

# SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. IX.

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No. 45

## DOING THEIR DUTY



Voting in the New York Hall are these Brothers, who want to make sure that they cast their ballots before grabbing a ship for some foreign shore. Voting started November 1, and will end December 31. It is the duty of all good Union members to vote in this election. You can cast your vote in any Atlantic and Gulf District Branch Hall; make sure you do so before going off on a trip, or going home for a vacation. **HAVE YOU VOTED YET?**

## Fifth Cities Service Ship Votes; Observers See Seafarers Victory

Voting of the Cities Service Tankers fleet continued with one more ship, the SS Logan's Fort, polled in East Braintree, Massachusetts, on October 31, and another, the SS Council Grove due to vote in New York on or about November 7.

According to the unofficial count by observer Johnny Arabasz, the Logan's Fort crew cast 20 votes for the Seafarers International Union, with ten votes go-

ing into the doubtful column.

Added to the approximately 75 percent majority which it is estimated the SIU has already rolled up on the four previous ships polled, the Union maintained the commanding lead it assumed when the Chiwawa, Paoli, Santigny, and Abiqua were voted.

It is rumored that the Cities Service Company will expand its tanker fleet to three times its present size within the next year and a half. An SIU contract covering the fleet as it stands now will be valid for any ships purchased by the company during the duration of the agreement.

Only two tankers besides the Council Grove remain unpolled, the Lone Jack and the French Creek, and they are on the shuttle run between the Persian Gulf and France. It is doubtful whether either of these ships will touch an American port before the balloting ends on November 20.

The overwhelming vote being cast for the SIU by each Cities Service crew is an indication of the need for organization in the tanker field.

It took the Seafarers a full year to crack through the iron curtain maintained by the company to keep its unlicensed personnel from being organized, but the campaign has borne fruit, and soon the Seafarers will be certified as the collective bargaining agent for these men.

## Seamen In New York State Win Rights To Absentee Balloting

Seafarers who are residents of New York State will be able to vote in state elections even though they are out at sea on election day as a result of the overwhelming passage of Amendment 2 to the state's constitution, broadening absentee voting privileges.

The amendment provides for

## Tidewater Election Almost A Certainty; Pledges To Be Checked

NEW YORK, November 5—Today—more than a year after the Seafarers International Union first embarked on a campaign to organize the unlicensed Tidewater seamen, an informal hearing was held in the office of the Regional Examiner for the National Labor Relations Board, John Penello, and the parties involved agreed to an election, subject to cross-checking the pledge cards of the SIU against the payroll records of the company. Those records were turned over to the NLRB as of this date.

Representing the SIU were Al Kerr, organizer, and Benjamin Sterling, attorney. Others present besides Mr. Penello were Matthew McCue and Richard I. Halland, for the Tidewater Associated Oil Company and John Collins, who appeared on behalf of the company-dominated Tidewater Tankermen's Association.

### TWO FLEETS

Tidewater operates two fleets; one, composed of eight large tankers which run offshore, and the second composed of five smaller tankers which are used for inland waters and short offshore trips.

By agreement between all parties concerned, the two fleets will be voted as separate units, and each fleet will have the right to pick the bargaining agent of its choice. So far the company union has not received a compliance number from the NLRB, and if this is not at hand when the formal hearing is held, the SIU will demand that the Tidewater Tankermen's Association not be given a place on the ballot.

A formal hearing will be held in the near future at which time other questions will be taken up.

## Branches Begin Voting For A&G 1948 Officials

Balloting on the first day to elect Atlantic and Gulf District officials for 1948 reached a record high in New York and Norfolk, and word from other ports made it appear that the vote this year would be the heaviest in the history of the Union.

There are 65 candidates for the 38 positions open, and this equals the number of jobs which were on the ballot last year.

By membership action the post of San Francisco Port Agent was taken off the ballot, while the ports of Houston, Port Arthur, and Charleston were closed during the past year.

However, three Assistant Secretary-Treasurers will be selected this time, instead of the single one heretofore.

### TIME OF STRESS

Voting started on November 1 and will continue through December 31. Union officials, realizing that the coming year will be a time of stress, called on all members to cast their votes so that the incoming administration will have been judged by as many electors as possible.

A copy of the ballot appeared in the LOG of October 24, copies of which are available in every Union Hall.

Before voting, it would be advisable for members to study the sample ballot, and the election insert which appeared in the same issue, so that they can become familiar with the records of all candidates for office.

Ballots can be cast in any Branch Hall during the regular working day, and also at the regular membership meetings. Only full Bookmen are allowed to vote, and each member must show his book before obtaining his ballot from the Committee.

## Organizing Report

On pages 7 and 8 appears the report and analysis of new General Organizer Lindsey Williams. On the basis of this report the membership will have to plan further activities in the organizational field. It is therefore important that every SIU man read pages 7 and 8 so as to be familiar with the background of SIU organizational work and what lies ahead for the Union.



# SEAFARERS LOG

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J. P. SHULER - - - - Secretary-Treasurer

### Editorial Board

J. P. SHULER PAUL HALL  
JOE ALGINA

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George K. Novick, Editor



## On And On!

Some two years ago, the SIU saw that a considerable section of the maritime industry was composed of unorganized seamen. Vast numbers of men were sailing the deep seas, the Great Lakes, coastal and inland waterways without the benefits of the strong unionism so vitally essential to a decent livelihood for all seafaring men.

So long as these men were forced to sail under conditions far below the level established only after a long struggle by the Seafarers, the security of the Union contract was always in danger.

The Seafarers also recognized that in expansion lay the future of the entire Union structure. Coupling these two factors, the SIU stepped out with a bold, new program for organizing the unorganized seamen on all sections of the waterfront. The result has been a series of significant successes continuing right through the entire period.

Newly-appointed General Organizer Lindsey Williams, in his report appearing on pages 7-8 of this issue, relates the obstacles that were in the way of the organizing drive and how they were overcome. He also outlines recommendations to ensure the future success of the continuing organizing effort, and urges full all-out support for the SIU's organizing and expansion program as essential to a sound, steadily growing SIU.

Despite the successes of the past two years, the job is by no means over. The organizing department of the Union is currently concentrating on the tanker field, where conditions show the serious need for SIU contracts. Noteworthy achievements have already been chalked up with a collective bargaining election now under way among tankermen of the Cities Service Oil Company and one shortly to be held in the Tidewater outfit. Several other smaller tanker outfits have recently signed SIU contracts, calling for the highest wages in the industry.

But as quickly as one company is signed up, the organizing machinery must be opened up on another unorganized outfit. For this reason it is absolutely necessary for the membership to get behind the drive in every way possible to make victory certain in all quarters.

There are thousands of jobs still to be covered by Seafarers contracts. Help bring them under our cover.

## Have You Voted Yet?

If you haven't already cast your ballot in the elections of officials who will serve the Union during 1948, there's no better time to do it than now.

By putting it off until the last minute you're running the risk of missing the deadline. Ships, like men, have been known to be out longer than scheduled. So take care of that important matter before you ship out.

You happen to be among the very few who belong to an organization providing for annual selection of officials. You should take advantage of that privilege by making sure you have your say. *Vote now!*



## 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.

### NEPONSET HOSPITAL

J. S. CAMPBELL  
E. FERRER  
J. R. HANCHEY  
L. L. LEWIS  
J. R. LEWIS  
R. A. BLAKE  
L. TORRES  
C. SCHULTZ  
H. BELCHER  
L. BALLESTERO  
Q. TULL  
J. SILLAK  
T. WADSWORTH  
M. GOMEZ  
F. G. ZESIGER

### FORT STANTON HOSPITAL

R. LUFLIN  
C. MIDDLETON  
M. D. PENRY  
A. McGUIGAN  
J. SUPINSKI  
J. P. WILLIAMSON  
ROBERT B. WRIGHT

### BRIGHTON MARINE HOSP.

R. LORD  
E. JOHNSTON  
J. MURPHY (SUP)  
G. MEANEY  
J. BARRON

H. SCHWARZ  
E. HUDSON  
E. DELLAMANO  
J. O'BYRNE  
J. McKEEN (SUP)

### STATEN ISLAND HOSPITAL

F. NEDING  
J. M. McNEELY  
J. V. MUSCOVAGE  
L. DURHAM  
T. J. KURKI  
E. T. BROWN  
J. F. KRIZ  
J. PILUTIS  
L. MORENO  
P. R. THOMPSON  
A. SWENSON  
J. O'MALLEY

### BALTIMORE HOSPITAL

E. L. PIERCE  
W. T. ROSS  
S. WATSON  
E. T. DANBA  
E. FIEDLER  
E. L. WATERS  
M. J. LUCAS  
E. FREMSTAD  
Z. FRANCE  
H. C. BENNETT  
J. NOOHWA

## Hospital Patients

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

### Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following 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.)

### BALTIMORE HOSPITAL

E. FREMSTAD  
M. J. LUCAS  
S. S. TALLEY  
W. L. FRANCE  
H. C. BENNETT  
SAM WATSON  
E. T. DANBACH  
E. FIEDLER  
J. P. TUCZKOWSKI  
E. PIERCE  
J. W. HERTHLING  
J. NOOHWA  
R. L. RADIN

### NEW ORLEANS HOSPITAL

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



HAVING HIS SAY



SIU member John Hopkins steps up to the ballot box on the first day of voting and has his say on who is to lead the Union during 1948. It's everybody's duty to vote if at all possible. Don't wait until too late, and then gripe if the man you favor isn't elected. HAVE YOU VOTED YET?

# Isthmian Negotiations Now Nearing Completion

By PAUL HALL

Present negotiations with the Isthmian line for a full contract should be completed shortly. These sessions have been tough and, by the time they wind up, will represent one of the longest periods of negotiations the Union has ever gone through.

This is a natural result of the fact that Isthmian is in their first negotiations with any unlicensed union.

However, there remain but a few points to be settled before the Union will be in a position to present a full contract covering the company's fleet to the membership for final action.

When this contract has been completed it should be on a par with the basic working conditions contained in other SIU contracts. In fact, in some instances, it will represent an improvement because of its greater clarity.

The completed Isthmian contract will be a great gain, not

for just the Union as a whole, but for every man riding the company's vessels. And it will rest with the membership to see to it that the contract is lived up to and protected.

For this reason it is especially recommended that score-wise SIU oldtimers should ship into this fleet as soon as possible.

Regardless of how good a contract is, it doesn't mean too much unless its provisions are properly carried out by a crew of men who know the score and can tell the difference between a good beef and a bum one.

### MEN NEEDED

Naturally, it will probably be a few months at least after the completion of the contract before these ships will be operating in the same ship-shape fashion as other SIU-contracted vessels.

This is attributable, first of all, to the fact that there is a scarcity of SIU full-bookmen on this fleet as compared with the number working on ships of other companies contracted to the Seafarers.

Thus, the necessity for some of the fellows who know the score to take jobs on Isthmian vessels.

This company fully contracted to us means more cabbage for our membership and a damned sight more jobs on our shipping boards, two items of considerable interest to every working seaman.

The jobs involved are not just jobs. They are jobs with good Union conditions. So it is important that good Union men who are interested in doing a good job, take these ships and see that they are handled in a commendable manner.

Once the pattern has been set aboard these Isthmian ships, and the correct Union procedure has been established, it will be a simple matter for future crews to keep things squared away in proper style.

### SIU ELECTIONS

General elections for the 1948 officials of the Atlantic and Gulf District are now under way. This election will run, as per constitution, from Nov. 1 through Dec. 31.

Every member qualified to vote should make it his business to do so. Voting is a privilege which all Seafarers should exercise, since it provides them with a direct means of participating in the administration of the Union's business.

The SIU is one of the very few Unions that conducts elections annually and thus allows its membership to choose its officials frequently.

SIU elections point up the fact that our Union is not torn by the internal problems as are other unions in this industry, as is evidenced by their election battles.

Many of them have opposing factions which print up special "slates" which they push at all costs, even to the extent of tearing the union to pieces in the effort.

Opposition candidates are smeared without regard for truth or decency.

In the SIU no such "slates" appear. There are no sets of

special candidates. Members can designate their choice on the ballot purely on the basis of the individual's record.

Character assassins with no respect for fact do not confuse the picture.

The Seafarers membership has never had to put up, for instance, with some of the disgraceful tactics which dominate NMU elections, wherein the commie and anti-commie factions concentrate on the destruction of one another, and the welfare of the membership is allowed to go floating down the stream.

Our elections are taken seriously. The best way to guarantee this right to freely exercise choice of Union officials without fear of intimidation is to get out and express ourselves at the Union polling places.

Every SIU man who is qualified should cast his ballot.

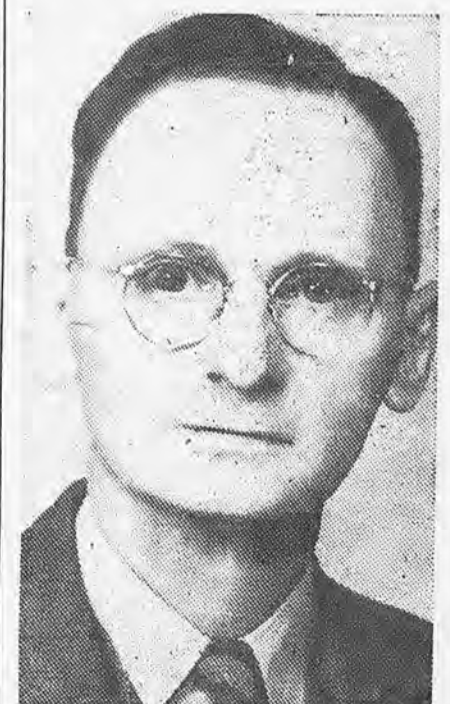
## NLRB Meeting To Set Date For Kinsman Voting

CLEVELAND, October 31—On the basis of an NLRB Direction of Election issued October 28, 1947, a hearing to schedule an election for the crewmembers of the Kinsman Transit Company (Steinbrenner) has been set for November 5, 1947 at Cleveland NLRB offices.

Due to the fact that the Lake Sailors Union, unaffiliated, has not as yet complied with Taft-Hartley requirements, this outfit, which attempted to intervene at the last minute, will not appear on the ballot.

Only the name of the Seafarers International Union of North America, Great Lakes District (AFL) will appear on the Kinsman election ballots.

### A & G CANDIDATE For Baltimore Agent



**WILLIAM MCKAY**  
Book No. 8. Joined the Great Lakes Firemen's Union in 1912 and has been a union member since. In 1937 was organizer and Baltimore Agent for AFL Seamen's Union. Was organizer and SIU Baltimore Agent in 1938. Has participated in, and has clearances for, all major maritime strikes.

## SIU Acts To Relieve Unemployment Facing ILA Men In Puerto Rico

Taking recognition of the severe economic conditions existing in Puerto Rico, the membership of the Seafarers International Union has moved to ease the problem of continued unemployment facing members of the island's International Longshoremen's Association, AFL.

In a resolution adopted at Wednesday night's meeting in New York, attention was directed to the serious plight in which the Watchmen Local of the ILA has been placed as a result of SIU contracts calling for gangway watches to be stood by members of ship's crews in Puerto Rican ports.

The resolution, which is not final until the membership in all other ports has acted upon it, recommended "that the Union go on record as waiving the right to demand that sailors stand all gangway watches in Puerto Rican ports."

