them, left their ships in protest over the finky deal given us by the WSB, shipping came to a complete stop.

Smoothly Functioning Strike Committees Assure Successful Running Of WSB Beef

NEW YORK — The successful prosecution of the present ship tie-up here in New York depends directly on the various committees set up under the strike committee to coordinate the job of carrying out a total strike. This tremendous task could not have gotten rolling in the magnificent fashion that it has were it not for these committees and their tireless workers.

A full report of the various committees and what they have accomplished and run up against so far in the strike would take more space than is available at this time. Most of the chairmen of these committees have been far too busy to submit detailed reports, so for the time being only a paragraph or so is coming out of the offices of these committees.

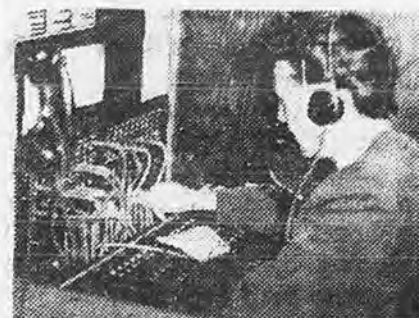
The Legal and Medical Committee headed by H. A. Thompson, with the aid of Joe Volpian, reports that it is operating with the highest of efficiency. They report that they have the services of three volunteer lawyers who

are on call 24 hours a day and so far the committee has handled over 200 cases.

The medical situation is well in hand with three volunteer doctors and two nurses offering their services. The committee has also set up a first aid unit that is available 24 hours a day.

3,000 PICKETS

The Strike Picket and Registration Committee reports over 3000 SIU-SUP pickets registered



The switchboard in the New York Hall stayed busy for 24 hours a day after the walkout started. Here the harassed operator tries to talk, listen, and dial at the same time.

been donated by the Coast to Coast Airlines for the duration of the strike. The committee reports that it has been called upon to furnish men and cars to points as far away as Norfolk and Albany.

In the cabbage department, or better known as the Finance Committee, Johnny Weir reports everything running like a well-oiled machine.

Every cent of the Union's money is being accounted for and no expenditures are being made that do not have the approval of the strike strategy committee. Brother Weir wishes to caution men in their spending as this strike is by no means the last one, and every dollar saved today will come in handy for the next beef.

BEEF-EATING KIND

Cornering Michael Papadakis is a herculean task for a report on the Food and Housing Committee, however, a statement from the committee reports the feeding of 200 men daily, with one-fourth ton of beef being consumed and over 200 pounds of bread going to the men.

Local 202 of the Teamsters donated 10 tons of foodstuffs to the men, which is being put to good use. In housing, the committee reports bunking 200 men here in



Hot, black and welcome. For a lift when you get tired, coffee does the trick every time. Plenty of coffee is being drunk by the men of the SIU-SUP during these days we are out on strike.

the Hall, with hotels and institutions made available throughout the city for the men.

Maxie Korenblatt, chairman of the Strike Strategy Committee, sums up the whole set-up with the words "If things could run any smoother—well, I wouldn't believe it."

Reports from strike strategy committees in the out-ports are not available at the moment, but complete reports on their activities will be given at a later date.

A CHEERY START



Seamen, longshoremen, and teamsters cheer the action as the first picketlines are established. There was no question about their sentiments. These members of other unions let us know definitely that they were in this with us until the Seafarers would win through to final victory.

N.Y. Teamsters Tie Up City

NEW YORK, Sept. 11—Industry faced virtual shutdown as the AFL Teamster's general trucking strike, now in its eleventh day, tightened its grip on this city. With negotiations stalled, there were no signs of an early settlement, and one high union official thought a break was unlikely "for two or three weeks."

Mayor O'Dwyer's compromise proposal calling for an 18½-cent hourly wage rise, shorter work week, and increased vacation and overtime allowances has been rejected by the International Brotherhood of Teamsters locals involved in the wage dispute, as inadequate. The truck operators had repudiated the settlement plan previously.

The strike began on Aug. 31 with the expiration of the contract between the operators and Teamsters. The men refused to work without a new contract. The unions demand a 30 per cent wage increase in addition to the lessening of hours of work and the vacation and overtime stipulations.

OFFER \$3

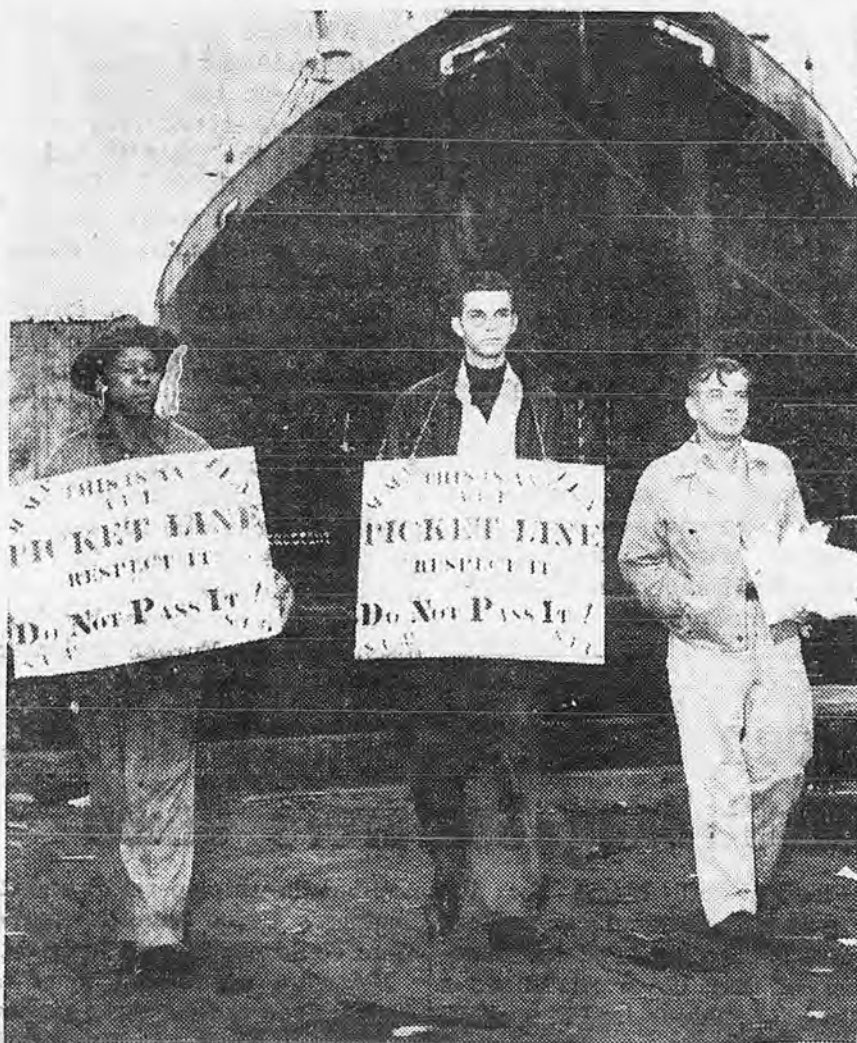
All the operators have offered is a meager \$3.00 flat increase per week.

Involved in the strike are Locals 807, 282 and 816 of the International Brotherhood of Teamsters, Warehousemen and Helpers, with a combined membership of 15,000. Also out are 15,000 New Jersey drivers who have staged a sympathy walkout.

The strike is proceeding with complete effectiveness with industry after industry revealing they are feeling the impact of this first general trucking strike in six years. Practically no line is exempt and several large concerns already have shut down.

Everything from cigarettes to kitchen stoves was affected by the tie-up. Teamsters union officials, however, said that most perishable foods were being transported, and that meat, butter, eggs and bread were not being left to rot.

POUNDING THE BRICKS



Like the minute men of old who freed this country from the domination of a foreign tyrant, these men are prepared to fight for the hard won rights of free American labor. These signs tell the story, and they could be seen along the miles of waterfront of any sea town in the United States.

Calmar Strikebreaking Attempt Fails As Fink Camp Closes Up

(Continued from Page 1.)

had no money and they had signed articles when first employed.