### ILA DID JOB

It pointed out that "this work, in the past, was customarily done by one of our affiliated unions, the ILA," and that since the contracts were signed, these ILA members, particularly in San Juan, have been unable to find employment of any kind. The island's unemployment crisis makes it virtually impossible for the displaced ILA men to find other means of livelihood.

Contracts with the Waterman Steamship Corporation call for gangway watches on their ships to be handled by the ILA in all ports where it has locals. In Puerto Rico, however, SIU men have been standing the watches, although the ILA operates throughout the island. The resolution, which was submitted by J. P. Shuler, Paul Hall, Robert Matthews, Lindsey Williams, Joe Algina and Joe Volpian, is intended to correct this situation. The resolution stressed further

the excellent and close-working relationship between the SIU and ILA and that the move would strengthen the existing ties.

SIU action to help relieve the strain on their ILA brothers in Puerto Rico stemmed from a conference held two weeks ago between Port Agent Sal Colls and representatives of the AFL longshoremen.

Colls was sympathetic when the ILA men told him that 40 members of the Watchmen Local

had been thrown out of work by the new SIU contract. He promised that the situation would receive serious consideration by the SIU.

Present at the meeting in San Juan were several ILA representatives, including M. Mejias head of the Ponce local; Jose Cabon, island delegate; E. G. Moreno, executive president; A. Mar-tos, secretary of the district council, and Sr. Nicola, president of the Mayaguez local.

## NLRB Election Begins Soon For Shenango Crewmen

CLEVELAND, Oct. 31—Complying with the NLRB directive of Aug. 21 ordering an election for all unlicensed personnel, excluding supervisory employees, of the Shenango Furnace Company, NLRB Field Examiner John Irving today set a time and place for Shenango crewmembers to vote on choosing the SIU Great Lakes District as their sole bargaining agent.

The three Shenango ships—the SS Schoonmaker, SS Shenango and the SS Wm. P. Snyder Jr.—will be posted on their first up-bound trip within the next four or five days, and will then be voted on their next arrival at a Lake Erie port after having been so notified, which will be about November 15.

There is a total of 89 unlicensed personnel involved in the Shenango election, and those who were on the payroll as of July 31, 1947, will be eligible to vote. NLRB supervised voting will be carried on in the Observation Rooms, forward in the three Shenango vessels.

Setting of the Shenango election climaxed the organizational

drive begun on these three vessels last March, which resulted in the SIU Great Lakes District petitioning for an election on May 19, 1947.

Later, on July 9, 1947, a formal hearing was held in Cleveland, and the case went to the NLRB in Washington after the company refused to agree to a consent election for their ships.

A Direction of Election was issued by the NLRB on August 21, but due to the compliance requirements of the Taft-Hartley Act, and the red tape involved, it was not possible to hold a meeting for the purpose of setting an election date until October 31.

Now, within the next couple of weeks, crewmembers of the three Shenango ships can vote for the Seafarers International Union of North America, Great Lakes District, as the Union of their choice.

Shenango crewmembers, too, want the same gains as Midland, Huron and Wyandotte seamen. That's why Shenango seamen will vote SIU in the coming election!



# Steamboat Learns Scabbing Will Pave Way To Better Job

# HEADQUARTERS REPORT

By J. P. SHULER, Secretary-Treasurer

Did you know that the best way to get ahead in the world is to be a fink? This may sound startling, and I admit I was surprised to find it out myself. It must be true though, 'cause a big Wall Street operator has just said so, and naturally everybody knows how smart you have to be on Wall Street.

Of course, I am just a dumb seaman and I wasn't able to understand how this could be at first, but this big operator explained it very clearly.

In case you are thick-headed like me, listen to what Robert Young, the railroad tycoon, had to say recently in a national magazine:

"No young man should join a union as they are now constituted," he says, "and that's because of one of the flaws in union organizations.

"For instance, when one of our track workers excels the others enough to be transferred to the shop, we can't transfer him and give him a better job. The union won't let us.

"This is bad for free enterprise and is very anti-everything. So, any young man who wants to get ahead had better not join one of today's unions."

### WRONG SLANT

There, you see how simple it is? If you join a union you just won't get ahead in the world. And all the time I've been thinking the only way to get more money was to join with my fellow workers and make the capitalists give me a little of the dough I was making for them.

Now that just shows how ignorant seamen are.

Mr. Young explained how track walkers could get into Wall Street, but it's easy to see how this applies to seamen, too.

If you are a Wiper, stay out of the Union and wipe harder than the other Wipers. Then

Well, some of these oldtimers sure are obstinate.

Now, of course, if everybody quits the SIU we can't all be big steamship tycoons, but a few of us will make it, and as for the other 90,000 guys, well—just keep trying and work hard.

If you should meet one of these union agitators, tell him what Mr. Young says about unions being "bad for free enterprise and very anti-everything." That will shut him up.

Mr. Young also says, "A willingness to put the needs of one's employer above personal consid-



erations is the most important qualification for a job or for advancement."

Well, I had a heavy date for tonight over in the French Quarters but I am not going to put personal considerations above the needs of my employer.

There is a rosebox in the engine room that is all clogged up. I am going down in the bilge right now and that blonde is just out of luck for tonight.

I also want all of my old SIU buddies to know that when I get up there in the big time I will not forget them and I will find big jobs for all of them, and, oh yes, tell J. P. Shuler that my book will be in the mail shortly.

"Steamboat" O'Doyle

### Negotiations

#### ISTHMIAN:

The Negotiating Committee is still in the midst of negotiations with Isthmian. We have completed most of the contract with only a few issues left to be settled. We are now in the process of going back over the entire contract and separating those disputed points, which number approximately seven, for final disposition. It is regrettable that we haven't this full contractual report for this meeting as was planned, but such was impossible.

#### ATWACOAL:

We have had an agreement with this Company for years, but during the war they operated no ships. Recently, we signed the standard freight ship agreement with this Company and this past week we crewed the first of this Company's ships. This outfit will operate in the sulphur and coast-wise trade.

### General Election for 1948

The balloting on the General Election for Officers for 1948 started in some Atlantic and Gulf District Ports Saturday and in others Monday. It is to be pointed out that it is the responsibility and duty of every member of this Organization to go in and vote in this election. The number of votes cast should be the greatest this year than in any other election in the history of this Union.

### Organizing

#### CITIES SERVICE:

The Organizers, as reported at the last meeting, are now in the midst of voting the Cities Service fleet. From the reports submitted to Headquarters by the Organizing Staff, it appears that once the votes are completed and counted, another organizational victory will be had for the SIU.

General Organizer Lindsey Williams is now preparing a full report with complete recommendations and programs for future organizing work which should be ready and printed in this week's issue of the SEAFARERS LOG. He has gone into considerable study in drawing up this report and every member should make it his business to read and study it.

#### TIDEWATER TANKERS:

A meeting was originally scheduled between the Union and the NLRB on Tuesday, October 28, but due to the illness of one of the NLRB officials, this hearing has been postponed until Wednesday, November 5, 1947. The results of this hearing will be carried in this week's issue of the LOG.

### Recommendations

#### REINSTATEMENT PROCEDURE:

Our constitutional procedure provides that if a man in arrears is denied reinstatement by a Trial Committee, he may appeal that decision in the same manner as any man who has been charged and found guilty by a Trial Committee.

We have numerous instances lately where men have not only appealed the decision of one committee, but have come back repeatedly and have made as high as five appeals and being turned down by all committees. This takes up considerable time of the Trial Committees because of these appeals and results in loss of valuable energy.

It is therefore recommended to the membership that once a man is seeking reinstatement and denied same and he then appeals the decision of this committee, and the second committee denies reinstatement, that he then not be eligible for appearing before the membership or a committee again for a period of at least 12 months.

#### MEN IN RETIREMENT:

A motion was carried in the last New York meeting that no man be allowed to come out of retirement until he has passed a committee for clearance. It is pointed out that a man can have a retirement card and still be finking for a company in some form or other, and later come back and get his book out of retirement.

It is therefore recommended to the membership that it be the accepted policy that no man can draw his book out of retirement until such time as he has passed a clearance committee in Headquarters Office.

#### SEAFARERS LOG:

The membership of this Union is spending a large sum of money in maintaining the SEAFARERS LOG. The membership has gone on record repeatedly that Port Agents submit regular reports to the LOG for the membership's benefit in keeping in touch with all ports' affairs in the Union.

In spite of this fact, however, some of our Port Agents are not contributing regularly to the paper and are thereby not living up to membership rules. It is therefore recommended to the membership that in the future, in the event of continued failure on the part of any Port Agent to send in these reports, the Port Agent guilty of same be brought before the membership for action for failure to live up to Union policy and neglect of duty.

# Alcoa Corsair Crew Passes Word To Seafarers: A Shipboard Educational Program That Works

By ROCKY BENSON

NEW ORLEANS—The crewmembers of the Alcoa Corsair have embarked on a shipboard educational program in maritime unionism which they think should be brought to the attention of every SIU member.

Only by such programs will Union members, new and old, come to have a real understanding of the Union's position, purpose and strength, and they hope that the crews of other ships will adopt similar courses.

The Corsair crew runs its educational program through informal meetings and makes use of the Delegates' kits available in any SIU Hall. Such a kit, if you've never seen one, contains the SIU constitution, the shipping rules, an account of the Union's history and structure, the proper procedures for settling beefs, and an outline of the Union's organizing programs.

In short, there is plenty there that every member ought to know.

#### STRICTLY INFORMAL

When I say our meetings are informal I mean we keep our hats on or take them off, just as we please. The men don't have to stay if they don't want to.

However, they really like it. Listen to A. (Blackie) Bankston's opinion of it:

"What do I think about the educational program that was started aboard this ship? I'll tell you. Right now, it is one of the most needed programs I know about. We have opened our books to new members who have a lot to learn and need a lot explained to them about the beginnings and struggles and growth of the Seafarers. The program should be carried out on every SIU ship, and every member should take part and see that it is a success."

#### ASK TEACHER

At our informal educational meetings on the Corsair, one man is selected to serve as the teacher. Another is named reading clerk and recording secretary of the meeting.

The reading clerk reads the entire constitution to those present. Then in reply to member's questions, explains any sections that are not clear.

If the teacher is uncertain of an answer—even teachers don't know everything—somebody else may know it. If he does, we are glad to have him volunteer the information. In other words, our

meetings are as democratic as they are informal.

One member who enjoys them is Jack B. Mauldin, who says:

"In my opinion, these educational meetings aboard ship are the most successful way of introducing the new members into



the Union. The meetings we've had have been fine examples of the advantages of the SIU organization. I would like to see other ships succeed in this field."

#### GOOD FOR OLDTIMERS

However, this program is not run just for the benefit of the new members. It is set up so that it will be just about as enlightening to those of us who have been around a while and who sometimes do not realize

how much we've forgotten, as it is to newcomers. Nevertheless perhaps it is new men who get the most out of it. Joe Seaver and J. R. McLean know what I mean when they say:

"We think the educational program we have on the Alcoa Corsair should be carried out in its entirety on all SIU ships. In the past few months we have seen too many Permitmen coming aboard with just one thought in mind—overtime. The Union didn't mean anything else.

"There definitely must be an educational program to teach these men about the constitution and by-laws. All SIU ships should have plenty of Union literature covering the constitution, the shipping rules, the Organizers Handbook and everything else good Seafarers ought to know."

The success we've had with the program on the Corsair should be enough to warrant its adoption on every ship.

So, Brothers, let's get it going. Let's see to it that every one of us knows just where the Union stands, which is just where all of us stand.

It's our Union, let's learn more about it.



pretty soon you'll be a Fireman and go right to the head of the company.

I explained this to one oldtimer, but he said that when there were no unions he was only getting forty bucks a month, and all he ever got to eat was food condemned for sale in the United States.

I told him: You've got to start at the bottom and, anyway, the future was what counted. Like Mr. Young, all he had to do was work hard and he would get ahead.

Well, this oldtimer told me he had worked twelve hours a day with a field day on Wednesdays, and two hours Sunday mornings. Soogie-woogie was safety of the ship after five o'clock, and instead of getting ahead he had been fired for making the head on company time. If that wasn't working hard, what the hell did I want, anyway?



## Shoregang Jobs And Shipping Fall In San Juan

By WOODY LOCKWOOD

SAN JUAN — Shipping has been slow these last two weeks. We have shipped only ten men in all three departments. If anyone is thinking of wintering here, he'd better have a little cabbage to get by with, as the shoregang jobs have slowed down a lot too.

Waterman is getting the habit of calling for men on the last day, which gives us a hard time. We have to worry every time about whether the men called to cover the jobs are going to make the ships.

Sometimes the men have to go to Fajardo, and when they arrive the ship is heaving up the anchor. Then it's a headache to get the transportation from the company.

Bull has been acting the same way. A call came in at 4:30 from the SS Emilia for an Oiler and a Fireman just as she was about to sail from Mayaguez, which is all the way across the Island.

### PLENTY OF TIME

We made the rounds without finding anybody. It was just too late.

Bull called back to say they had taken a Fireman from the L'Ouverture, also in Mayaguez, and the next day we sent a Fireman-Watertender to the L'Ouverture to replace him.

The two men who got off the Emilia claimed that they had got off in time for the Union to supply new men. We are asking ourselves: "Why didn't the Bull Line call earlier?"

At present there are only five ships at the Island, four Bull and one Waterman, but we expect that within a week there will be twice as many.

There is a brand new bunch of beachcombers, aptly named the Rover Boys. Their headquarters is the Texas Bar, but they can be seen roving almost everywhere. They seem to have what it takes to make them happy.

However, the shipping list is growing each day. Right now we have the following registered: 18 ABs and Bosuns, one Carpenter, 16 OSs, one Chief Cook, six Second Cooks, 14 Messmen, one man with all Engine ratings, four FOWs, one Chief Electrician, three Wipers and two Oilers.

### HARD TIME MATE

Harold Zurn shipped on the Monarch of the Seas, Waterman, as Deck Maintenance, but was refused by the Chief Mate. We contacted the Company the next morning. They said they couldn't do anything about it. We figure this Mate is building up a reputation.

Our first week as Pie-Card Pro Tem was a busy one. The first day, a well dressed gentleman walked in, wanted to know the price of two Books for a couple of friends of his.

After he found out the score about the Books, he told me that he knew Mr. Such or Somebody of the Bull Line, and others. He didn't mention the Governor, though.

There were some other characters in, too. A fellow with a tripcard wanted a ship to Norfolk—Baltimore would do, he said. He was surprised when he was told he was supposed to register in order to ship out.

# AROUND THE PORTS

## Alien Seamen Getting Bad Deal All Around; SIU Campaigns To Liberalize Regulations

By JOE ALGINA

NEW YORK — While shipping has been declining somewhat in the ports around the country, it has managed to pretty well hold its own here in New York. From all indications it appears that it will continue to remain that way during the coming weeks.

This, of course, doesn't mean shipping is such that men can choose their jobs from a dozen or so ships; shipping isn't that good, but the jobs are there to be taken.

The men holding the more specialized ratings can still pick their run and ship, but for the most part the selections aren't too great.

We're not having any difficulty in crewing the ships in port, but a rated man can get out in a matter of a few days if he isn't too choosy.

Partly responsible for the general decline in shipping is the ever increasing sales of tankers to European countries, most of which are going to England. Although they are not ships contracted to the SIU they do mean a loss of jobs to Engine and Stewards Department men.

### SHIP SALES

Out of these sales have come stories of poor treatment and buck-passing by the company agents in England. The crew of one of the ships sold, the Capital Reef, had quite a tale to tell when they returned to New York.

While awaiting repatriation in England they suffered much maltreatment by the shipowner. They came in with a list of beefs that would take an hour to just read, but everything was straightened out to the crew's satisfaction at the payoff.

The same was the case with the crew of the Fort Frederica. Some of the crewmembers were returned to the States under third class transportation.

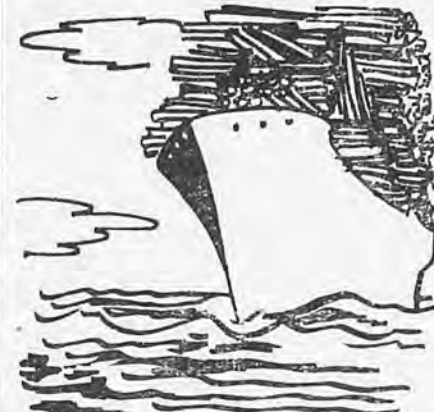
This beef, too, was ironed out with the men receiving the difference between third class transportation and that called for in the agreement.

The crew of the Stones River, another tanker sold to England, had practically no beefs at the payoff and were paid a bonus of one month's wages which the Union had secured for the crew at the sign-on.

Most of the payoffs handled in the port of New York this week have been very clean. Among them was the John Gallup, Smith and Johnson. She was shipshape and one of the week's finest.

### LOG LOADED SHIP

Another payoff, the Loop Knot (Alcoa), was a little more difficult matter for the Patrolmen.



She came in with a shipload of uncalled-for logs. For the most part they were for petty infractions or matters beyond the control of the men logged.

One which the Patrolman settled provided for a refund when a crewmember missed the ship through no fault of his own. When the man attempted to collect the money, the Skipper denied agreeing to the lifting of the log.

This arbitrary attitude of the Skipper held up the sign-on for a while, but eventually everything was squared away and the ship sailed.

On another matter, that of alien members, we are running into difficulties in complying with the restrictions imposed upon these seamen by the government.

On ships heading foreign, aliens are allowed to constitute 25 percent of the crew. Sometimes, through a mistake, a greater percentage of aliens is sent to

a ship and at the sign-on there is a great deal of confusion when the quota of aliens have signed on and the rest of them have to pile off.

There is no real method of stopping this, as it only occurs through an error in the first place, but it is a good idea for all aliens to be present at the sign-on so they can get together when it is seen that something is amiss.

In these cases, the best way to handle it is to allow the man with the most time aboard the ship to sign on first and so on down.

Another problem facing aliens is the requirement that they pile off a ship coming in from a foreign voyage and going into coastwise operations.

Even if the ship is only going to be sailing coastwise for a week or two and then resume foreign trade, all aliens find themselves forced off their ships.

### DEFINITE HARDSHIP

This is a definite hardship and one well known to the Union. The SIU feels that, like in the case I mentioned above, the aliens should be allowed to stay aboard, so as to resume their foreign sailing.

In this particular injustice the Union is going to look into the matter and see if some relaxation of the ruling can't be made.

Maybe something allowing an alien to remain on a coastwise ship for two weeks would be the answer.

On the Newburg, Los Angeles Tanker, there were eleven men who did not receive transportation back to their port of sign-on.

They can receive the money due them by calling at the company's New York office or by writing the California office at 265 West 7th Street, San Pedro, Calif. The names of the men are:

Glenn W. Gallatin, Aage B. Aagesen Odland, Stefen Czaplá, Clayton A. Cooper, Calixto Sasarez, William J. Jennings, John D. Smith, Donald D. Monteone, Henry J. Romero, Edgar Estep and Antonio Romero.

## Port Mobile Is Slow As Ships Await Cargoes

By CAL TANNER

MOBILE — Shipping here has slowed down for the past week due to the fact that the Companies are having a little trouble getting their cargoes lined up.

There are quite a few ships in here now that are just waiting for their cargoes to arrive. They will be ready to crew up as soon as the stuff gets here.

With voting set to start, we expect to have one of the largest votes, anywhere, cast in this port. Everyone is taking active interest in the campaign and the newly elected Balloting Committee will be kept busy.

A lot of oldtimers are on the Beach in Mobile now, including some of the better known belly-robbers like Charlie and Joe Stringfellow.

Joe is currently acting as Port Steward for Alcoa and doing a fine job of it. Other Stewards sweating the beach out are Jack Nall, J. Porter, L. Lott and J. Ryan.

We have a surplus of non-rated men right now, especially Ordinary Seamen and Messmen, and we are hoping things will pick up in the near future so we can get them out.

### COPS TOUGH

Some of the oldtimers here who like to do a little drinking on the beach are finding the police here strictly out to get seamen—so watch your step when you hit the beach in Mobile.

Next week we will have a list of the men in the hospital here so their friends can write to them. Last week there were just a few of the boys enjoying the hospitality of the U.S. Public Health Service, but some of them did not want their names published.

Patrolman Jeff Morrison has finally gotten rid of his super-de-luxe Chevrolet. He has been trying to palm off that wagon for three months, and at last he found a sucker.

It was just as easy to run as a Liberty in close waters, and, a ship's engine was a lot easier to keep going than that Chevvie.

The Hall now has a handsome candy-dispensing machine to stand with the cake machine which was installed recently. We are just marking time until we get the new cigarette machine.

## High Prices And Cut-Rate Labor Make Miami Tough

MIAMI — Shipping is at a standstill here following the departure of the Florida last Sunday. Her schedule calls for her return to Miami on November 18, but we won't be idle until that date as we have received word that the Evangeline is due in here tomorrow with the Yarmouth to follow in a few days.

The presence of these two ships in port will be enough to keep us busy for awhile.

Like the temperature down here, prices are terrific. Nothing sells for less than a buck, thus when a fellow starts looking for a place to live he is really up against it.

If you have \$1500 as a starter and four or five hundred bucks

monthly for rent then you can find plenty of places, but if you must hold your rent to around a hundred a month or less you'd better steer clear of this town.

### LABOR PROBLEM

One thing which makes living a tough proposition down here is the influx of boomers or seasonal workers.

I spoke to one of them recently and was told he had worked all summer up north and, having saved his dough, he had come to Miami to escape the cold weather.

Since he feels he need only make enough to scrape along, he doesn't mind taking a job for less than half the usual wages paid around here.

This attitude makes it tough on the permanent workers in this state as the guy I spoke to is only one in thousands.

This practice of working for low wages has forced a general cut in wages around here and naturally has caused a drop in the standard of living.

### ATTENDED MEETING

The crew of the SS Florida has expressed itself as being very anxious to get in on the voting which started this week. There are 155 book members on this wagon and that's a good number of voters in any election.

At our meeting here last week, all hands from the Florida attended. There is not much beating around the bush with this

bunch; they have, for the most part, very old books and take an active interest in things concerning the SIU.

As soon as our telephone is installed—which will be in a few days—we will get in touch with the other local AFL unions. As in Tampa, we will take an active part in Central Trade and Labor meetings.

The Laundry Workers have been in to see us—purely a social call. Their business agent is an old friend of the Seafarers stemming from the days the SIU took an active part in a beef they had in Tampa.

The good name of the SIU seems to precede us wherever we go.



## Great Lakes Organizing Drive Paying Off; Two More Bargaining Elections Due Soon

DETROIT — Even though the finish of the 1947 sailing season on the Great Lakes is just around the corner, the SIU's organizational drive on the Lakes is once more gaining momentum, and we'll probably finish the season in typical SIU style with a string of election victories.

Proof of the fact that we're once more driving ahead at full speed lies in the scheduling of an election for the three Shenango Furnace Company ships within the next few days (around Nov. 15). Also, a meeting is being held in Cleveland to set the date for the Kinsman Transit Company election.

In addition, latest word from Washington is that both the Hanna and Wilson cases should be processed shortly.

However, whether or not we'll be able to get these two elections through in time to vote the crews before lay-up is something still to be determined.

### SHENANGO VICTORY

During the past few days, we've had occasion to contact the three Shenango ships either personally or through our organizational staff.

On the basis of these discussions with Shenango seamen, we are sure that they are going to join the parade of other unorganized seamen who have voted SIU because they wanted SIU job security and competent union representation rather than sail under LCA conditions.

Just pause for one moment and look at the numerous shipping companies whose crews have chosen the SIU as their Union in the past year or so.

On the Coasts, we've had the huge Isthmian fleet of some ninety-odd ships vote overwhelmingly for the SIU. Incidentally, the Isthmian SS Company is a Big Steel subsidiary, just like Pittsburgh on the Great Lakes.

In addition, crewmembers of the Ponce, Tidewater, Tanker Sag Harbor, St. Lawrence, American Eastern, Petrol Tankers, Kearney and Coral fleets have chosen the SIU to represent them. They all know the SIU's reputation for having the best contracts and conditions.

On the Lakes, Midland (7 ships), Huron (2 ships) and Wyandotte (4 ships) have all voted for the SIU Great Lakes District as their Union.

And now comes the Shenango and Kinsman fleets whose seamen have stated in no uncertain words that they, too, want SIU protection, security and representation.

### KINSMAN PRESSURE

Recently, we've had several reports that some of the officers aboard the Kinsman ships are attempting to intimidate the crewmembers. This is an old LCA story because member companies of the Lake Carriers Association are deathly afraid of the SIU.

These operators know that once they have the SIU representing the crews that it'll cost them dough to provide the conditions and pay the overtime that SIU contracts demand, and they'll try anything to stop the SIU!

There's one important fact for unorganized Lakes seamen to remember, and that is that other companies have tried these same tactics of intimidation and coercion, which got them nowhere.

The SIU is closely watching these Kinsman tactics, and is fully prepared to deal with the individuals responsible. This is fair warning to any and all Kinsman stooges that the SIU Great Lakes District will not tolerate coercion or unfair labor practices.

Unorganized seamen who have signified their desire of having the SIU as their Union will have the full backing of the SIU in any and all beefs.

### SIU STRENGTH

Unorganized Lakes seamen who are in favor of the SIU Great Lakes District as their Union should realize that the Great Lakes District is one of five autonomous Districts in the SIU which go to make up the more than ninety thousand SIU members.

The Great Lakes District runs

its own policies and affairs, but all SIU resources are behind us.

Always remember that the SIU is a part of the very powerful (more than 250,000 members) AFL Maritime Trades Department. Members in the Longshoremen, Teamsters, Radio Officers, Purser, Grain-scoopers, Licensed and Unlicensed Tugmen, Masters, Mates and Pilots (MM&P) unions, as well as the SIU, are all affiliated with the Maritime Trades Dept.

In addition, don't forget that almost eight million members in the most powerful federation in the World, the American Federation of Labor, line up solidly behind the SIU and all of its affiliates.

The SIU has never lost a beef, and with the backing and support of our many AFL affiliates, we never shall.

## Boston Beach Is Loaded With Rated Men

By JOHN MOGAN

BOSTON—Shipping and business reached an all-time low point in the Port of Boston during the past couple of weeks. There was so much depression around here I couldn't even think of a happy paragraph or two for the pages of the LOG.

At this writing, the Dispatcher tells me there are now three Wiper's jobs on the board for the SS Rider Victory (Isthmian), which has been in for a couple of days.

I hope nobody will get stomped on in front of that blackboard on the top deck. But that gives a rough idea of how bad things have been lately—the beach has been loaded with all ratings and not a single payoff in the area.

A great many of the boys have bade us a fond adieu in the past few days and headed for Baltimore, where shipping is reportedly very good.

### UNEMPLOYMENT PAY

Of course, with the port in the doldrums, many of the members have applied for unemployment compensation. Because handling the cases of seamen is something



new for the unemployment people, there have been a stack of inquiries to this office from the administrators of the program.

I spent an afternoon in conference with the Local Board, and most of the difficulties were surmounted. One important procedure for any member filing for unemployment compensation in this area is to file immediately after he gets off his ship.

If he should get a job the first week he is on the beach, well, that is just fine and no harm is done by so filing. If, on the other hand, he should be on the beach for weeks, he has assured himself of payment for the first week.

In time, this phase of the Social

Security program will shake down so that seamen's applications will be handled as routinely as those of all other eligible occupations.

### CITIES SERVICE VOTING

The election in the Cities Service fleet goes very well with the members living in this area.

If these ships vote SIU, as our knowledge of the crews aboard them assure us that they will, the Cities Service refinery in Braintree will be a payoff terminal and thus provide many jobs from the Boston Hall.

Then, too, with an election imminent in the Tidewater Co., we have good reason to believe that a contract with this company will be a good boost for the SIU in this area.

Incidentally, since receipt of a letter from the Organizers regarding the coming election in this fleet, not one tanker—large

or small—has hit Boston.

It has come to my attention, though, that several are hitting Providence regularly; also, that there are other signs of increased shipping activity in Providence and Fall River. Therefore, I am going to survey that area immediately, as it is now completely uncovered.

Now for the forecast as we know it now: Within a couple of days the SS Fort Hoskins (Pacific Tankers) is scheduled to payoff a foreign voyage in Portland.

Two other tankers of the same company are coming in from foreign next week, and a Waterman tentatively scheduled for Nov. 4.

These may be the forerunners of the shipping spurt we have every right to expect; but for the time being, and until further notice, fast shipping can't be found in Beantown.

## Jacksonville Shipping Falls Off; Next Weeks Expected To Be Slow

By JIMMY HANNERS

JACKSONVILLE — For the past few weeks shipping was pretty good, but last week it hit the skids, and the prospects for the next couple of weeks are not too good. We have one Pacific Tankers' scow in here now, and only one South Atlantic ship in view during the next little while.

Our advice to rated and un-rated men is to stay away from this port for the time being. When shipping picks up we will let the membership know about it through the pages of the LOG.

During the past few weeks we had a few Tidewater Tankers in here but it was plenty hard to get men aboard them as the hiring agent for those ships is a tough bird and seems to favor the NMU. He has allowed the NMU to ship full crews aboard his ships right off the board, whereas we have been lucky to place four or five men off the docks.

Another bottleneck is the way some Brothers refuse to take jobs on unorganized ships where they won't get SIU wages and conditions. What those guys don't realize is that an unorganized job today means a Union job in the future. Let's take those jobs, and keep them until relieved by other

SIU members. The men who ride as volunteer organizers are the real heroes of our Union.

We have a crying towel always ready for the president of Seaway Lines, Limited, an outfit that has one ship, the SS New Northland. This company was organized by us last year, after the men came to us to complain that they were being paid wages ranging from \$45.00 to \$75.00 per month.

Now the minimum wage is \$145.00, and the company is belly-aching that with income at \$130,000 per month, Seaway Lines, Ltd., will lose money.

That's not true, and the company is using that as an excuse to try to cut wages. If they attempt anything like that they are going to be in for a battle.

The officers of the New Northland are not organized, and they resent that a good proportion of the crewmembers earn more a month than they do, and get paid for overtime besides. Someday it will penetrate their thick skulls that belonging to a union is what obtained decent wages and conditions for the unlicensed personnel, and maybe they'll join a union too.