As soon as they heard the Union side, the boys stated that they were not scabs. One of them said, "Calmar played a dirty trick on us, but the Union set us straight. They could have raised hell with us, but instead they treated us like Brothers and we appreciate it."

Another said, "I think the Union men are square shooters." The boys were unanimous in requesting permission from the

Union, without the promise of anything in return, to help out on the picketlines or anyplace else where they could be of service. "Your beef is our beef," the group declared, "and we want to do what we can to help win."

And so ends another attempt by the shipowners to force seamen to return to the days of low wages and poor conditions. It was defeated because of Union solidarity and vigilance, and proves once more that only by organization can these open shop phonies be kept from making slaves of free workers.

Stabilization Director Reverses WSB Ruling

(Continued from Page 1)

the United States ground to a sure halt.

It was only a matter of hours after the strike call went into effect that all shipping in the United States became paralyzed. The waterfront on all three coasts took on the look "of a dead forest, with bare booms sticking up into the air" in the words of Paul Hall, SIU Director of Organization and New York Port Agent.

Activity in the outports reflected the complete tie-up of the port of New York. From every port came the same story. New Orleans reported that only the Mississippi River moved; Tampa sent word that everything that floated was tied up and that any vessel that pulled in would be affected in the same manner; Baltimore took credit for a well oiled strike apparatus and said that not only was the strike complete, but accommodations had been arranged for all men participating in the beef in that port.

From Boston came the only note of comedy when the Boston Strike Committee sent word that the joint SIU-SUP action had tied up the mighty U. S. battleship, the Missouri. All this came about when the OI MO was berthed directly between two SIU ships and the open sea. When the walkout became effective, it was impossible for anyone, including the devil and the port captain, to move the strike bound ships, and so the big battlewagon had to stay where she was.

Last report from Beantown was that the mighty Missouri was still tied up, and would remain so until the strike was settled.

ATHOS INCIDENT

Other incidents came to a head during the strike activity. For instance, the French Line and the U. S. Government took this opportunity to try to have the passengers of the SS Athos II bring pressure to bear on the Unions by instigating a telegram from the passengers to the Unions asking that the strike be halted so that the passengers could be disembarked. The whole truth of the matter is that the SIU-SUP tried to have the crew and passengers taken off the ship when she first came into New York Harbor, but the company and the immigration authorities held out until all red-tape had been negotiated.

On the whole, the newspapers treated the situation honestly, realizing that we had and have a good beef, but stories such as this one and one other were used to try to sway public opinion against our just demands.

NO SETTLEMENT

The third day of the strike saw matters take shape and come to a head. On that day the Assistant Secretary of Labor, Philip Hannah, flew to the West Coast to attempt to have Harry Lundeberg call an end to the action. This was refused by Lundeberg, and after four conferences, Hannah was forced to return to Washington admitting defeat.

By the end of the first three days of picketing of all piers on all coasts of the country, the WSA reported that over 750 ships were lying at anchor in the streams and at the piers of the various ports, and that the num-

ber would be added to as the strike wore on.

Thousands of pickets were active along the 300-odd miles that make up the waterfront of Greater New York. As soon as the first lines were established, they became 100 per cent effective. Even the members of other unions not affiliated to the AFL decided to honor the lines, and only men necessary to the security of the ship, cleared by the unions involved, were allowed to go aboard any ship.

Weak statements kept coming out of Washington. At first the officials took no notice of the strike in the hopes that perhaps it would not tie up all shipping as threatened. When it became apparent that the paralysis to shipping had become even more complete than expected, the WSB made the unacceptable offer to reconsider the matter, on the "basis of further information," on Tuesday, September 10. To this John Hawk, SIU Secretary-Treasurer, replied that by the time the Board met the strike would be five days old.

As the most complete shipping strike in the nation's history went into its sixth day, the WSB met in Washington and heard a representative of the ship owners plead that the wage increases be approved on the grounds that it was negotiated in good faith by the Unions and the operators, and that the Government had exceeded its authority in refusing to honor them.

HELP OFFERED

The AFL affiliates connected in any way with the waterfront also joined in the action 100 per cent under the direction of the newly formed AFL Maritime Trades Department. The Longshoremen and the Teamsters added to the effectiveness of the action by refusing to work or move waterfront cargo. Soon the action spread overseas and British longshoremen stated that they would not unload any cargo loaded in the United States during the duration of the strike.

While the main pressure was on the strike action itself, the physical wants of the strikers were also taken into consideration. In each port committees were set up to attend the feeding and housing of the men on the beach. It became a big job as the ships came into the harbor and dropped anchor, to stay there until the beef was settled in the favor of the Seafarers. And as the beef progressed, so did the efficiency of the rank-and-file committee members.

In New York, and in the other ports, the food became increasingly better, and the activities of the various sub-committees charged with carrying on the strike to a successful conclusion became easier and smoother. All this came about as the picketing militants gained experience.

There was no doubt about this being the largest action ever undertaken by any union of seamen. And there was little doubt that it was the most effective strike ever undertaken by any union, anywhere. From every segment of organized labor came assurances of support and offers of help, financial and otherwise. To all these offers, the Union sent the same reply, "Thanks, but we can win this on our own."

SIU HALLS

NEW YORK	51 Beaver St. HANover 2-2784
BOSTON	276 State St. Bowdoin 4057 (Agent) Bowdoin 4055 (Dispatcher)
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	9 South 7th St. Phone LOmbard 3-7651
NORFOLK	127-129 Bank Street 4-1083
CHARLESTON	68 Society St. Phone 3-3680
NEW ORLEANS	339 Chartres St. Canal 3336
SAVANNAH	220 East Bay St. 3-1728
MOBILE	7 St. Michael St. 2-1754
SAN JUAN, P. R.	45 Ponce de Leon San Juan 2-5996
GALVESTON	305½ 22nd St. 2-8448
TAMPA	1809-1811 N. Franklin St. M-1323
JACKSONVILLE	920 Main St. Phone 5-5919
PORT ARTHUR	909 Fort Worth Ave. Phone: 2-8532
HOUSTON	1515 75th Street Phone Wentworth 3-3809
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St. Garfield 8225
SEATTLE	86 Seneca St. Main 0290
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair St. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.
MARCUS HOOK	1½ W. 8th St. Chester 5-3110
CORPUS CHRISTIE	1824 Mesquite St.

GET THE LOG

The Seafarers Log is your Union paper. Every member has the right to have it mailed to his house, where he and his family can read it at their leisure.

If you haven't already done so, send your name and home address to the Log office, 51 Beaver Street, New York City, and have yourself added to the mailing list.

Green Pledges Support Of AFL To Striking Seafarers Union

Placing full blame for the present national waterfront strike on the heads of the members of the Wage Stabilization Board for their failure to approve the wage rate won through collective bargaining, William Green, president of the American Federation of Labor pledged full support to the Seafarers International Union and the Sailors Union of the Pacific in their fight for the rights of American Labor to receive the wages gained through free collective bargaining.

President Green pointed out that there was no conflict between the shipowners and the unions, since both groups reached full accord on the wage issue.

"In view of the fact that an agreement was reached in a full and open way through collective bargaining and was signed by both parties, it should remain in effect," he said.

AFL SUPPORT

"The agreement was concluded at a time when the OPA and the wage stabilization board had ceased to exist, due to the legislative lapse. The Shipping Board approved the increases but when Congress revived the OPA and WSB, the latter board turned thumbs down on the plan. I

notified the ship operators and the Seafarers Union that the agreement could not remain in effect."

He went on to call upon all AFL unions to lend their support to this all important moment in labor history. "At this moment when labor once again is battling for its rights, all American working men should rally to support the Seafarers in their fight against the unfair union-breaking tactics. The complete solidarity and solid front shown by American labor now will show conclusively to those in Washington who think they have the right in their hands to dictate arbitrary decisions to unions who have won by lawful rights better working conditions and wages that such tactics will not be tolerated.

LABOR'S FIGHT

"The Seafarers International Union of the AFL has taken upon itself the task of fighting the unjust decision of a government board that is trying to set a vicious precedent. This precedent, if allowed to go unchallenged, will mean the throttling of the labor movement in America. This is the fight of labor everywhere and is not solely the concern of the Maritime workers."