### SIU Volunteer



Harry Mooney, Bosun aboard the Cities Service tanker SS Chiwawa, says that SIU observers are too conservative when they estimate that 75 percent of the crew voted for the Union. He says that it was closer to 87 percent—the men told him so.

## Discuss Rules On Promotions, Says Dispatcher

By PAUL GONSORCHIK

NEW YORK—I wonder how many members have read the letter pertaining to shipboard promotions in the LOG of October 24, and Paul Hall's article on the same subject October 31.

Brother Lee seemed to me to hit the heart of the matter when he pointed out that shipboard promotions led to a lot of jockeying for position and playing of favorites.

Maybe many members would say it isn't so but, if you think that, remember some of your own past voyages. Recall the acts committed by your Brothers in violation of the shipping rules, your Union's constitution and your contracts in their efforts to get promotions.

You know that the few members doing these things were wrong, yet you allowed them to go unchallenged. Why?

Now the talk is about a change in shipping rules to prohibit shipboard promotions for all hands, not just OS, Wipers and Messmen.

This talk has its good points. Shipboard promotions sometimes make members do things that real good Union men shouldn't stoop to.

Yet such promotions are okay if made properly. Nevertheless, the whole promotion question is a point that needs discussion. It will be brought up at the Agents Conference if there is a strong enough demand from the membership.

### WHAT'YA SAY?

Write in your views on shipboard promotions. Are you in favor of the rules on shipboard promotions as they stand? Or do you want such promotions abolished?

For the information of the Brother who wants the registration list changed so that a member registering always will know just how many are ahead of him, let me say this:

The registration list is put up as soon as it is typed by Brother Hank. But Brother Hank, unfortunately, is a busy man. He has not only the registration to type but plenty of other work to do.

Moreover, at times there are not enough registered names to put out a complete sheet to be posted on the list. Therefore, at times there will be a three-day delay in putting up the list.

In regard to the same Brother's proposal that a line be drawn through the name of each man shipped, let me say that this is what is done on the list in the Dispatcher's office.

And let me make clear that nobody has ever been refused a view of the up-to-date list if he wanted to know how many were ahead of him.

Of course, if you are a Permitman with no dues and no assessments paid up, there are nine chances in ten that your name is not on the list at all.

In this connection, a word to all Stewards Department members. If you Stewards, Cooks and Bakers intend to ship on any job except Messman, register for those jobs. Please cooperate with the Dispatchers.

But remember, no rated man can beat a Messman to a job unless he is a Bookman and the Messman only holds a Permit.



# Analysis Of Seafarers' Organizing Set-up

By LINDSEY WILLIAMS

**N**O PROGRAM can be drawn up without first taking a look into the past. Before stepping out in a new direction, the record of earlier activities must be recalled, studied and discussed. We must know where we made mistakes. We must be able to put our past successful tactics to further advantage. All our experiences are important in the development of new tactics and strategy.

It is for this reason that this report begins with the Agents Conference of 1945, which signalled the beginning of the first major period of expansion of the Seafarers International Union. Up to that time union activity consisted mainly of manning ships and handling the many beefs coming from the bureaucratic actions of regular governmental and wartime agencies.

This 1945 Agents Conference recognized the need for expansion if the Union was to survive the drop in shipping which would follow the war years, and to play an important role in the organized labor movement. More jobs had to be lined up for our shipping boards, and recognition of this problem started the conference on the ground work for organizational planning.

All possible fields were surveyed for their organizational possibilities. Immediate objectives were decided upon. Brother Paul Hall was designated Director of Organization. Earl Sheppard, Cal Tanner and myself were assigned to field work.

## Found Internal Obstacles

What followed has been reported continually in the Union publications. But before we were able to go forward we ran head on into a multitude of obstacles. The course that the Agents Conference had charted and which the membership had endorsed was not an easy one to travel, for a number of reasons.

One of the biggest drags on the newly-devised organizational machinery was the attitude of certain officials and a few members. They couldn't see any part of it. Some of them were strictly status quo. They figured, "what was good enough for grandpa is good enough for us. Why so much worry about the future? Let the future take care of itself," they said, "we're getting along okay."

This was the same line incidentally that was responsible for keeping the Union branches in the dark, musty holes-in-the-walls which were supposed to serve as Union Halls. We were kept in a back-alley existence, physically as well as otherwise.

## Lacked Allies

In short, these obstacles were based on a refusal to use foresight, courage and intelligence in planning the Union's future. Spending money for expansion in these guys' opinions was a needless expenditure for which they couldn't see any return even though the prospect of more jobs for all hands was carefully explained to them. This was one stumbling block in our path.

Another important obstacle in our way was the fact that the NMU tactics on the waterfront during the war had made them the fair-haired boys of the shipowners and bureaucrats. Our smaller, but more militant Seafarers were labeled bad risks who took action at the point of production when a tough beef arose. The NMUers were better guys to do business with—their membership's welfare wasn't the main thing when they had a wartime beef to settle.

Furthermore, we had no active allies. Up to the time of the 1945 Agents Conference, nothing had been done to keep a close working relationship with other AFL waterfront organizations, despite the fact that we all had a common purpose. We had been living in a shell too long. And that shell had to be broken so that the Seafarers could go out into the world of organized labor and allow the militant force of its membership to be felt.

## NMU Had "Friends"

On the other hand, the NMU had its allies in the CIO, organizations, which like itself were interlocking because of the communist cliques dominating those waterfront groups. The memberships of Bridges' International Longshoremen and Warehousemen's Union, the Marine Cooks and Stewards, the commie-led locals of the Marine Engineers, were all directed to support the NMU whenever it had a beef, which were, by the way, mostly, political beefs.

The NMU's policy of playing ball with the War Shipping Administration, as it did with the Coast Guard and other government bureaus, had won it "friends." And these friends favored the NMU in the expected way by giving them a break at every possible turn and sandbagging the hated Seafarers at each opportunity.

Besides the strength of our opposition and the "do-

*While there is one man left unorganized on the American waterfront, he represents a threat to the standards of every American seaman who has struggled to obtain decent wages and conditions.*

*This is well known to the membership of the Seafarers International Union. It has long been the credo of this Union to organize the unorganized, and in that way protect the gains made so far, and lay the groundwork for better things in the future.*

*For this reason the report of General Organizer Lindsey Williams, which starts on this page, is doubly interesting. One, because it gives the background of SIU organizing, and two, because it outlines what can be done to make the SIU's position even stronger.*

nothing" policy of some of our officials several other unfavorable conditions confronted us. As direct result of our restricted participation in the trade union movement, the SIU was not very well known. Many of our own affiliates were barely acquainted with our existence. Yet all the time, the Seafarers had a militant membership that was straining to get closer to the labor movement and contribute to its general welfare.

With a do-nothing policy prevailing, there was little for the membership to do in the way of union activity. Everything was cut and dried and nice and simple. That's all very good but it doesn't create jobs, which in turn doesn't increase the security of the membership. And these happen to be among the chief objectives of your Union.

If the Union membership is not active it means it is not moving. And if it is not moving, it certainly cannot go ahead. A fully active membership points to Union progress. Prior to 1945, this fact apparently hadn't been fully realized.

These then, were some of the problems which faced us at the outset. There were others, of course, but only the more significant have been outlined here. They serve as a sample. Despite all these difficulties, the job had to be done. The Agents Conference recommendations, which were adopted by the membership, had to get under way.

And on this note, the organizational campaign was launched. Isthmian Steamship lines was number one objective.

## Started From Scratch

**I**N TACKLING the Isthmian company first, the Seafarers had taken on a job that could well mark the beginning or the end of its organizational plunges. Because of the reasons already mentioned, we had no established procedure, no physical equipment, no past patterns that could be brought into play to serve as a starting point in the drive. We had to start from scratch. Though this had some drawbacks it was a good way to test the ability of our organization. It put us on our toes.

Isthmian was no fly-by-night two-scow outfit. This target of our first real organizational broadside was one of the world's largest dry cargo operators. Besides it had successfully resisted unionization of its seamen through the years. All this had to be considered in setting up the machinery to do the job. Furthermore, the strategies and organizational techniques that were to be applied to the Isthmian project would have to become the groundwork for all future organizing campaigns.

Organizing headquarters, then, became the central operational point. Complete physical apparatus, including up-to-the-minute files of all Isthmian ships, their home ports, destinations, etc., were set up.

## Plenty of Volunteers

We then set out to make every Seafarer an organizer. This was comparatively easy since the membership was long anxious to get going and do a job in making the SIU the top organization on the waterfront. They were already working under contracts giving them top wages and conditions and they were raring to build the Union by using these facts as selling points among the unorganized. Members came to organizing headquarters in droves to offer their services in the drive.

Classes were held in various ports to acquaint the men with the organizing techniques. In addition to this type of instruction they were supplied with organizational and educational literature of all sorts—booklets, pamphlets, copies of the SEAFARERS LOG, etc.

The coordination and deployment of forces was a

tremendous task. Despite the magnitude of the job, however, a smoothly working tactical plan gradually took shape. Our strategy, which was originally planned to permit a maximum of flexibility, was adjusted continually to meet the new, unforeseen situations as quickly as they popped up.

The elaborate filing system that had been set up was thrown into play, with complete information pertaining to every single, solitary detail involved in the massive project. Large charts showed at a glance a graphic picture of the situation so that organizers could be transferred to spots most in need.

## LOG Played Part

Crews of SIU ships passed the LOG and general organizational literature to Isthmian crews in every port of the world. Every Isthmian ship in port was reached and organizers contacted the men as they came off, told them of the SIU's program and began getting pledges and signing up members. Thus, the strategy of organizing on the job—at the point of production—with the entire shoreside apparatus supplementing the work of the volunteer shipboard organizers—was paying off.

Meanwhile, Organization Headquarters had taken steps to add power and impetus to the organizational program. Recognizing that no organization can properly convey its message to the unorganized seamen and impress the rest of the organized labor movement without an effective medium of communications, the size of the LOG was increased. This gave the drive full coverage and enabled the membership to keep abreast of the situation as developments occurred. Besides, it became a better medium of membership expression. There was more room for membership expression and exchange of ideas on all phases of the Union's activities. Many of the membership's suggestions, which were published in the LOG as "Letters to the Editor," were later adopted and incorporated into the organizing program as well as being made a part of union policy.

In carrying out the strategy of the organizing department, the whole Union structure became a more closely knit unit. Each branch was kept fully informed of the progress and pitfalls experienced by the others. Tactics successfully employed in one port were likewise applied whenever possible in the others. Similarly, when a port would find a plan to be ineffective, the other ports would be so informed so that the changes could be made and duplication of errors avoided.

## Membership's Ideas Helped

To keep the membership up to date on the progress of the drive and fully informed on the techniques employed, Union organizers appeared as often as possible at port meetings. Every effort was made to give the membership as complete a picture of the situation as possible. Matters were discussed fully, questions were answered and advice given where needed. This regular exchange of ideas and information between the rank and file membership and the organizing staff had pay-off value for all hands. Many points raised by the membership which were based on actual shipboard experiences with the unorganized were developed and later used with much success.

As in every aspect of Union activity, the most important work was being accomplished at the point of production aboard the unorganized ships. It called for tact, understanding of the problems involved, determination and a sureness that the Seafarers was ably qualified to help the unorganized. The rank and file members who were performing the spadework at the point of production had all these qualities. They served unselfishly, giving much time and energy—all at great sacrifice. To provide an incentive for continuation of these efforts and to show some measure of the Union's appreciation for their all-important contribution, it was decided to make up, to a degree, the loss in wages these men sustained while sailing unorganized.

## Volunteers Recognized

For each month of volunteer organizing activity aboard an Isthmian ship, a stamp for one month's dues was placed in the membership books of these men. This was the very least recognition we could give these men for the great contribution they were making.

Internally, at least, the Union's first all-out organizational campaign was meeting with success swiftly and surely. We were doing things and getting places. The job wasn't nearly finished, however. We still had to get the SIU out of that back-alley and into its rightful place on the map of organized labor. Though by this time we were well-known on the waterfront, little was known of us in the general labor movement, for the reasons previously mentioned.

Contrary to the attitude of some Union officials of bygone years, a labor union cannot survive in a shell.

(Continued on Page 8)



# Recommendations Of General Organizer

(Continued from Page 7)

There are hundreds of trade unions and regardless of which particular field they're concentrated in, their activities are constantly bringing them together. Our drive and the plans we held for making the Seafarers a major factor in the maritime industry made our relations with the rest of the labor movement an especially important consideration. Much of the gains we expected to make depended on our prestige as a well-informed and conscious part of the trade union body. So we set out immediately to square away this problem.

First, we became very active in all matters concerning American Federation of Labor unions. We took an active part in beefs of those AFL unions directly affecting us. We aided and supported innumerable beefs, the tugboatmen, the MMP, the teamsters, and the longshoremen to name but a few. As was expected, the news of our militancy and sincere expression of labor solidarity spread like wildfire. It proved, too, that our membership previously had not been given ample opportunity to show the rest of the movement they had something to contribute. But that was changed, now.

## White Capped Seafarers

From that point on the name Seafarers began to take on stature. Highly complimentary stories paying tribute to "white-capped Seafarers on the picket lines of fellow unionists," appeared frequently in the daily and labor press. Smaller trade unions who admitted that our membership's militancy and savvy on the picket lines would be an inspiration to their members, asked for aid in their beefs. We helped the United Financial Employees. We gave aid to the United Automobile Workers, a powerful CIO organization. There has been a never-ending stream of thanks from locals of the CIO shipyard workers through the nation, for our steady help in their bitterest beefs.

Our men who actively supported these other unions, were organizing too. They were organizing good will for the Seafarers. Good-will that would pay dividends later, as for instance, in the 1946 General Strike and finally the Isthmian strike, when pledges of support from other unions poured into headquarters by the hundreds—and unsolicited, at that.

## New AFL Department

To strengthen the prosecution of beefs involving AFL maritime and allied unions, the Seafarers proposed the formation of waterfront groups embracing these unions. The idea was received favorably, and the AFL Maritime Trades Department, a national body of maritime unions was set up, with branches known as Port Councils established in all ports. The wisdom of this move has been established on many occasions, the solidarity of the member unions having been responsible for the quick settling of many waterfront beefs, and a close-working relationship.

Although practically every phase of union activity was stepped up and streamlined in the course of SIU's new organizational drive, none of them can be regarded as separate and apart from the others. They were all inter-related and essential to the main objective—more jobs on the board, and with it a Union capable of commanding respect on all fronts.

**A**LL OF OUR MANY new operations were successfully channeled into one bang-up conclusion. Isthmian seamen went SIU. On our first attempt, the biggest organizational drive in maritime history resulted in victory for the Seafarers. You are all familiar with the actual details of the victory in the election and the events that followed before we were certified. You know, too, of the strike we waged and how we outmaneuvered the company and came off with a first-rate contract.

## Scope Broadened

In short, 3,000 more jobs went up on Seafarers Hiring Hall boards. The guys who had screamed it couldn't be done and that it was too expensive had to put their tails between their legs. The actual figures told the story. The National Maritime Union, according to a report issued at their recent convention, announced that their campaign had cost more than \$300,000 and they lost. We spent less than half that amount—and won. The hamstringers and the hamheads both came out on the short end.

Although somewhat obscured by the magnitude of the Isthmian project, there were several other important organizational accomplishments recorded by the Seafarers during this period. Rather than put all our eggs in one basket, operations were going on simultaneously in other fields. The scope of our activity was broadened.

The organizational apparatus divided its operational program into four main sections and while we were

winning Isthmian, the same basic techniques were used in each of them with similar success. Organizing personnel were assigned to each of these categories. Steady activity was maintained in each of them.

These four sections were:

1. Deep Sea.
2. Inland Waterways.
3. Harbors.
4. Fishermen.

Roughly, the apparatus functioned in these fields in this way:

## High Level Coordination

Port Agents and officials were given direct responsibility for their respective area's organizational work. They in turn were charged with the responsibility of working closely with, and under the direction of the organizational staff. They were to give complete assistance and the use of all port facilities to organizers handling points of concentration in their areas.

This procedure enabled all sections of the apparatus to operate on a high level of coordination and no efforts were sacrificed and no energies were wasted.

Here again, proof of the soundness of our program is best demonstrated by the final results. Significant gains were chalked up in every field. Some of the more outstanding additions to the SIU's constantly increasing list of contracted companies as a direct result of this program are these:

American Eastern SS Co.  
Atlantic Towing Co.  
Gulf Canal Lines.  
Kearney SS Co.  
Midland Steamship Co.  
Mobile Towing and Wrecking Co.  
Ponce Cement Corp.  
Sag Harbor Tanker Corp.  
Seaway Lines, Ltd.  
St. Lawrence Navigation SS Co.  
G. & T. Towing Co.  
Crosby Navigation Inc.  
Coral Steamship Corp.  
Meseck Towing Lines, Inc.  
Petrol Tanker Industries, Inc.  
Pratt Steamship Co.  
Huron Transportation Co.  
Coast Transportation Co.  
Whiteman Towing Co.  
Wyandotte Transportation Co.  
Isthmian SS Co.

## Plenty of Assets

In terms of jobs our gains have even more punch. Since our program was launched a total of 7,102 jobs was added to our hiring hall boards. In shipping, however, the percentage of replacements needed for jobs must always be taken into consideration. For the new jobs, then, 2,130 men are required as replacements. So the net gain in jobs is even greater and jumps the total to 9,232 new jobs, and more are coming in every day.

Furthermore, our organizing drive set up the SIU Marine Allied Workers, a union of maritime and allied workers, dredge-boatmen, shore gangs, etc., with a dues-paying membership of 1,000. In the Gulf area, independent fishermen's organizations totaling 8,000 members were affiliated with the SIU through efforts of our Organizing Staff. All of this means that in the past two and a half years 15,102 new jobs in the maritime field have been acquired by the Union.

## Jobs by the Thousands

So the SIU has marked up terrific gains in the past couple of years. Out of the program recommended by the Agents Conference in 1945, today we find ourselves in possession of these assets:

1. A BASIC PATTERN, definitely proven successful, which can now be used in all future organizational efforts.
2. A COMPLETE PHYSICAL SET-UP to handle the highly detailed job of research, record-keeping, volunteer organizers, ships, etc.
3. A WELL-TRAINED ORGANIZING STAFF with experience gained on the spot in many fields.
4. EDUCATIONAL MACHINERY equipped to turn out the demands of any project.
5. A UNION-CONSCIOUS MEMBERSHIP capable and alert and taking a more active role in their Union affairs, and through their Union, in the labor movement generally.
6. MEMBERSHIP AND A VOICE in the powerful AFL Maritime Trades Department, an extremely effective group in all waterfront beefs.

7. NEW PRESTIGE AND VALUABLE GOOD-WILL throughout all sections of the labor movement, and extending even to the unorganized seamen.

8. NEW AND BETTER CONTRACTS gained because of the UNION's growing strength directly traceable to the organizational drive.

If nothing else, it is apparent that this survey, which has been limited for purposes of this report, proves beyond a doubt that the future of the Seafarers rests primarily in expansion—in its ability to expand. Our membership has that necessary ability. We need only added determination and a concrete program of Union policy to assure our continued drive forward.

## Guides for Tomorrow

Lessons of the past and present are lost unless they serve as a guide for the future. They must be assembled and whittled into shape as guideposts on the road ahead. We must know where we are going and how we are going to get there.

Therefore, it is the opinion of the Organizing Department that certain fundamental but flexible recommendations must be set forth to serve as a basis for the Union's operation in the immediate future. From our experiences and our studies of past and present mistakes and successes, we have come to definite conclusions with regard to the future. These conclusions have been translated into a much-needed, workable basic plan, which is herewith offered to the membership for consideration.

**W**ITH THE THOUGHT in mind of using every part of the Union's structure in the SIU's continued successful drive, the following is therefore recommended:

### 1. Official's Duties and Responsibilities:

- a) Port Agents and officials shall be responsible in their respective ports for all organizational activities in their areas and shall center the port's full facilities and strength on any organizational objective selected by the Union.
- b) Each Port Agent to make certain that the membership in his port is thoroughly acquainted with current Union policy and to stress at all times the need for full participation by all hands.

### 2. Member's Duties and Responsibilities:

- a) To read all SIU literature and to familiarize themselves with the Union's program and policies and implement same.
- b) To cooperate with shoreside officials in all Union matters affecting the general welfare, whether it be an SIU beef or aiding another trade union.
- c) That each SIU member consider himself a Union organizer, and support the Union's expansion drive in every possible way.

### 3. Education:

- a) Port Agents to see to it that the matter of educating the membership on Union policy and program occupies a proper place on the agenda of their respective port meetings.
- b) That the SEAFARERS LOG be maintained at its present status, and if at all possible, expanded to 20 pages in the near future; the additional space to be devoted to a broader coverage of affairs in the maritime industry.
- c) Additional books and pamphlets to be issued on all SIU matters, with particular reference to Union history and background.

### 4. Relations With AFL Affiliates:

- a) Port Agents are to actively participate in the Port Councils of the Maritime Trades Department; they should also make certain the SIU is actively represented in all local AFL councils and should affiliate with State and City Federations and participate in their conduct wherever possible. Closer cooperation can be achieved by acquainting other unions with our problems and familiarizing ourselves with theirs.
- b) The SIU is to actively assist all Trade Unions in honest, legitimate beefs, whenever possible.

These recommendations are simple and workable. They are based on the strong need for continued organization and expansion on which the Union's future depends. The only thing needed to make these recommendations effective is the full cooperation of every Seafarer, from newest recruit to the official.

The ultimate objective of the Seafarers is one maritime union—the Seafarers International Union. The carrying out of a correct organizational program is the only means towards this end.





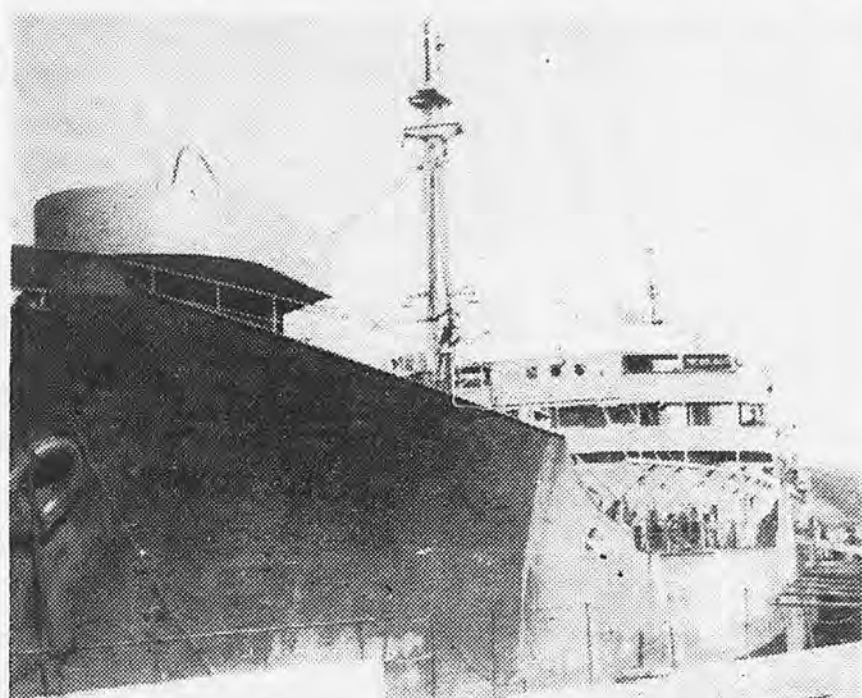
# SHIPS' MINUTES AND NEWS

## White Sands Crew Got Big Publicity Play During Extended Layover In English Port

A 38,000-mile trip around the world climaxed by the sale of their ship to an English oil company ended last week when the crew of the White Sands, a former Pacific Tanker vessel, returned to the States from England, where local newspapers had featured them on two occasions.

The voyage of the White Sands crew, as told to the LOG by James "Red" Fisher, QM, began in April in Long Beach, California, and after stops in New Zealand, the Persian Gulf, Shanghai, Gothemburg, Sweden, the vessel pulled into Falmouth England, in September, where the T-2 tanker was turned over to its new owner.

After a month on the beach in England the men were repatriated to the United States by air



The former Pacific tanker White Sands in drydock at Falmouth, England, shortly before she was sold to a British oil company. Photo taken by Seafarer James "Red" Fisher, one of the crew.



His red hair clipped close, White Sands crewman "Red" Fisher tries to keep cool in Persian Gulf.

arriving on October 13 with the payoff taking place on October 15.

While the crew sweated out its month-long stay in England, two times their activities were written up in London newspapers.

### RESENTED REMARKS

The first newspaper account reported the men as being tired of their long delay in being repatriated and were becoming resentful of being called "spivs," the English term for people who do not work and their source of income one of suspicion.

The people, of course, did not

know that the men were seamen trying very hard to get back to the States where they could resume their work, that of sailing. The newspapers quoted the crew as saying, "We have been here eating your rations and doing nothing. People who see us continually walking around idle call us "spivs," which we resent."

The newspaper report went on to say that the crew had been under the impression that the ship was putting into Falmouth for minor repairs and the sale of the vessel was a shock to them.

When they were told the vessel was to be sold, the paper reported, they were promised immediate repatriation so they sent their gear forward to the States. As a result, they have been forced to manage the best they can during their 30-day stay with only the clothes on their backs.

The second newspaper story, published in the London News-Chronicle, was a feature story of the cat belong to Sunny Kachadorian, one of the White Sands crew.

Kitty, as Sunny calls his cat, was found on the Galveston waterfront and fed with an eye

dropper following abandonment by its mother.

### NO CAN DO

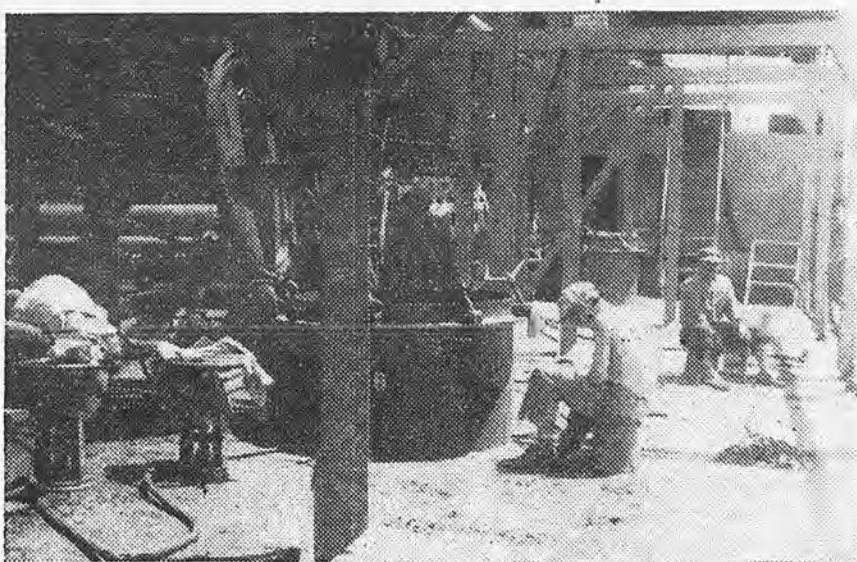
In England he was told the animal would have to be drowned but Sunny countered by saying they would have to put a rope around his neck before he would allow them to dispose of his pet.

Finally an arrangement was worked out whereby the animal was given a permit stipulating that it would have to be kept in a cage and have no contact with other cats.

In addition, it cost Sunny \$100 for Kitty's care during the layover. He told the newsmen, "I am not going back to the States unless she comes with me, and when we get to America, I am going to see that Kitty meets some other cats.

"You see," he explained, "she has never seen one yet."

After their month-long wait in Falmouth they were finally cleared for air passage. They flew to Brussels, Belgium, where they boarded a trans-Atlantic airplane and on October 13 arrived at La Guardia Airport in New York.



From left to right, "our good man 'Friday,' Red Jacobs and Joe King chipping decks of the White Sands' while at sea," is the caption forwarded for this one by Red Fisher.

## Misfortune Stalked SS Chamberlain On Hectic 9-Month Trip

Death, disease and disaster dogged the SS Joshua L. Chamberlain on its January to October voyage from San Pedro across the Pacific and round Good Hope to Norfolk,



JACK ELLIOTT

according to Jack Elliott, AB, who was driven to growing a beard on the way.

While the ship was in New Westminster, Australia, the Bosun was fired on a technicality, but it was common knowledge among the crew that he was heaved because he refused to take any guff from the Chief Mate. However, this was only the beginning of a trip that was to be a series of misfortunes.

### CREWMAN DIES

On the way from New Westminster to Saigon, Indo-China, an AB seaman came down with tuberculosis. Hospitals in Saigon and, later, in Singapore were too crowded to take care of him. Just before the Joshua made Melbourne, he died and was buried at sea.

In Wellington, New Zealand, Elliott and another man who had been in the same foc'sle with the deceased were X-rayed for TB. It turned out that the other man had contracted it, and he was hospitalized, and at the same time the Ship's Carpenter was sent back to the States with ulcers, before the Chamberlain departed for Norfolk Island.

In Brisbane, Australia, another crewmember got off for an operation, catching up with the ship in Sydney from where an Oiler with ulcers followed the Carpenter back to the States. After steaming from Australia to Lae, New Guinea, and Rabaul, New Britain, then back to Milne Bay, New Guinea, the Joshua made Soerabaja, Java, where the Second Mate and an OS got off with appendicitis and the Radio Operator had a nervous breakdown.

### "SPARKS" DASHES

The Radio Operator was unable to stay in the hospital at Soerabaja, and remained with the ship through visits to several more island ports including Macassar and a second stop at Milne Bay. At Port Moresby, New Guinea, the Skipper finally dropped him. If Sparks wasn't crazy before, he sure was by the time he got to Moresby, Elliott says.

On the long voyage home, the Second Cook fell sick in Durban, South Africa, and very nearly died. One of the Messmen had an attack of appendicitis at sea, just barely making it into Port Elizabeth, South Africa.

From Elizabeth the ship got all the way to the Virginia Capes without further disaster. Or perhaps Elliott just doesn't want to remember any more.

## Union Discipline Important, Says Pothier Crewman

Stressing the fact that membership in the SIU is a privilege that must not be abused, Seafarer James Davis pointed out to the crew of the Aram J. Pothier that that Union did not want performers or slackers in its ranks.

"The Union," he said, "does not want performers or slackers, but responsible men who will live up to the Union contracts as well as fight for the gaining of those contracts."