Strike Committee Wins Lodging For French Seamen

NEW YORK, Sept. 10—Seafarers conducting the biggest beef in the nation's maritime history found time yesterday to respond humanely to a mercy plea for aid from the 1800 passengers and 300 crew members aboard the French Line's Athos II, which steamed in to the dead harbor and dropped anchor off Staten Island.

The vessel arrived on Saturday, at which time Seafarers International Union made several strenuous attempts to have 68 orphaned children removed, but Immigration authorities aboard the ship refused to cooperate.

The Union, however, effected their removal on Sunday. By Monday afternoon, all passengers had been brought ashore.

Included in the debarkation were some 800 French seamen, brought here to return 20 Liberty Ships to France. The strike committee insisted that these men be guaranteed first class hotel accommodations ashore, or no one would be permitted to land. The French Line officials agreed to that. Another stipulation exacted from the French Line was that these men would not be asked to sail their ships until the SIU-SUP strike was ended.

The French skipper, who was the delegate for the unionized ship's officers, told the SIU-SUP committee that not only would he not ask the crew to sail the Athos II while the American unions were on strike, but that, as a good union man, he himself would not sail.

The plea came in the form of a telegram, from the American passengers signed "Veterans of World War II," and was received at Union headquarters in New York late Sunday night.

It told of the "indescribable" plight of those aboard, and asked the striking Union to "have mercy and rescue us."

Many of the veterans had been discharged in Europe and were

bringing wives and children to this country.

Immediately upon receipt of the wire, the SIU-SUP Strike Committee went into action. Necessary details incident to the removal of the liner's passengers were dealt with quickly. A launch was to leave early the next morning (Monday) with a Seafarers delegation headed by Robert A. Matthews and Henry "Blackie" Jackson.

Whitey Lykke was in charge of a group to assist passengers from the Athos to the excursion steamer Americana, which would carry them to Pier 88, North River, for debarkation.

Also in the launch were Willy Dorchain, representative in the United States of the International Transport Workers Federation, Captain Honeycotte, a French Line official, and members of the press.

On boarding the Athos, Dorchain, speaking in French, addressed, over the public address system, the ship's crew and the 800 seamen who came over as passengers to man the 20 Liberty ships purchased by the French Government.

The ITF representative explained the strike issue and the position of the SIU-SUP. He stressed the necessity for solidarity amongst all workers.

"Our fight is your fight," he said.

The response was a tremendous ring of applause. He was surrounded by the French seamen, members of the Syndicat des Marine Francais. The delegates of the French union pledged their 100 percent support in the strike, and all pinned SIU-SUP strike buttons on their shirts.

Jackson then addressed the passengers. Speaking in English, he outlined the situation, pointing up the arbitrary ruling of the Wage Stabilization Board in denying Seafarers what they justly earned through the medium of collective bargaining.

He said that the Union had made every effort possible to help the passengers out of their fix. The passengers applauded and shouted their approval.

Passengers and crew alike complained bitterly of the filthy, overcrowded, conditions on board. Food was poor for the entire three weeks of the voyage. No facilities of any kind were available for the many infants.

1st CLASS ROOKING

Indignation was at fever pitch among many passengers who had purchased first-class tickets from travel agencies. After paying exorbitant prices they found there was no first-class room for them. One irate passenger said he paid \$800 each for three first-class tickets, but that he and his family were forced to make the trip in fourth-class accommodations.

All aboard the ship, crew and passengers, expressed gratitude to the Seafarers International Union for effecting their debarkation from the "hell-ship."

Leigh Skinner, a veteran whose home is in Detroit, but who's staying temporarily with his new bride at 1705 Bushing Avenue, the Bronx, said that all the passengers, "especially the vets," were grateful to the Union.

"We sure do appreciate what the SIU has done for us," he said. "From now on you can be sure of me as a strong union man."

Port Round-Up Of Strike News

Strike reports are beginning to trickle in from the Atlantic and Gulf ports, and with very few exceptions the story is the same: "Strike 100 per cent effective."

A quick glance around the ports gives us the following picture of the strike scene:

Reports from the north show 38 ships tied up from Portland, Maine, to Boston. 32 ships are American and six are of foreign flags.

Boston was a few hours later going out on strike than most of the east coast ports as the long-shoremen pleaded "special circumstances," but picketing was a 100 per cent Friday morning when the official hour for picketing to start came around. Support is solidly pledged from all maritime sources throughout the New England states.

PHILLY SNUG

In Philly there are 90 American and 19 foreign ships tied up. Everything is snug in this city. Picketing in Philly has its bright spot as even on the picketline men receive their coffee. The AFL Central Labor Union has put at the disposal of the SIU a mobile canteen that has been touring the waterfront with coffee, sandwiches and doughnuts.

In Norfolk 102 American ships and six foreign flag ships are thoroughly tied up.

Charleston, S. C., has 16 ships that are not going to sail until the whole thing is over.

Savannah reports seven American and four foreign ships tied up, with not a thing moving.

Jacksonville, Fla. is 100 per cent tied up with three ships in. Several small ports in Florida which were not being picketed were being used by fruit boats to unload. The holes are rapidly being plugged and picketlines being set up.

INJUNCTION FILED

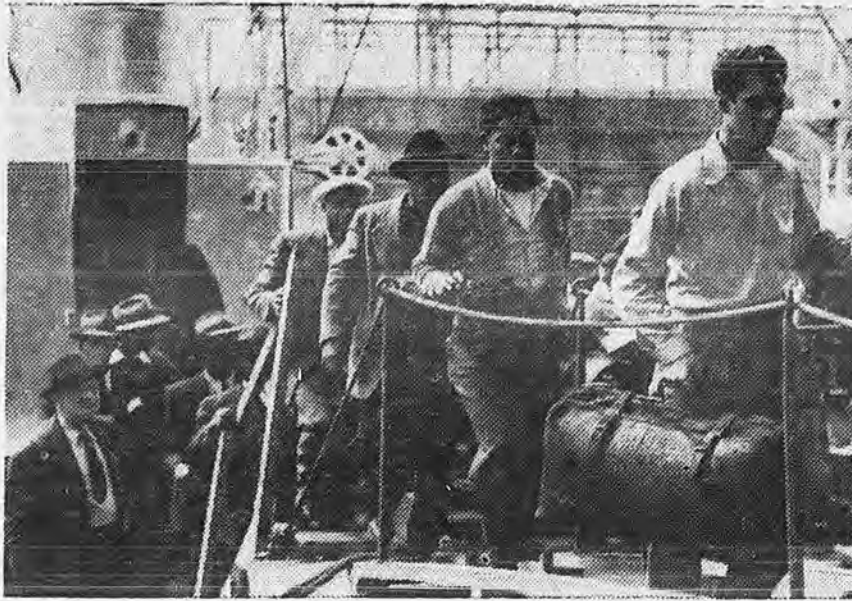
On the gulf coast come reports of the only anti-union activity so far reported anywhere on the strike front. In Houston, Texas, the Union had an injunction filed against it by the Houston Wharves, refraining it from picketing. The order was based on the argument that The Seafarers have no dispute with the shipowners, but against the WSB and therefore the Union should be picketing the WSB and not the waterfront.

The pickets are still walking the waterfront, but not carrying picket signs. All AFL maritime workers have said they will stay out, picketlines or not, until the beef is settled.

In Galveston the same type of injunction has been filed against the Union. The injunction has been served upon Luther Reed, who says he is not working for the Union in any official capacity. So far, as a result of the injunction, 12 pickets have been arrested, but as the jail will only hold 124 men the Union feels that it can fill the jail and still have men enough to man the picketlines so the picketlines will continue.

Port Arthur, Mobile and Tampa report everything is "stone cold dead in the harbor" with nothing moving, and they're receiving full cooperation from every source connected with the waterfront.

TAKING A WALK



When the strike call came, these Seafarers responded—and how! A lonely harbor testifies to their effectiveness.

Call 24-Hour Work Strike, Committee Asks AFL, CIO

(Continued from Page 1)
organizations withdraw their representatives from the WSB on the grounds that "further participation by labor members on such a board can only be interpreted as approval of a bureau which is depriving labor of its fundamental rights as guaranteed by law."