Speaking to the crew at the Oct. 4 meeting at sea, Davis emphasized to the Isthmian men the importance of reporting for duty ready for work, in a sober condition.

"Men who fail to do so," Davis explained, "are warned by the Union. Failure to take steps against these men threatens the entire validity of the Union's contracts. The membership of the SIU must be protected from the few who disregard the contract and imperil the Union's structure."

He also pointed out to the crew that where warnings fail, steps are taken against chronic performers whereby they are barred from the Union.

The minutes of the meeting report that Brother Davis' talk strongly impressed the crewmen. "All crewmembers seem very anxious to learn all they can about the SIU and seem wholeheartedly in favor of the SIU," reported the minutes.

Following the talk by Brother Davis it was moved that more information concerning the SIU be secured for the crew when the ship reaches its first U. S. port.

Meeting at 6 p. m., the gathering was chaired by Steve Barry and recorded by E. B. Linkenhoger.

## Send Those Minutes

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

Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!





# SIU Ships' Minutes In Brief

**GOVERNOR DIXON, Sept. 21** (Chairman and Secretary not given)—New Business: Fines set for different offenses. Crew drew up recommendation that the Chief Cook is not capable of carrying out his duties. He is not to be allowed to sail as Chief Cook until membership finds him capable of chief's duties—to sail as 3rd cook for one year.

**CARLSBAD, Sept. 17**—Chairman William Trigg; Secretary Robert W. Armstrong. Delegates reported long lists of disputed overtime. Good and Welfare: Chairman asked what suggestions members of the crew have for the good and welfare of the ship. Suggestion that ship be fumigated. Steward Department commended by entire crew for its proficient manner in serving the ship's personnel.



**HATHORN, Sept. 7**—Chairman Korolia; Secretary John G. Brady. Delegates reports accepted. New Business: All hands failing to turn to or stand watch in Honolulu were given a chance to have their say. Some pleaded guilty and were told to pay fines at pay-off. Good and Welfare: Discussion from SEAFARERS LOG on the Taft-Hartley Act.

**ALBERT K. SMILEY, Sept. 7**—Chairman Edward Burke; Secretary Donald J. Smith. Delegates reported no beefs in their departments. New Business: Motion carried that ship be fumigated. Motion carried that all dry stores be checked and all damaged stores be removed. Slopchest to be adequately supplied. Motion carried that an adequate supply of porthole fans be secured for ship. Good and Welfare: All officers aboard considered to be a good bunch with exception of 2nd Mate.



**ALCOA PIONEER, Sept. 21**—(Chairman not given), Secretary D. A. Gardner. Engine and Deck Delegates reported all okay in their departments. Stewards Delegate Richard M. Clarke requested that racks in dry store-room be repaired. Good and Welfare: James L. Bennett, Engine Delegate, agreed to see about having an extension put on the steampipe so two men can boil clothes at the same time. Three hatches, topping and cargo gear in unsafe working conditions. Bosun had the Mate see Captain about overhauling gear—Captain refused. Message to be sent to New York Branch notifying what had happened and ask for instructions.

**ALCOA CLIPPER, Sept. 14**—Chairman Bolinger; Secretary Shimelinger. Delegates reports accepted. Motion by Campbell that a new ship's delegate be elected. Carr elected to the position. Motion by Munia that no crewmember pass through the galley during passenger meal hours. Good and Welfare: Suggestion by Munia that cocoa mats be placed at the entrance of passageway doors.



**AUGUSTINE VICTORY, Sept. 7**—Chairman Richard Darville; Secretary Carl Bedame. New Business: Meeting held for purpose of recommending or rejecting crewmembers applications for SIU membership. Recommended: Donald F. Beckman, Vernon Peters, Richard O'Reilly, Carl J. Bedame, Norman Horowitz, D. W. Kimbrell, Alfred Helper, Herman Adams, James McCarthy and Ernest Eugst. Nine men found unfit for membership in the SIU. Good and Welfare: Recommendation that the LOG be contacted and a write-up prepared covering the disgusting conditions in all departments of vessel.

**R. NEY McNEELY, Aug. 6**—Chairman D. C. Musgrove; Secretary J. H. Chasserean. Delegates reported no beefs. Good and Welfare: Agreement that everyone help keep recreation room clean; standby clean tables for watch coming on duty. One minute of silence for Brothers lost at sea.



**SEATRAN TEXAS, Aug. 31**—Chairman William E. Pepper; Secretary Josia Magill. Delegates reported on number of books and permits in their departments. New Business: Bosun moved to have Steward provide a locker on car deck for soiled linen. Motion carried to find out how many cigarettes are allowed to be carried aboard a vessel of this type. Motion carried: that crewmembers of this ship to go on record asking the Union to fill all jobs before the sixty day men are pulled off. This requested in view of the fact that ship sails short-handed on every trip.

**MONARCH OF THE SEAS, Aug. 8**—Chairman F. A. Widgren; Secretary M. Troclair. Delegates reports accepted. New Business: Motion carried that delegates call to N.O. Agent's attention the shortage of men in the Deck Department. Motion carried that cots and keys be secured by Steward. Motion carried that all lockers be checked. Those needing repairs be taken care of. Education: Pro and con discussion on improving ship-board conditions.

**LaSALLE, Oct. 5**—Chairman Joiner; Secretary H. Hankee. Delegates reported no beefs. New Business: Motion carried to check if wringer and iron ordered have been put aboard and if not to re-order in next port. A. D. Sandy elected ship's delegate. Good and Welfare: Discussion on milk and food left over from meals and yet enough for both crew and topside icebox. Decision that when this occurs the food is to be given to galley.

**JOLIET VICTORY, Aug. 18**—Chairman D. Southwood; Secretary T. Little. Delegates reported all smooth in their departments. New Business: Motion that menu be changed to include more lamb chops and French toast. Motion carried that crew take better care of messhall. Motion carried that scuttlebutts be cleaned in rotation by all departments. Good and Welfare: Suggestion that slopchest prices be investigated and a letter be sent to New York from Capetown on the matter.

**MANDAN VICTORY, Sept. 14**—Chairman Moyer; Secretary Gowder. Delegates reports accepted. New Business: Delegates to see Patrolman regarding division of the cleaning of the passageways. Glesen, FWT, wanted to know why so many watches are missed in port and why he had to stand watches up to 24 hours without relief. Good and Welfare: Brother Aubrey to keep laundry clean for the remainder of the trip. One minute of silence for Brothers lost at sea.



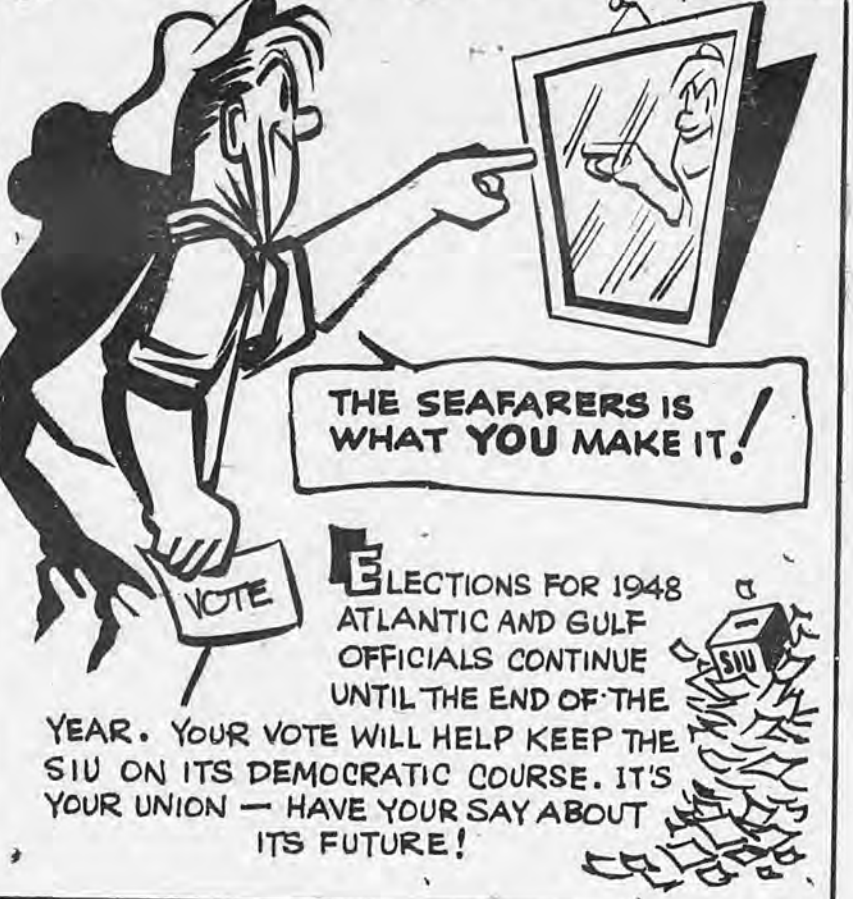
**CYRUS W. FIELD, Oct. 4**—Chairman J. Michelsin; Secretary J. Lauritzen. Delegates reported no beefs. New Business: Motion carried that reports of the previous meeting and present meeting be sent to SIU headquarters. Motion carried that an educational program be started to give the younger members points on how a ship's meeting should be conducted. Motion carried that anyone settling beefs individually be fined the sum of \$50 and money to be donated to LOG. Good and Welfare: Greenhaw spoke on haw-foc'sles enlarged and the installation of a recreation room. One minute of silence for Brothers lost at sea.



**RICHARD RUSH, Aug. 14**—Chairman Sheldon; Secretary Thomas. Delegates reported a few hours of disputed overtime in their departments. New Business: Motion by Sheldon that each department hold a meeting on matter of accepting tripcarders. Motion that a vote of thanks be given SIU headquarters for the new wage increase. Collection made for cable to express crew's thanks on this matter. Good and Welfare: Woodruff moved a vote of thanks for entire Stewards Department for excellent food and service on trip.

**JOHN B. HAMILTON, Aug. 31**—Chairman Tony Zarrago; Secretary C. Tylenda. Delegates reported all smooth with all members in good standing. New Business: List of repairs made up and approved. Motion carried to check medicine chest. Motion carried to donate cigarettes to seamen in the marine hospital in whatever port hit. Cigarettes to be distributed to men regardless of union affiliation. Motion carried to have keys made for all doors. All foc'sles to be left absolutely clean before signing off ship, as is customary among SIU crews.

## SEAFARER SAM SAYS:



## CUT and RUN

By HANK

Brothers, don't fail to vote in this election of union officials. If you're coming off the ship from a trip and perchance plan to go home for that sudden vacation or to enjoy Christmas home for a change, it won't take long to drop into the hall, cast your vote and also take home a few copies of recent LOGs to keep yourself informed of various union news and other information. It's always worthwhile to know what's going on or what lies in the future. Likewise, before you grab a job off the board be sure you've voted and that book records the fact.

Brothers, there's another thing. In your halls you now have an official printed form for recording those shipboard meetings. Take some with you before you sail so that you don't have to write those meetings down on postage-size pieces of paper—or use those menus . . . To the brothers of the Alcoa ship John Ringling: Due to overloaded conditions with packages, etc., in the Post Offices and the means of transportation, the LOGs take quite some time to reach their foreign destinations. The Madrid Bar in Georgetown, British Guiana gets their LOGs about as quick as some of the places in the States do. You can't fight the Post Office—they're trying their best, no doubt.

Bosun Bera Smyley said last week he was sailing for the Cuban sugar run . . . Brother Charlie Bush just come in from a trip to Genoa and other ports . . . Brother Dusan dei Dusan, "Old Chile" to shipmates, said with hardly a smile last week on his mustached face that Life was tough. He had a beef. Just a miserable cup of coffee made him sweat like anything—and he couldn't understand it and just didn't like it, either . . . Brother Red Braunstein sailed this week for a shorty of a trip—destination Norway. Red says he can throw the Norwegian language around, too, after being on a Norwegian skol (for humor's sake we'll say that, instead of using the word scow) for five months. Oh, that wintry North Atlantic—you sure need some Norwegian steam after you cross over . . . Here's a few oldtimers who probably are still in rainy New York: Chief Cook H. Morris, AB H. Ramos, Bosun E. Nunez, Bosun M. Riechelson, AB G. Gellatin, AB J. Flores, FOW A. Dudde, Paddy Nash, E. Samia and P. Williams.

Last week one brother asked us to pass along this advice to SIU ships hitting the port of Pusan in Korea. The natives and the American soldiers are rough with seamen. One sailor, defending himself against several natives in a bar was charged with wrecking the place to the extent of 30,000 yen (which is \$300 American) by the American GI court and since he couldn't pay it (or wouldn't) was thus sentenced to six months in a camp. To sum it up, the brother says it doesn't pay to drink or walk around ashore in Korea.

The next session of Congress convening in January is predicted to take up the problem of improving or eliminating the shipping laws. On instructions from the Senate Judiciary Committee, the legal bureau of the Maritime Commission is surveying the statutes and will report to the committee in the next two months on whether to revise or eliminate certain laws. We wonder if the SIU will be asked to participate in this serious thing before final action is passed into permanent form. We seem to think that the sailors have to be represented and defended so that the new laws will not be cleverly arranged mostly for the shipowners and straitjacketing the seamen in more ways than one, and making the punishments more severe than necessary or justified. Seamen cannot and will not be so easily placed into military bondage through the medium of cleverly worded or hastily passed laws.



# THE MEMBERSHIP SPEAKS



## Ras Tanura Hospital Lack Draws Wrath Of Seafarer

To the Editor:

I've been told that this beef has been aired before and little or nothing can be done about it, nonetheless, I feel that this particular problem should be given plenty of publicity and then possibly some thought will be given the subject toward working out a solution.

Here in Ras Tanura, Arabia, where our ship the Steel Inventor has spent several weeks, the problem of medical treatment for seamen is a serious one.

Recently we had a demonstration of how inadequate, or rather how completely lacking, is the care given seamen. Our Fireman,

### His Pal The High Priest



Charles Jackson, 2nd Cook aboard the Andrew Jackson, poses with the high priest of an Indian temple whom he met while visiting the Malayan Straits town of Klang, four miles inland from Port Swet-ham. The stop in Port Swet-ham was one of many made by the Waterman ship during its trip around the world.

John Mora, became very ill due to the terrific heat and was taken to a hospital ashore.

There, instead of being given treatment, he was left waiting in the admitting office for ten hours and then sent back to the ship, without even an examination.

### THE BRUSH OFF

His case was the most severe but men with sores, rashes, cuts and bruises, ailments difficult to treat aboard ship, were given the same brush off.

Our skipper attempted to negotiate a deal with the hospital whereby Isthmian would pay for the medical services, but no soap. This seems almost criminal to me inasmuch as we were in port for 32 days in constant 135 degree heat with no shore leave.

What made the whole affair so disgusting was the fact that the hospital was not some little native outfit poorly equipped with medications at a premium; instead it was a first class, air-conditioned set-up owned by the American Arabian Oil Company with a complete staff of doctors and nurses, and plenty of beds available.

### OFF LIMITS

They absolutely refused to treat seamen at the hospital as it was reserved solely for company employees. What they would have done had a man collapsed at their doorstep, I hate to imagine.

In the meantime, my advice to Seafarers taking ships to the Persian Gulf and India is to make sure their medicine chest is well stocked.

By all means have your delegates and Patrolman check the hospital supplies aboard your ship before you pull stakes—there are no drug stores in Ras Tanura.

John A. Sullivan  
SS Steel Inventor

## 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

## Sees Thousands Unemployed If MC Ship Sales Continue

To the Editor:

It seems like at last the bureaucrats have come out with that long awaited stab in the back.

They have stated in no uncertain terms that they intend to diminish and practically abolish the Merchant Marine in favor of competing foreign powers.

Seems like first one thing and then another! Do we have to sit back and take it, or isn't it about time we took an active interest in these things?

### SHADES OF '30

Shades of the 1930s are hanging over our heads, and little do we realize it.

There are many issues looking us squarely in the face. First of all, by transferring the laid-up fleet to foreign owners, we will be forced to lay off thousands of shoreside workers and maintenance crews at present employed in various boneyards along both the East and West Coasts. Second, one of the greatest threats, aside from that, is that after turning over our inactive fleet we will start on the active fleet, laying off thousands of seamen, men who have taken to the sea as a regular vocation.

By so doing the Government will clutter up the industry with more men than ships, thereby giving the shipowners a chance to sneak in scab labor. With such a set-up, scabs and finks will be abundant.

### SUITS SHIPOWNER

Such a move is made to suit the demands of American shipowners. They can ship their cargoes in foreign bottoms at lower rates, and they will try to use fink crews on the few ships that remain.

Don't forget that these ships were built by American labor and with American money. Why should we let others profit by our toils! We are already being exploited by the shipowners and turning our ships over to foreign nations will give them a greater stranglehold on us.

Wish men like "Frenchy" Michelet and "Steamboat" O'Doyle would take up where I leave off and show the membership that this is virtually a "Sword of Damocles" over our heads.

Dennis G. Saunders  
Brooklyn, N. Y.

## Doubleday Skipper Was Tops, Says Crew

To the Editor:

We, the crewmembers of the SS Abner Doubleday of the Alcoa Steamship Co., would like to express our appreciation for the consideration and cooperation given by the master, Capt. L. A. Bodden during the past voyages.

His attitude as a whole has been one of understanding as to the well-being and comfort of all departments. It is very rare that a "salt" has the good fortune to sail under a master such as ours. Believe us fellows, he is tops. Here's hoping that in the future we run into more like him.

Crewmembers  
SS Abner Doubleday,  
At Sea

## THE PONCE DISCHARGING CARGO



Tied up in the Bay at Vera Cruz, Mexico, the MV Ponce, Ponce Cement Company, unloads cargo onto a lighter. Sugar refining machinery for the processing of Mexico's sugar was the principal cargo put off in the Mexican port.



Five crewmembers of the Ponce pose for their picture while the ship was tied up in Vera Cruz, left to right—Daniel Gonzales, Crewmess; Thomas Gonzales, AB; unidentified crewmember; Victor Carbone, Bosun; and Luiz, Wiper.

## Port Solidarity Stops Ponce Co's Scab Hiring Move

To the Editor:

On our last stop in Philadelphia the crew of the MV Ponce showed the company that attempting to break an agreement with the SIU and hire a non-union crew just doesn't go with seamen of the SIU.

While we were tied up in that port, the Union's contract with Ponce Cement Company expired; immediately the Captain started looking around for men he could hire off the pier.

Of course we immediately notified the Philly Hall of the Skipper's doings and also told the longshoremen loading the ship that attempts were being made to hire scabs.

We got quick action from both the Hall and the longshoremen. The longshoremen immediately quit work on the ship, the crew piled off and the Philly Patrolman had a little talk with the Skipper.

### NOTHING HAPPENED

For three days the Ponce lay waiting for cargo and seamen, but nothing happened. Finally the skipper saw that the ship was not going to sail with a scab crew so he called the Patrolman aboard for another talk.

It wasn't many hours later that the SIU had another contract with the Ponce Company. The crew stuck together, the longshoremen showed real solidarity and the Ponce remains a SIU vessel. Hats off to Philly for doing a good job on our beef.

Julio Pacheco  
MV Ponce

## Log-A-Rhythms

### A Ballade Of The Wonderful Life

(TO "ENGINE ROOM JIMMY")  
By J. W. HASKELL

There is a saying they like down by Point Loma way;

When a fisherman meets with mischance,  
He has found that the irony of it does pay,  
For it staves off his ulcers' advance.  
Yeah, it hands him a laugh, does this cute utterance;

If, when everything's going amiss,  
He remarks, with a glance from a sly countenance,  
"It's a wonderful life. It sure is."

"Though he searches all day and at night he does pray,

Not a school dots the sea's broad expanse.  
When the bait is all gone, in the mud of the Bay

Of Corinto his anchor he plants.  
At the Phoenix Bar he gets the urge for romance;

Of the flesh-pots he partakes in bliss.  
One week later he's got that which shatters love's trance,  
It's a wonderful life. It sure is.

When the corner rack dope keeps him blinded with spray  
As he splashes in exuberance;  
Or he's smacked in the back with a skipjack,  
let's say,

Due to muscle and gross ignorance;  
When he piles on the reef where San Lucas outslants

And comes home, broke, to find that dear Liz

Has blown town with his car and two wild Mexicans,

It's a wonderful life. It sure is.

### ENVOI

Sir, when Fate deals you a good, swift kick in the pants,

Don't feel bad 'cause you're getting the biz.

Like the fisherman, proclaim, with insouciance,

"It's a wonderful life, IT SURE IS.



# Plan Proposed For Old Age, Disabled Seamen's Benefits

To the Editor:

You have probably heard the expression, "a skeleton in the closet." Well, I would like to bring a couple of them to light, right now.

First, I would like to open the subject of old-age and merchant seamen's benefits, so that the membership can discuss this at the various halls of our Union. This is a subject that has been neglected.

Next year the Union will be ten years old and when the organization came into being there was a vanguard of old seamen from the start. The Union has fought an uphill battle ever since those days even participating in a global war. This brings to mind a man in our midst, namely, the merchant seaman who was disabled in the war.

### FOUND EVERYWHERE

Men like these can be found in every port of call. Something should be done for these men and the sooner the Union launches a program for their benefit, the better off they will be. Once they were heroes in dungarees but now they are forgotten men. Do you think this is fair compensation for the price some of them had to pay?

Now for the other rattlebones in the closet. I have had something on my mind for a long time, and that is these so-called



slopchests. This has been a thorn in the Union's side ever since its earliest days. The slopchest beefs appearing in the LOG have outnumbered any other beef. Joe Louis or Jack Dempsey never got the write-ups this demon beef gets.

For the slopchests in many instances do not carry everything the law requires, and if they do, it is generally known to be of inferior grade or at a top price. According to the foc'sle card the steamship operators violate this section most flagrantly—and so far are getting away with it.

### START A FUND

Several of my friends and I have discussed this racket and we have concluded that the Union should take over these slopchests and let the Stewards run them for the Union. With the profits derived from sales, the Union could take 10 percent and put it into an old-age and disabled seamen's fund. One of the fellows offered the suggestion that we donate one day's pay to get this thing started. For a cause so deserving I think this is a fine idea.

Here's another angle that may get consideration. It worked fine on the initial venture on the last trip of the Ezra Meeker, of the Waterman line, to Europe. The Ship's Delegate, after discussing it with the crew at a meeting held at sea, went to the skipper and got him to agree to this:

Should a member of the crew

step out of line—let him make a donation, instead of logging him for the offense. The donation would equal his log total. The skipper was a regular fellow and went for the plan 100 percent. The result was that over \$69 was donated to the hospital fund in the port where we paid off.

Now, instead of the company getting the dough, and the seamen facing a gestapo unit (Coast Guard), why not turn this money over to an old-age and disabled seamen's fund. This worked out perfectly on the Meeker and I do not see why the Union cannot effect an agreement with all contracted companies to follow this procedure.

From a disciplinary standpoint, an offender loses the dough, as in the past, and the well-deserving Union men get the benefits they should have received years ago. Last of all, the gestapo is left on third base, standed.

Jerry Thaxton

### Leaning Tower



All hands always look up to Seafarer James C. Barnette. Here's the 6-foot, 8-inch Deck Engineer flanked by Roy Pierce, Oiler, and George Reed, Fireman when the three were shipmates aboard the Bull line scow SS Louis Kossuth. Barnette, who submitted photo, says Pierce and Reed were "good guys to sail with."

## SS Nampa's Bucko Officers Give Seafarer Rusty Taste

To the Editor:

Someone is always writing in about a bucko Mate or a tyrannical Skipper and this letter is no exception.

Aboard the Nampa Victory, Waterman, the Chief Mate and Skipper gained the distinctions of being the hardtimers aboard ship.

During the voyage a man was hurt dumping garbage, but instead of reporting it as such the Chief Mate listed it as occurring while handling hatches. This in spite of the fact that the hatches were all battened down at the time, so you can see the phony type of reports this character dreamed up.

Then a word about the Captain. At the payoff there was some overtime due the men on deck and the Captain said he would make out a payroll for the overtime due. Taking him at his word, I went to the Waterman office to collect only to find no payroll had been made up.

The present skipper aboard the ship is just as bad. He refused to put aboard fresh water in Lisbon in spite of our laying there for two weeks, ample time to make the change.

### LIQUID RUST

We had water for ten days when we arrived in New York, if you could call it water; it was dark brown and unfit for a human being.

Conditions such as this are common aboard ships and some people have the gall to state that seamen beef too much when they really have a king's life. I wonder if they ever drank brown rusty water.

On one occasion the Captain logged some of the deck gang "two for one" for being off drunk, he claimed, one day. The actual reasons for their being absent was the fact that they were broke and could not get transportation back to the ship. The launch schedule allowed for one launch from dock to ship at 3

a. m. and another at 6 p. m. from the ship to the dock.

If a man missed the launch in the morning he was really out of luck and got the old two for one, but when a Captain is so drunk that he is unable to handle the payoff of an entire crew, as this guy was, he is not penalized and the crew is inconvenienced.

### DOUBLE CROSS

This character has the idea that he's a god instead of a lowly man. At the beginning of the voyage he promised the men plenty of overtime, but when we left Newport News he told the Mate not to have any work done on overtime until the return trip.

However, during the return trip it was the same thing. Both the Captain and the Mate thought that if overtime was paid the men Waterman would go broke. Naturally, Waterman did not go broke nor did he give them any reason to do so.

We finally got back to the States, but it is a good thing that we hit port when we did as there was less than 24 hours' supply of oil aboard.

George Meaney  
U. S. Marine Hospital  
Brighton, Mass.

## THE BEEF BOX

### BROTHER LOST UNION BOOK, ASKS IF HE CAN GET DUPLICATE

Since my Union book and two months' dues were either lost or misplaced in the mails, I should like to know whether a duplicate book can be issued to me. Furthermore, I should like to know what to do in a situation like this, so that I may go about getting my retirement card.

I hope this will appear in the LOG, as I believe it is a matter of interest to our Brothers who might get into a situation like this one.

John G. Drauch  
Book No. 49313

ANSWER: A duplicate book can be had by any member making application for one at Union Headquarters and payment of a fee of \$1.00. However, you do not have to appear in person to receive the duplicate book. Applications for same can be made through the mail. Address your request to Records Department, Headquarters, 6th floor, Seafarers International Union, 51 Beaver St., New York 5, N. Y. Checks and money orders should be made payable to the Seafarers International Union.



## Only Thing The Brau Lacks Is Mechanical Floor Show

To the Editor:

I would like to enter this bit of news for all to read. We left Philadelphia on Sept. 27, with a load of coal for Antwerp, Belgium. We got out 2,300 miles when the condenser went haywire on us.

Our master minds, one in particular, tried their best to fix it. All went well, but still no go. We finally had to call for tugs to tow us in. They towed us to Falmouth, England. From here we are supposed to proceed to Antwerp, if we can.

### WHAT, NO FLOOR SHOW?

On this ship, you turn your bunk light on to read, and the fan starts to run. You turn on your fan and the radio tunes in. You open the cold water faucet and you get hot water. We are now waiting to turn on the coffee urn spigot and get pepsi-cola, or a sign to come out and say "Empty."

We have a "master mind" on the ship who is a "fix-em up artist." We can thank him and his side-kick for all the delights we have on this ship. When I say delights, I mean just that. They are always fouling up de lights. What lies ahead for the mighty SS Salvador Brau, is yet to be seen.

We have the Third Mate as Second Mate and the Second Mate as the Third Mate. The Third Mate, the poor guy, is a good Joe, but a little punchy from not ducking enough. Everytime the phone rings on the bridge, he goes into his shadow boxing. The Second Mate is a good egg, but you have to decode what he tells you because he isn't too good on the English language.

If you open a can of beer anywhere on the ship, we have a guy who can smell it and tell you what part of the ship it is being opened on. He is on the 12-4 watch and doesn't oil or fire, so that leave only one department he could be in.

### ALL HANDS ON THE DECK

The Deck gang are a swell bunch of fellows, with a few on from the last voyage. They all claim they don't drink too much, just enough to fall down. The Black Gang is also a swell bunch.

The Stewards gang is okay also, with two very good mess boys who know how to work together. One in the Stewards department in particular is fat John from Philly. He is one of the oldtimers. He lost his key one day, and if he asked one man, he asked the whole crew if they saw it. Now we call him "key-key."

Well, I can't say much more this time, but I will send more at the end of the trip—if we make it.

So we proceed to Antwerp, without fuse pulling, wire jerking, and master minds, who still think a fuse box is a bus stop—because they keep going on and off.

Tony Zarraga, Eng. Delegate  
SS Salvador Brau

## Taft's 'Eat Less' Mouthings Answered With A Mouthful

To the Editor:

I haven't sounded off for a long time so here comes my two cents worth.

Out here between Honolulu and Panama, news being very scarce, I picked up a past issue

of Newsweek, dated Sept. 22. Well, the first article I cast my eyes on was "Senator Taft's Belt." This seemed to be very interesting, being about the man who created the Tuff-Heartless Act. So right off I figured Taft's recent victory with his slave labor law must have backfired and, instead of going to his head and swelling, must have had a downward movement and gone to his stomach, and busted his belt.

But no such luck.

Taft's idea was to have us, the American people, tighten up our belts.

According to Newsweek, Taft says the basic reason for high food prices is we the American people eat too much meat, and eat too extravagantly. Newsweek says that according to Jack Darling, manager of the Senate restaurant, and Taft's own colleagues Taft has never stinted himself, his favorite order being roast beef, apple pie and ice cream.

Well, Brothers, what could be more expensive and more extravagant than the above-mentioned order?

It all adds up to this: Taft hasn't started to eat a damned bit less or less extravagantly, so why in hell should we!

R. L. (Red) McKenzie



HE'S GOING PLACES ON GRIDIRON



Jack Parker strikes pose familiar to football fans who have seen him plow past the cross stripes down the field.

Seafarer Jack Parker is having a bang-up season toting the pig-skin for the Ridgewood Maroons of the Queens, (N. Y.) Alliance filling the bill as a ball-carrier, forward passer and blocking back.

In his first season of semi-pro ball, Parker's prowess has netted him a niche in the Maroons' starting lineup. He is no novice in cleats, however, having gained

plenty of experience in high school in upstate New York, where he dropped the game to go to sea when World War II broke out.