The committee asked that such action be taken if the WSB does not see fit to reverse its original decision which stole from the members of the SIU-SUP the increased wages secured through free collective bargaining.

All the action referring to the requests was taken only after long and solemn deliberation by the Joint Strike Committee.

In the course of the previous meetings, which have been held every day since the strike action started, the question of whether or not to call upon other segments of organized labor not connected with the waterfront to walkout in sympathy with the striking seamen, was brought up many times. Until yesterday, however, there was never any action, favorable or otherwise, on the subject.

When the wage increases negotiated between the SIU and the SUP and the ship operators first went before the WSB for review, the AFL representative, Walter Mason, was the only one who voted to grant the increases.

In a decision which differed with the majority, Mr. Mason pointed out the action which was

being taken by the WSB could only be construed by the SIU-SUP, and all organized labor as a deliberate attack upon the very principles which labor had fought and bled for over a period of many years.

He further warned that this turn down would not be acceptable to the unions involved, and that strike action might be a natural consequence. The Board, with its usual high-handedness, did not or would not take his word for this, and so they found out for themselves.

PRESSURE MOUNTS

Much pressure was being put on the WSB to reverse itself, and all organized labor has signified that it has become not only a fight for "pork chops" for seamen, but a battle against the attempt of a government agency to substitute government edict for free collective bargaining.

This principle has been scored by many labor leaders as "intolerable" and they have indicated that they will recommend that their organizations take an active part in the struggle if it should become necessary.

Only a WSB announcement that the wages as negotiated by the SIU and SUP are agreeable will end the strike of the AFL seamen. And the way things look now, unless this reversal is forthcoming within a very short time, all work in the United States may come to a halt for at least 24 hours.

4000 Attend SIU-SUP Meeting In New York

NEW YORK—Starting with a mass walkout of SIU-SUP members on all contracted ships at 12 noon on Thursday, Sept. 5, the greatest strike in American maritime history got off to a flying start.

SIU-SUP members, as well as members from other maritime unions, then attended a mass meeting held at Manhattan Center at 3:00 p. m. Police estimates placed the attendance at 4,000.

The meeting was opened by Max Korenblatt, chairman of the Joint SIU-SUP Strike Committee, who proceeded to give a brief resume of the beef against the Wage Stabilization Board which resulted in the strike call. Before the introduction of the other speakers, the entire crowd stood in silence for one minute in honor of the dead seamen who gave their lives during World War II.

HAWK LEADS OFF

Secretary-Treasurer John Hawk declared during the course of his remarks that, "We're going to stay out on strike until the National Wage Stabilization Board okays these wage increases."

"We don't intend to have any government board tell us we can't have them," stated Hawk. "They understand now that we mean business."

In commenting on the strike status up to date, Hawk firmly emphasized, "When we've got to hit the bricks, we hit them properly."

"We have the full support of the AFL Maritime Trades Department," concluded Hawk, "in our strike."

Following Hawk, SIU Vice President and SUP New York Port Agent Morris Weisberger remarked, "The sign behind me 'No contract! No work!' is exactly the position of the Sailors Union of the Pacific."

"The WSB is requesting that we appear before them next Tuesday for a rehearing," said Weisberger. "As far as we're concerned, they're talking to the wrong people. We presented our case already."

Chairman Korenblatt then proceeded to read some telegrams pledging all out support of the SIU-SUP strike from John R. Owens, Executive Secretary of the AFL Maritime Trades Department; Joe Curran, President of the NMU; and George F. An-

derson, of the American Merchant Marine Staff Officers Association.

SIU Patrolman William Hamilton made a few brief remarks, stating "If it were in my power, I would make the WSB reimburse all Seafarers on strike today."

Telegrams of support which were received from President S. J. Hogan of the MEBA, and Fred Farnen, Secretary-Treasurer of the Great Lakes District, were also read by Chairman Korenblatt.

SIU Gulf Coordinator Lindsay Williams gave a brief word picture of the Gulf condition: "Today at noon, sailors in the Gulf hit the bricks in every port. We have 130 ships tied up in New Orleans, 75 in Mobile, 50 in Houston, and smaller numbers in Savannah, Jacksonville, Tampa, Texas City, and Port Arthur."

"AFL Maritime Trades Councils have been set up in every port on the Atlantic Coast," declared SIU Organizer Cal Tanner, "and they're all supporting us. Crews from all ships along the Coast (Atlantic) hit the bricks at noon, too."

East Coast SIU Coordinator Earl "Bull" Sheppard stated, "We've contacted all affiliated and non-affiliated Unions in this area and they're all supporting us. New York Tugboatmen won't take a line from any incoming ship . . . We've always won our beefs, and I'm damn sure that we'll win this one, too."

Another telegram pledging support of the SIU-SUP from President Murray Winocur of Local 2, ACA, was read by Chairman Korenblatt.

MM&P FULL SUPPORT

Speaking for the Masters, Mates, and Pilots of America, Captain Harry Martin, President of that organization, asserted, "A short while ago, when it became apparent that the SIU-SUP were going out on strike, our Union pledged its full support. Instructions went out to all MM&P members to leave the ships lie where they're at."

Captain Martin continued, "This beef will benefit all AFL Unions . . . When the CIO Maritime Unions talked about going out on strike, we pledged ourselves to support all economic picket lines. Now that the CIO Unions have pledged themselves to support this strike, we'll win in a walk."

SIU Port Agent Paul Hall remarked, "The present contract won is not the maximum, but the minimum wage that we will accept. This is only the beginning in our continuous fight for decent wages."

"We are fighting for our rights—A lot of seamen's blood was spilled in obtaining these rights—and, if necessary, our blood will spill again to keep these rights," proclaimed Hall.

After a few concluding remarks from Strike Chairman Korenblatt, the meeting was adjourned.

Three long banners placed in prominent spots around the hall expressed the general sentiments of the entire meeting quite aptly. They were "An Injury To One Is An Injury To All," "No Contract! No Work!," and "For Labor's Collective Bargaining Rights! Against Government Regimentation."

IN MEMORY OF OUR DEAD



One minute of silence in Manhattan Center in memory of our Brothers who died in the fight against fascism.



SHIPS' MINUTES AND NEWS

Seafarers Vow Finish Fight In WSB Beef

As the nation's ships by the hundreds dropped their hooks in the biggest strike in maritime history, thousands of seamen who poured off the vessels expressed feverish indignation over the Wage Stabilization Board ruling which denied them what they had won legally in the free collective bargaining process.

Their comments varied greatly, but fundamentally all agreed that the WSB stood responsible for perpetrating a monstrous dirty deal against the working men who man the nation's merchant fleet, and, in fact, against all labor. One Seafarer, Salvatore Barges, pretty well explained the situation, and typified the militancy and determination of the SIU membership to fight and "stay on the bricks until we win, whether it takes a week, a month or a year."

BARGES' VIEWPOINT

Here is how Brother Barges looks at it:

"Today we seamen are striking to get a wage increase—a wage increase which we won legally through collective bargaining, which was agreed to and granted by the operators, and the War Shipping Administration. Then comes the WSB to arbitrarily rescind the increases.

"After all, the seaman is a family man. All seamen depend on sailing for a living for themselves and their families. Seafarers and their families depended on this wage increase in order to live comfortably and to make up in some measure for the spiraling cost of living. They cannot live on the wage offered to us by the WSB.

WSB UNJUST

"It is unjust that we be denied what our committee has negotiated for us. The strike, therefore, is not a strike for a wage increase, but a strike to receive what was already granted us by those concerned.

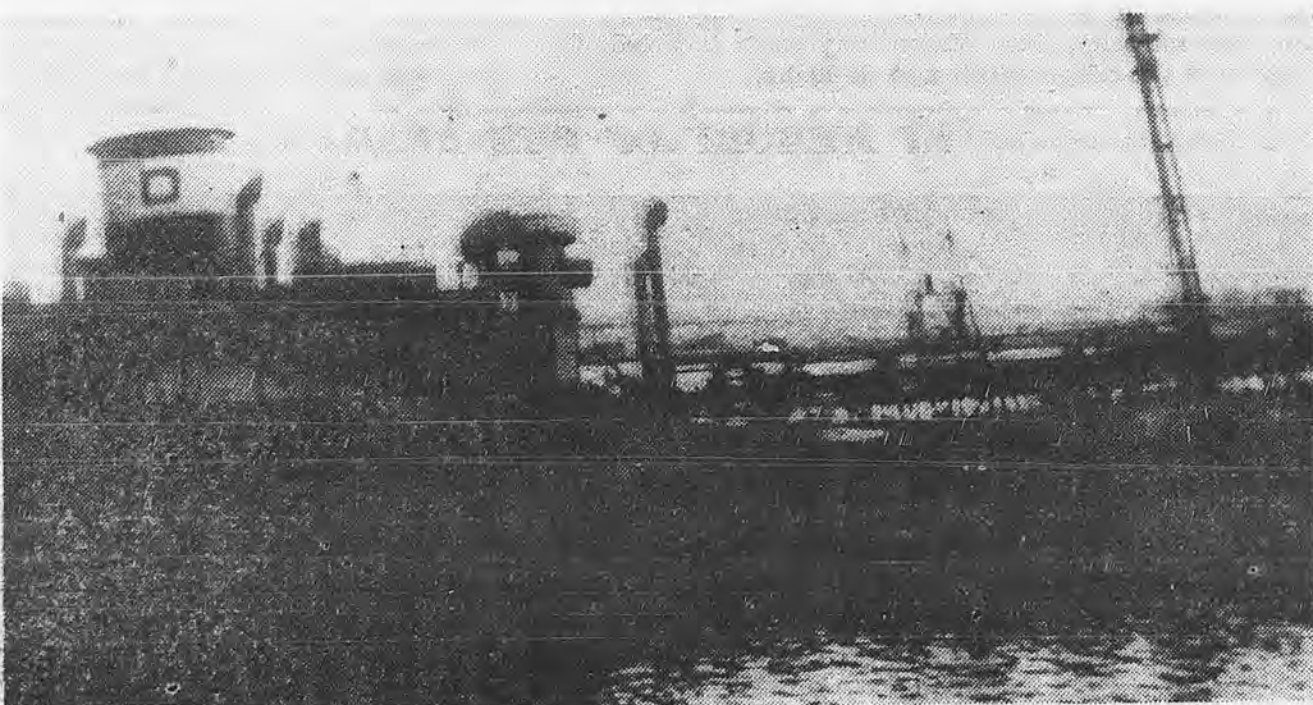
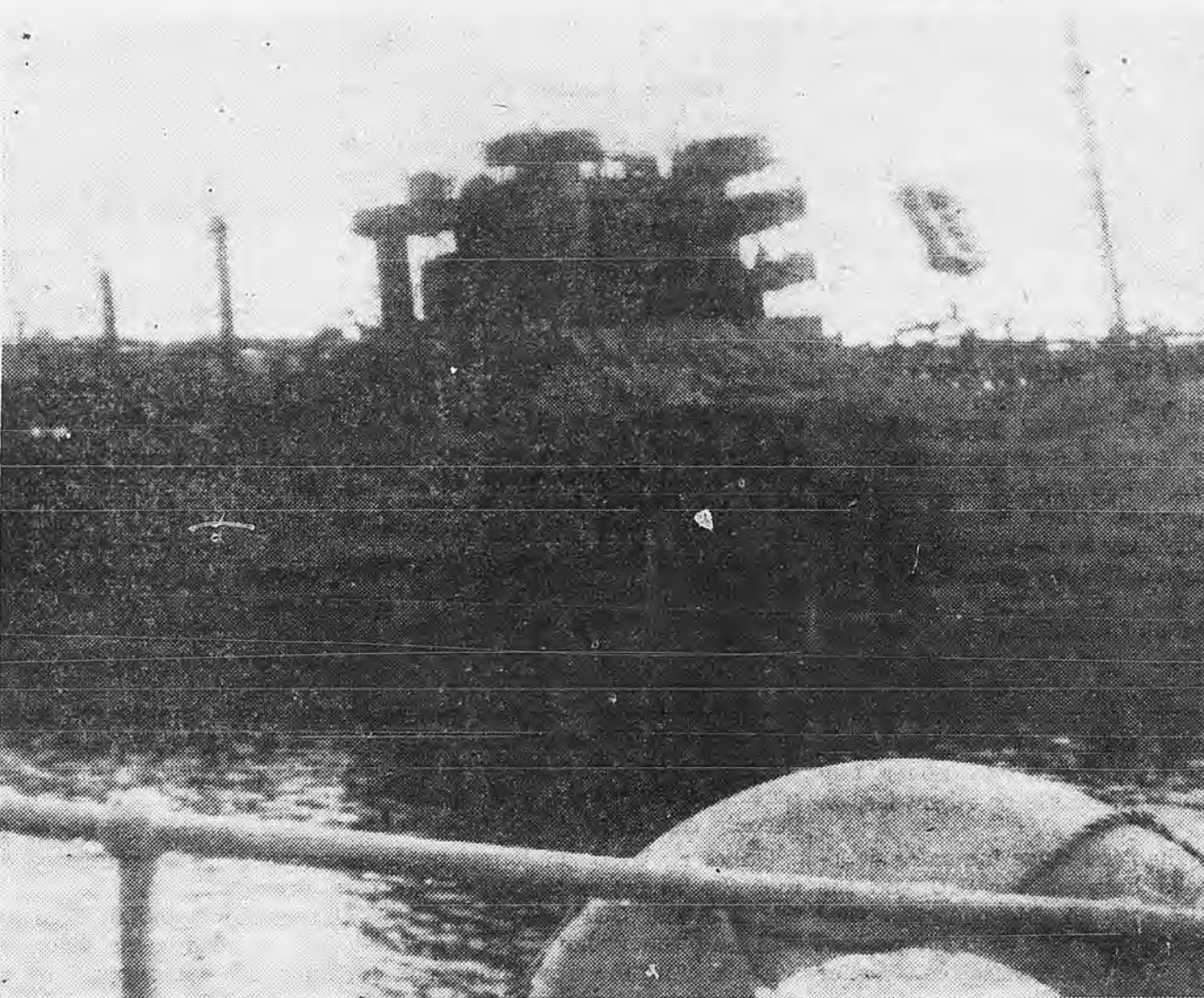
"We find that we have been let down. We have found it necessary to resort to the only means a working man has to protect his living and his wages—a strike.

"So to you, the members of the WSB, we say: We will stay on the picket lines. We are determined to win what is rightfully ours.

"We will stay on the bricks until we win, whether it takes a week, a month, or a year."



TANKER TRAGEDY



Top photo shows two Seafarers who were crew members aboard the ill-fated Deconhill tanker Homestead, swept by a raging fire at the Standard Oil docks in Jacksonville, Aug. 6. The fire was touched off by a bolt of lightning which ignited

the 50,000 gallons of gasoline aboard.

Two SIU crew men, Claude Duckworth and Jack Bowman, perished in the blaze.

The above photos, taken by Brother Warren Stiles, reveal

Salvage Job Was Too Risky, Master Of Rescue Ship Says

Operations to salvage the 30-ton aircraft which crashed into the water off the stern of the SS Tulane Victory July 4 would have been impractical and dangerous, Capt. J. W. Clark, the vessel's master, declared recently in a letter addressed to his crew.

The details of the crash and the swift rescue of the five-man plane crew in the South Atlantic was reported to the Log from Rio de Janeiro by former Deck Delegate Joseph Catalanotta and appeared in the July 26 issue. The only reference to salvage, however, was Catalanotta's sentence: "My first thought, after taking the airmen aboard, was

salvaging the plane, thinking of the nice piece of change this would involve, but the Old Man had other ideas, and \$150,000 was left to the deep sea. It was a good thought, anyhow."

Captain Clark sets forth categorically his reasons for abandoning any attempts at salvage, after he and his officers had discussed the possibilities.

"... the risk involved was entirely too great to risk men's lives for such small gain," the Captain stated.

The Captain also commended highly the crew's performance during the rescue, and said that "each man of the boat crews has been individually mentioned in my recommendation to the Seamen's Award Committee.

Larry Graff, Deck Delegate aboard the Tulane, forwarded Captain Clark's letter to the Log. He said "the Captain called me up and asked me in a very nice manner if I would mind sending in his statement . . ."

TEXT OF LETTER

Captain Clark's letter follows:
12 Aug., 1946
Santos, Brazil

From Capt. W. J. Clark
Master, SS Tulane Victory
To: Unlicensed Personnel

1. An article in your SIU publication re our plane rescue July 4, 1946 has been brought to my attention. The statement made by a crew member of this vessel that I "refused" to salvage the plane when petitioned to do so by the crew is both absurd and ridiculous. Such statements, published without investigation, only widen the breach between officers and men, and such practice should be condemned.

In the first place there was no request made to me regarding salvage on the night of July 4, 1946, and any assertion to the contrary is maliciously false.

2. Salvage, however, was considered by myself and officers, but I abandoned the idea for following reasons:

(a) Plane, when last viewed, was three-fourths full of water.

(b) All instruments, etc., of value were smashed or rendered valueless by salt water.

(c) Plane's Captain stated, "engines were ruined by salt water, and plane presumed completely shot."

(d) A moderately heavy swell was running which would have made raising a 30-ton plane plus water inside, a precarious job at night.

I had to make the decision and the risk involved was entirely too great to risk men's lives for such small gain. After all, by rules of salvage, I, as master would have gained far far more than any crewmember. I suppose had I attempted salvage and one or more men had been injured, the caption would have read, "Greedy Skipper needlessly risks SIU lives for salvage money."

3. Frankly, the only reason I bother to rebut such a statement at all, knowing full well

(Continued on Page 7)

THE MEMBERSHIP SPEAKS



SEAFARER AGREES WITH 'STEAMBOAT'—CG IS NG

Dear Editor:

Three big lusty cheers for "Steamboat" O'Doyle and his item on the Coast Guard Gestapo. He sure hit them where it hurts.

At the moment I am here in drydock to get my bottom scraped and as a result I have time on my hands. When Herb Jansen, the Chicago SIU agent brought the Logs around to the hospital, I read them through and wished there were more.

I am in complete sympathy with O'Doyle. The Coast Guard has no damn right to persecute us, but damn it, they do it every day.

I suppose I am a bit nuts on the subject, however, I lost my papers as a result of a CG court-martial in Panama for six months and it cost me \$225.00 to fly home or rot in the WSA concentration camp at Coco Sola.

What for? The Chief Engineer kicked me in the guts and I promised him I would make him a sorry soul for doing what he did. The charges? Threatening an officer.

Not only was I charged with threatening an officer, but they threw the book at me. Now, if as Mr. O'Doyle says they have no legal status I am going to sue them.

One of the CG officers tried to make a deal with me in behalf of the shipowner, L. A. Tankers. He told me if I would plead guilty as charged, he would guarantee me a suspended sentence with the proviso that I sign off the ship on a mutual consent with the Captain, as he explained the company didn't want to be stuck with my transportation bill. Naturally I told the big stiff where to go, which, of course, made him very mad. So mad that he saw fit to make a personal issue of the case. Now I ask you is that justice?

Keep hitting out at them "Steamboat," I'm with you all the way. Fred J. Reppome

INGERSOLL MEN COMMEND THE STEWARDS DEPT.

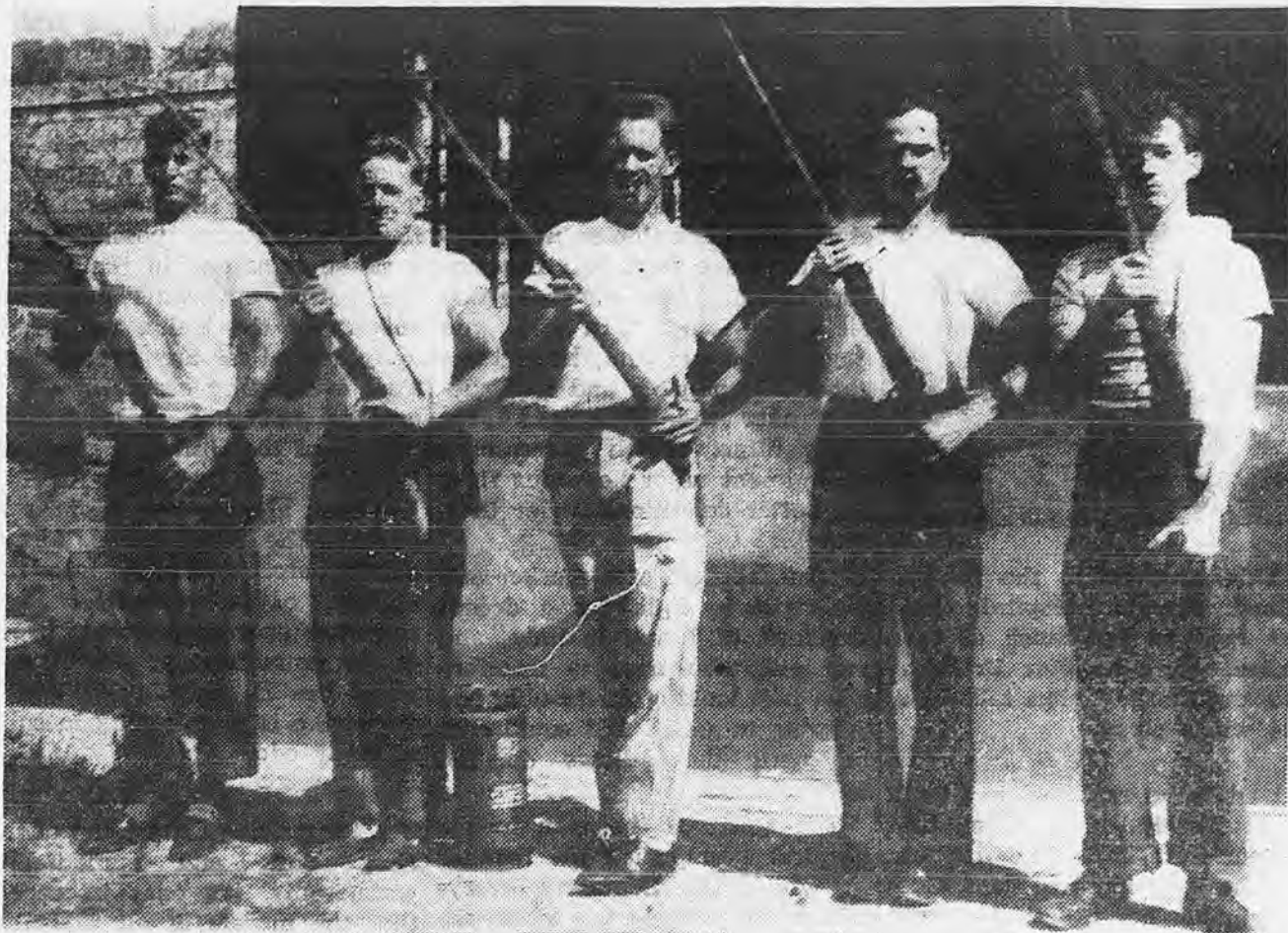
Dear Editor:

We the crew of the SS Robert Ingersoll wish to commend the present Steward Department for their excellent feeding, cooperation and cleanliness throughout the present voyage.

Speaking as Union Brothers we can truthfully say the Steward Department exemplifies the spirit of true unionism in both their work and personal relations with other crewmembers.

We didn't have a single beef during the voyage, concerning cooking, stores, cleanliness and other such matters that can make a voyage so irksome. It was truly one of the best feeding ships we've been on. In view of the fact that much notice is taken of the beefs, bad feeding and other complaints of hungry ships, it is a pleasure and comfort to convey a vote of thanks and gratitude to each and every man of the Steward Department of the Robert Ingersoll.

INGERSOLL MEN PLAYING SOLDIERS



These crew members of the SS Robert Ingersoll know their port from their starboard but when it comes to clicking to "port arms" that's something else. Anyway they are just having fun with some old rifles picked up in an old German fort in La Pallice, France.

From left to right, the men who prefer the sea are: Gerhard Hinrichs, Fireman; Freddie Schumacher, Deck Maint.; Richard Augsbuch, AB; Frank Wasmer, Wiper, and Red Goering, Oiler. Brother Robert Burns, Oiler, took the picture.

USS Clubs Lacking Plenty For SIU Men, Fisher Finds

Dear Editor:

On a recent trip to the Pacific I stopped off at the usual ports and among other things I took in the USS clubs. I made some observations of the clubs in these ports and thought I'd pass them along to you. I don't know exactly what seamen can get from them, but I'll give my slant on them for whatever benefit it may be.

The club in Manila is about seven miles from Wall city and has a swimming pool, PX, ship's canteen, pool hall and a place in the yard where movies are shown and they have tours going to Corregidor every other day or so when the weather permits.

PREFERS HOTEL

The price for a bunk is reasonable, but I preferred to sleep on the ship or at a hotel if you know what I mean.

Like most USS clubs, this one was definitely pro-NMU. I found this out one day when I tried to find two AB's for our ship. I inquired at the office of the club and asked if any SIU men were on the beach. I only got a cold stare for my trouble, and had to look elsewhere.

Another point in that there is a typewriter available at the club for the use of anyone, but to my surprise, I found the NMU patrolman George A. Guilmet making it his headquarters and he had a congregation of NMU beachcombers sitting around him as though it were the NMU hall.

To me the whole Manila club is a money making deal and they delight in trimming the Seafarers. Of course there are some nice refined people here, but they are few in number and cannot balance the many phony characters in the joint.

The USS club in Shanghai isn't as bad as the one in Manila, but it too is pro-NMU. It only takes a short time to find that out in any of these places. The prices here are reasonable and the place is run just like a rest center. It is in charge of an American, Miss Waltrous and she treats the boys pretty fair. They mostly employ white Russians from the west side of Shanghai where the Japanese section was before the war. There is always some kind of entertainment going on during the day all week long. Outside of the movies and dances once a week the place is really dead if you're looking for good time or a real laugh.

It is close to the custom jetty and is a good place to rest up after a long walk or while waiting for some one as it has a nice lounge. The minute steaks are good and tender, but stay away from the T-bones as they are impossible to chew.

HONOLULU CLUB

I don't know too much about the Honolulu club, but the first time I visited there and registered I got into an argument with the girl at the desk. I merely asked for a copy of the Log and she acted as though I was asking for her bankroll. I noticed the

Pilot was prominently displayed however.

The girls here go out to the hospital once or twice a week to visit the seamen in the hospital, but they are American Red Cross workers who I do give credit for their help to the sick seamen who are pinned up there and can't get out.

Of the three I like the club in Honolulu best as it is the property of the Seamen's Church Institute and does a real job of looking after the seamen who make this life their bread and butter. However, if you are on the beach over 30 days, they won't give you a room or bed as they claim you should go to sea again.

Well that is about all the dirt that I could dig up about the clubs that I visited. You can see that the NMU is really solid with these outfits. Personally I really don't care too much. The atmosphere doesn't smell right, and that isn't a crack at the NMU, but they are just seamen's hangouts when you are broke or close to it. About the only ones who take advantage of the clubs are the beachcombers. As long as I am sailing I will stop in at these spots now and then, but in the long run they can have them; I'll take my bunk on a ship or a hotel room. When the day comes that I start combing the beach maybe they'll look good to me then, but not until. "Red" Fisher

SALVAGE JOB TOO RISKY MASTER SAYS

(Continued from Page 6)

that members of this crew having witnessed and participated in the rescue are aware of the true events, is that the true tale be carried home. I have many an old friend in the SIU and I don't like to be misrepresented.

4. Nothing in this rebuttal is to be construed as detracting from the highly praiseworthy

manner in which unlicensed personnel performed their respective duties during the rescue operations. Each man of the boat crews has been individually mentioned in my recommendation to the Seamen's Award Committee, routed via the Mississippi Shipping Co., Inc.

(Signed) J. W. Clark, Master

Log-A-Rhythms

The Wanderer

By "WOODSIE"

I've washed my feet in the Ganges,
My neck in the Bengal Bay,
I've walked for miles thru the Aleutian Isles
For less than a dollar a day.

I was lost in the Indian Ocean
And typhooned down Bombay
On a hurricane deck which I grabbed on a spec
In lieu of a few days pay.

I was sandbagged in dusty Cavite,
And woke upon the low highway
And lived a week on the smell of a leek
For I had no money to pay.

I was spliced to a gal in China
And a Maltese in Malay,
Played at pingpong with Miss Hong Kong
While her mother was away.

'Twas at St. Kits I met a lass
Blacked eyed as any Gypsy,
I pledged a glass in a friendly pass,
And then with love grew tipsy.

I took this lass away with me,
We landed in Jamaica,
We began to disagree upon a little chivaree,
And so I had to shake her.

But all good girls just fail to pine
When Jack turns out a roamer,
They laugh and laugh, just start to chaff,
They pledge the next beachcomber

Now it's home, dearie, home;
It's home where I long to be
My topsls are hoisted, on wind they are foisted
I must put out to the sea.

BROTHER STILES COMES THROUGH WITH GOOD 'SHOTS'

Dear Editor:

As I read thoroughly each issue of the Log, I can't help seeing your note about writing to the Log. As I am a permit man I felt that before writing I should have something to write about.

In the Log of Aug. 9, I saw the news item about the SIU-SUP tanker Homestead. But I didn't see any pictures.

I read the earlier article while in Port Arthur about Aug. 15. At the time I was attempting to organize the SS Roanoke, The next trip we tied up in Jacksonville at the Texas dock. Now is the time to send something to the paper, I decided.

To finish my roll, I took a couple of pictures of the new Hall in Port Arthur, which I am sending to you in the hope that you can use them.

Warren Stiles

(Editor's Note: The Log thanks Brother Stiles for his pictures, the first we have received of the Homestead fire. They appear on page 8 of this issue.)

SIU Strike Helped By Early Preparations

Union Delegation Visits Seamen In S.I. Hospital To Give Lowdown

By IRWIN SUALL

With the policy in mind that all Seafarers should be completely informed of all activities, a delegation of 14 seamen visited their brothers in Staten Island Marine Hospital last Sunday to give them the lowdown on the strike situation.

Carrying Seafarers Logs and strike bulletins, we went from bed to bed passing the word and interviewing the men for their opinion. The men were unanimous in their welcome and were glad to know that the Union even with a big strike on its hands found time to see that the boys in the hospital weren't neglected.

The men in the hospital were with us to the end without question. Even the men who were flat on their backs, hardly able to move, squirmed in their beds and said the hardest thing to take was that they were lying in their sacks while their brothers were out pounding the bricks.

They were loaded with questions of "How is it running?" "Is my friend Frank out on the bricks?" "Is everything really tied up tight?"

Enthusiasm was paramount with them and that old militant look came into their eyes as we told them of the smooth running strike machine and the solid support we've been getting.

DUAL PURPOSE

The delegation was serving a dual purpose of informing them of the strike and asking them about conditions in the hospital. The men had something to say on that score, also.

Take Brother Les Knickerbocker for example: Les broke his leg while leaving his ship in Madagascar on the Robin Line East Africa run. He was given extremely poor treatment at a French army hospital in that city



This Brother, in the Staten Island Marine Hospital, was not kept in ignorance of the action. Here another Brother, sent out by the Union, tells him the whole story.

and when he reported to Staten Island Hospital with a leg that was far from healed he was told to come back in three days. Cussing under his breath he went away and when he returned he was told to wait a couple of more days.

Finally they admitted him and gave him a sack and paid him no further attention for a week. Since that time the treatment and attention has been totally inadequate.

A fellow who's been through that sort of treatment, and has had to stand poor chow all along, isn't likely to be in good morale, and Les looked pretty down in the mouth. But when he found out that we were a committee of Seafarers to give him the lowdown on the strike, he perked up immediately. The strike was the thing and he was with us to the end.

"We've got to stay out til we win this thing 100 per cent. I sure as heck wish I could be there with the boys."

With the promise that we would take up the business of

poor treatment with the committee handling the Marine Hospital situation we moved along.

A brother whose name is not given, nor his union mentioned—but he was a rank and file seaman and he knew our strike was his strike—said, "I'm with you guys to the end, and the end has got to be complete and total victory over the WSB, and over every effort of the government to regiment us or keep our fight for better conditions under their thumb."

"The freedom of a worker and his right to fight for a decent standard of living is holy, and any one who tries to interfere with it is looking for trouble and is going to get it. If I could only be with the fellows on the bricks."

The spirit of the men in the hospital exemplified the manner in which the Seafarers everywhere are viewing the whole situation.

When sick men, flat on their backs, get the itching to get out there and get their licks in, there can be no doubt of our ability to stay out until everything we're fighting for has been sewn up solidly, and all our demands granted.

By EARL SHEPPARD

With the SIU-SUP General Maritime Strike entering its eighth day, the smoothness of operation and the solidarity of the strikers clearly illustrates that the long preparations which went into perfecting of the strike machinery and apparatus were certainly not wasted.

A few months ago, when it became apparent to a number of long-visioned Seafarers that there was strong possibility of a strike sometime in the future, the entire apparatus and machinery of the Union was gradually geared for any eventuality. That eventuality occurred—the greatest maritime strike in the history of the United States now going on.

It took almost three months to prepare the many plans, forms, details, etc. which go into the making of a successful, and smoothly operating strike. Proof of the soundness of these same plans lies in the success which our strike is maintaining in spite of many odds.

MORALE GOOD

After making daily tours of the New York and surrounding waterfronts, it's easy to report that the morale of all SIU-SUP strikers—on the picketline, in special detail assignments, cooking, sign painting, on the various committees—is the highest possible.

Youngsters, oldtimers—Seafarers all—they're pounding the picket line for hours on end without a murmur. Members of the

various committees to which the complicated strike apparatus owes its smooth operation, work for 16, 18 or 20 hours on end, if necessary, to perform their required tasks. They don't grumble about a little thing like sleep. No, all they know is that the SIU-SUP have a beef, and it has to be won.

The Stewards, Cooks, Messmen, etc. who handle so efficiently the hungry chow hounds, don't squawk about their duties. Neither do the other men doing the many jobs which a strike requires—they know they're putting in their time fighting to win a just beef.

ISTHMIAN MEN REPORTING

Hundreds of Isthmian men have reported for picket duty and other strike assignments. All Isthmian ships in New York harbor have been hung up, and the crews of these ships are continuously reporting for strike assignments. These Isthmian seamen know that the SIU-SUP beef is their beef as well as that of all organized labor. As a result, these boys are going all out just like full-fledged SIU-SUP members.

It is highly gratifying to see Isthmian seamen, who are not members of the SIU-SUP (in some instances, they are SIU newcomers), gladly volunteer their services in any capacity to win the beef against the WSB. It speaks well for the future of Isthmian once that company becomes one of the SIU-contracted ship operators.

Regular Army Snafu On Wilson Victory Is Patiently Untangled By The Seafarers

You can always depend on the Army for miles of red-tape, barrels of mistakes, and more ways to do a thing wrong than you ever thought existed. And the case of the Wilson Victory was no exception.

When the Wilson pulled into dock in Brooklyn, with 56 bodies of Americans aboard, the crew left the ship in sympathy with the striking Seafarers. The picketline which had been thrown across the entrance to the pier also kept the longshoremen from coming anywhere close to the vessel, and there was a strong chance that the bodies on board would have to stay there until the strike was settled.

And so, with usual Army shortsightedness, statements were immediately released that the Union was holding up the unloading and that the authorities were making plans for Army stevedores to work the ships.

INTO ACTION

At that time, the SIU strike machinery went into action. Jimmy Sheehan, Patrolman, was immediately dispatched to the scene and went about the job of clearing the ship so that longshoremen could go on the pier to unload the bodies.

It was not difficult to make the necessary arrangements with the ILA Local in the vicinity, but contracting the many Army officers who have to approve anything took quite a bit of time.

It was only after hours of tracing certain high ranking army officers, and unraveling miles of red-tape that it was possible to

gain clearance for the men needed to work the ship. Of course, now the Army didn't want to admit the newspapers since the story had already gone out that the Union was refusing to allow the ship to be worked. But Sheehan and the longshoremen maintained that no work would be done unless the press could come down to the ship and take pictures.

Finally, at four in the afternoon the brass hats gave in, and the work commenced soon after. The Army still had another fast one concealed up their sleeves, but the Union was ready for that one too.

When the bodies had been re-

moved, and the longshoremen were ready to knock off, a Major tried to talk them into taking off some mail and other cargo, on the grounds that "no one has to know about this."

Good union men that they are, the ILA members refused to do this, and so the scabherder had to accept defeat.

The attitude of the Army enlisted personnel who were on duty guarding the pier was that they wanted the SIU-SUP members to know that they are with the men in this fight, and the actions of the Unions in allowing the bodies to be removed struck them as a swell gesture on the part of the Unions.

John L. Lewis Offers Mine Union Help To Striking Seafarers

John L. Lewis has thrown the weight of his United Mine Workers behind the SIU-SUP in its strike against the WSB ruling which denied wage increases gained through free collective bargaining. The miner's chief also offered financial assistance if it is needed.

In a telegram which he sent to the Union's leaders, Lewis said:

"The United Mine Workers of America send greetings. We admire the splendid fighting ability of the members of the SIU-SUP. Of course you will win.

"Several days ago, I urged the American Federation of Labor to withdraw its representative from that economic boars nest that calls itself a Wage Stabilization Board.

"If you need money, advise me."

NOT YET

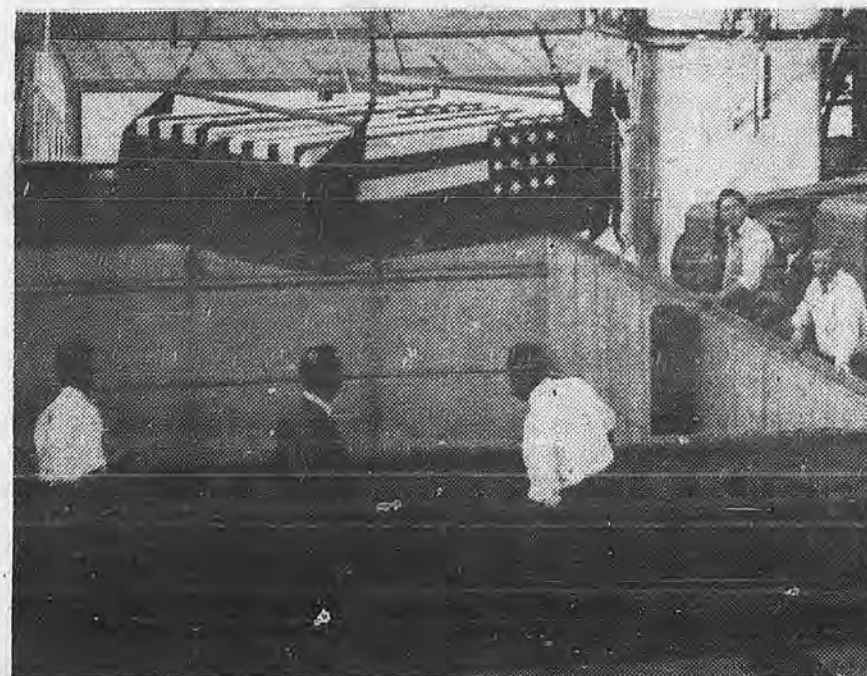
Commenting on Lewis' cash offer, John Hawk, SIU Secretary-

Treasurer, said that it was a very nice gesture but that the Seafarers were financially very well able to carry on the strike. Ample preparations had been made to conduct a strike for a considerable length of time, he added.

The announcement of the mine workers' leader adding his organization's support to the rapidly growing list of those openly backing the Seafarers strike had important implications. Labor observers pointed out that Lewis' statements show that the protest strike of the SIU-SUP against the decision of the WSB has developed into an all-out offensive on labor's part to rid workers of the arbitrary, bureaucratic effect of WSB rulings.

Lewis, at any rate revealed that he is using his influence to get the top AFL councils to walk out of the WSB.

Earlier, William Green, AFL president, pledged his 100 per cent support to the striking Seafarers.



Here are the bodies suspended in mid-air between the ship and the dock. Fifty-six bodies were unloaded this way.