Local sports scribes, impressed with Parker's performances, have reported him as "spark-plugging" his team's attack. Parker's ball-playing occurs under the lights on Wednesday nights and on Sunday afternoons.

Brothers Object To Method Of Shipboard Promotions

To the Editor:

We recently saw a vicious and disgusting incident aboard an SIU ship. Two men and the steward were in a brawl over who was to be promoted. The agent and Patrolman were present and finally decided in disgust to put the job on the board.

This policy of promoting on ship is a system whereby a man with enough guts and seamanship who stands up to an officer and defends the Union from attack is punished by being kept in the same job, trip after trip. Promotion is given to the man who will take whatever is dished out to him, to the man who will not stand up to his rights.

NOT SIU WAY

A system whereby a man is rewarded for brown-nosing is not a system for an SIU ship. If a man wants promotion, he cannot argue about overtime. If he does, he just won't be promoted. A fighting delegate, for instance, would soon find himself black-listed when better jobs are handed out.

We have all seen ships where one little clique dominated everything. These cliques are formed by guys who sail trip after trip sucking around for a better job. After a while, they hold all the key positions in the department. Then if any man comes aboard who does not see things their way, they just make it tough for him. Soon he gets disgusted and gets off.

After a man goes to sea for a few years and works up to higher ratings, he expects to sail in them. Soon, however, tough shipping will force a man to sail under his rating for several trips until he can get a promotion. This prevents him from getting time on the beach, thus stopping another man from getting a job.

We have noticed, especially on passenger ships, that some men

will cut each other's throats just to get a promotion. We have even seen tripcarders promoted over Bookmen, where in our estimation, it was purely prejudice and had nothing to do with the man's ability.

It has come to the point where department heads think it is their right to pick a man for promotion instead of it being the Union's right to send a man from the hall. Why don't we do away with promotions entirely and send all jobs off the board?

We don't see any difference between getting a job off the dock and getting it out of the first assistant's office. We would rather get a job off the board in the Hall than have to play footsie with somebody for it. That's why we're Union men.

Jerry Jensen  
Johnny Epton  
Steamboat O'Doyle

'Sea' Of Dust Has Brother Down

To the Editor:

Just a line to let all you fellows know I haven't forgotten you. I am still here in this "sea" of dust—no rain and I am slowly going crazy.

Since the doctor thinks it will be about February or March before my boy's foot will be okay, I would sure appreciate you guys dropping me a line now and then. If this final cast they now have on his foot doesn't do any good, I may have to give up for awhile.

But I'll be back for those poker games and gabfests, and while I am on the subject I want to thank all you men of the Benjamin Lundy, voyage number one for the swell way you treated me. Someday I'll throw some more lemon pies at you. Thanks again, fellows.

J. P. Berry  
Enid, Okla.

Island 'Scenery' Suits Emilia Crew

To the Editor:

Hello to all the boys up north! We're having a swell time here gazing at the most beautiful girls in Puerto Rico.

While on the Island here at Mayaguez, we are spending our off moments at Maria Bar where the entire crew is really making itself at home. Occasionally we manage to get down to the beach, but it's much more convenient to take it easy in the shade.

Crew of SS Emilia

Crew's Move Gets Action On Dangerous Gear

To the Editor:

This is in regard to the unsafe working conditions aboard the SS Alcoa Pioneer.

We as a group in the Deck Department deem that the topping gear on Nos. 2, 3 and 4 hatches is very unsafe to work with, for the topping lift cables have so many fish hooks in them that they cannot even be handled with gloves. Also the topping lift blocks and shives are frozen so hard that even the weight of the booms will not make them turn.

The Captain was informed of all this through the Chief Mate. However, the Captain said that the gear was all right.

As a result, we as a body in the Deck Department decided that we should send a radiogram explaining the facts to the New York Branch and should present it to the Captain before sending it. This brought immediate action from the Captain, although the results are coming rather slowly.

If all the gear we in the Deck Department deem unfit for safe working conditions is not overhauled, we as a body will make up another radiogram to be sent in order that New York may have the correct data on the unsafe working conditions aboard and will know what action can be taken.

D. A. Gardiner  
Joseph E. Hornuki  
SS Alcoa Pioneer

Isthmian Crew In Pacific Awaits Completion Of Pact

To the Editor:

Due to the recent victory of the SIU and SUP on the Isthmian ships, we, the members of the Deck Department of the Steel Architect, Isthmian, have agreed to forward this letter offering our whole-hearted support and informing the Union of the effect and progress aboard this vessel.

As we have been out of the States since Sept. 5, we have no information or data whatsoever concerning the working agreement or the final settlement of the Union and the Company. If possible, would the Union inform us at the earliest possible convenience of the entire outcome of the strike, and give instructions how to go about joining, paying dues and registering our beefs.

LEFT 'FRISCO

Upon leaving San Francisco, we were approached by the SIU Patrolman and given a copy of the contract between the Union and the Company, also a copy of the Waterman working agreement, and were told that if and when we got our agreement it would be similar to the latter. Further, we were advised to contact Union authorities in New York as to how things were and for general information in regard to our payoff and, for those of us who are not Union members, the procedure of joining.

We have been holding informal meetings as the other departments are not organized as yet. Although we do not have a full Bookman among us, we have voted for our Delegate and for a Secretary, and have worked out a schedule of meetings. A check-up of trip cards and permits was taken to see what men had at one time belonged to SIU or NMU.

We have discussed our working conditions past and present and find that by no means are the conditions of the Union being carried out. It was agreed upon to refer to Article II Section 1 of the contract made August 21 whereby all grievances and disputes shall be settled as soon as possible on the vessel upon the completion of each voyage. It is here we request Union support, for the working conditions are, in general, very much one sided.

For example:

There has been an attempt to inform the Mate of overtime that we classed as legitimate, such as his turning to on deck between the hours of 0800 and 1700, doing seamen's work. In this case, the Mate told our Delegate not to bring any such overtime to him in the future. So far the amount is estimated at about 80 hours.

We were not informed of the time sea watches were to be set. We left San Francisco at 0600 and sea watches were set at 1200.

Raising and lowering booms for sea is done by one watch of two day men.

At sea, the sanitary work is done between the hours of 0600 and 0800 by the 0400 to 0800 watch, and brass is shined by the same watch.

FIRE CHIEF

The Master continually holds Fire and Boat Drill on Saturdays between the hours of 1200 and 1700.

This is only an estimate of the present conditions and no doubt



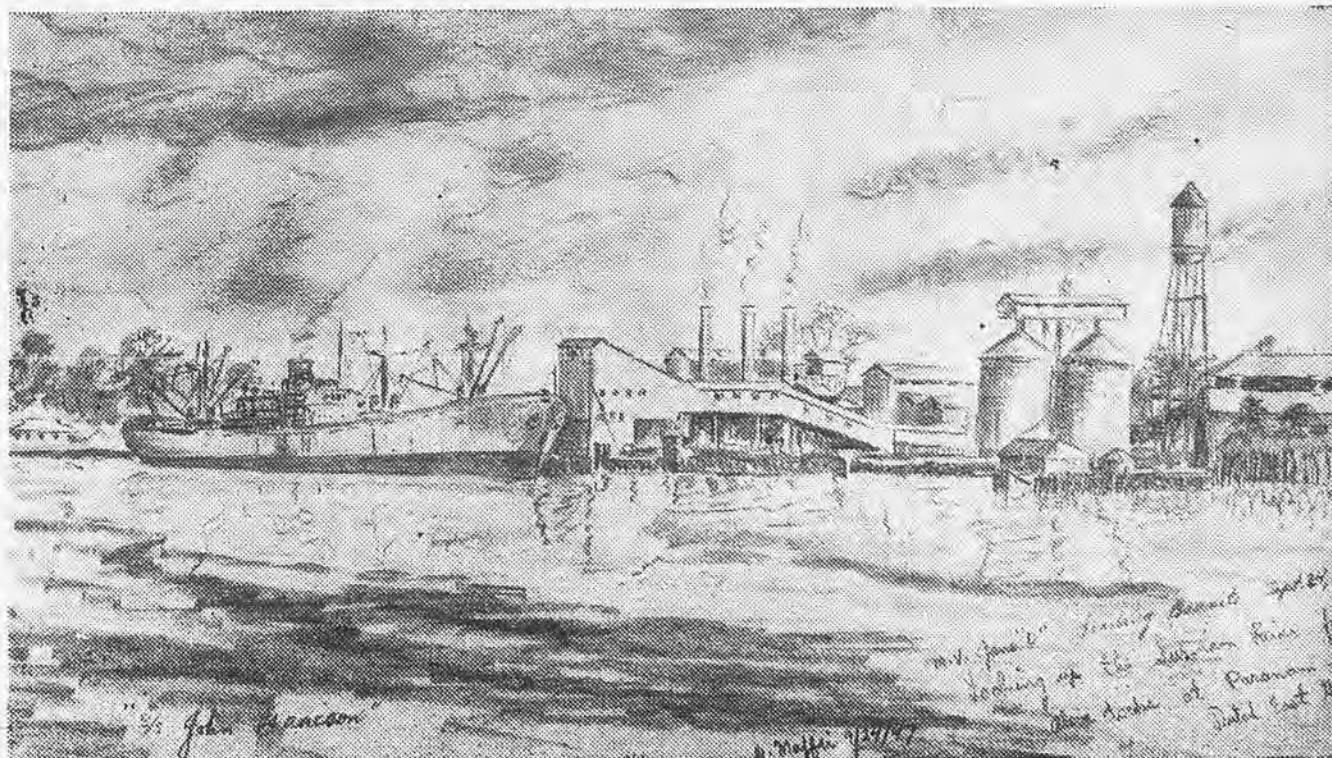
they will continue this way until we arrive in New York, our port of discharge.

Erich Borgh, Ralph Sheffield, Alain C. Guillot, John J. Clamp, G. Kyriakides, J. H. Karanidas, F. Cristando, Wm. R. Esquerr, W. W. Vaughan, Harold E. Hart, Patrick Willis.

SS Steel Architect  
Singapore

Ed. note: The Union negotiating committee is sitting with Isthmian representatives and rapid progress is being made on work rules. When the rules are completed they will be published in the LOG, and copies of the complete contract distributed to the membership.

SEAFARER'S SKETCH OF THE BAUXITE DOCKS AT PARANAM



Sketching from the stern of the Jane O. Seafarer Norman Maffie captures the scene of loading bauxite at the Alcoa docks in Paranam, Dutch East Guiana. The scene depicted here, looking up the Surinam River, shows the SS John Isaacson taking on a load of aluminum ore.

The above sketch is one of several done by Brother Maffie while aboard the Jane O Gulf Canal Lines ship.





# BULLETIN BOARD

## Unclaimed Wages

### Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

The following is a list of unclaimed wages and Federal Old Age Benefit over-deductions now being paid by the Mississippi Steamship Company covering the period up to December 31, 1946.

Men due money should call or write the company office, 501 Hibernia Bldg., New Orleans, La. All claims should be addressed to Mr. Ellersbusch and include full name, Social Security number, Z number, rating, date and place of birth and the address to which the money is to be sent.

Buckman, L.	9.48
Bucknell, Chester C.	1.37
Buckner, Marshall E.	2.28
Buckner, Milton A.	4.80
Buen, Vincent	111.08
Buenventura, John	.12
Buffett, James	55.43
Bugajewski, Leonard	3.79
Bugnitz, Martin R.	8.26
Bugsby, Darcy M.	2.06
Buicka, Donald James	7.13
Bulaga, Raymond J.	16.08
Bulford, A. I.	.79
Bulick, Eustachy	42.95
Bulifant, Robert B.	3.34
Bulin, James	.45
Bullard, Allen J.	.99
Bullek, Michael G.	.70
Bulriss, Joseph F.	13.07
Bumgardner, M.	4.20
Bunce, R.	.89
Bunck, Joseph	1.86
Buness, Kenneth H.	9.54
Bunker, L.	2.31
Bunn, Archie W.	1.00
Bunnie, Richard K.	10.74
Bunten, John	.71
Bunyan, Thomas E.	21.46
Bura, Fajk	50.72
Burch, George A.	27.45
Burch, Howard D.	42.00
Burcliff, Thomas	18.39
Burdette, Henry D.	33.16
Burger, John	4.76
Burhus, James D.	.01
Burke, Alva H.	.99
Burke, Donald L.	2.48
Burke, Emmett P.	49.11
Burke, Frederick R.	1.48
Burke, John F.	11.38
Burke, J. S.	3.73
Burke, S.	3.57
Burke, T.	.74
Burkitt, Roy W.	2.83
Burley, Cecil	12.87
Burnett, L. S.	60.00
Burnett, Robert B.	1.37
Burns, F. B.	7.34
Burns, Frank T.	1.61
Burns, Francis J.	1.61
Burns, Robert J.	3.83
Burnsee, Thomas W.	1.88
Burress, John A.	12.24
Burrow, Horrace M.	5.30
Burrows, Clarence	4.53
Burson, Frank	11.95
Burton, Clarence L.	10.74
Burton, Garlan E.	2.64
Burton, James	93.29
Burton, John H.	6.69
Burton, John R.	1.04
Burton, Sheldon A.	4.12
Bush, Edgar T.	12.14
Bush, John T.	4.03
Bush, Keith L.	11.13
Bush, Leroy	9.90
Bush, Peter	2.23
Busha, Julius P.	.60
Bushaw, Richard J.	1.87
Busse, Merrill	11.43
Bussey, John Walter	1.05
Bussian, Edward F.	5.60
Buterey, Nathan	.45
Butler, Asa S.	.94
Butler, Clinton R.	8.26
Butler, Floyd R.	98.75
Butler, Harvey E.	1.40
Butler, Lloyd	.71
Butler, Robert	50.01
Butler, Robert L.	14.90
Butler, William R.	.89
Butterton, Walter E.	2.70
Butterworth, John S.	.59
Butts, Harold	.28
Buydos, George P.	15.84
Buzejewski, Edward W.	2.80
Buzelewski, John A.	2.34
Byars, John D.	6.36
Byles, Dudley E.	18.17
Bynch, P.	4.42
Bynum, G. R.	6.00

Byrd, Alfred J.	20.61
Byrd, Douglas L.	18.60
Byrd, Leonard H.	23.07
Byrnes, Joseph S.	5.16
- C -	
Cabin, Angel	.74
Cabaud, Phillip G.	3.28
Cabral, John	.71
Caddell, Jessie G.	102.36
Caddy, Wallace E.	122.82
Cadman, Walter B.	7.94
Cararo, Francesco P.	1.60
Cafferty, Mark	14.28
Cagle, George L.	4.92
Cagley, J. M.	25.57
Cagorinovice, Oscar	2.97
Caha, Ernest	100.00
Cahill, Clyde	28.92
Cahill, William E.	2.84
Cain, Charles M.	38.46
Cain, Edmond Jr.	.46
Cain, O. G. Jr.	1.23
Caines, Charles F.	4.29
Caisey, Jean T.	19.09
Calarin, Diego	6.88
Caldas M.	4.45
Calder, Lester	14.61
Caldwell, John	.72
Caldwell, Roger Glen	46.52
Call, C. B.	28.00
Callaghan, Edward	31.05
Callahan, Leslie D.	40.07
Callahan, Loman R.	2.34
Callahan, Otto M.	7.11
Callahan, Robert	.04
Callan, Cyril	.40
Callan, Francis W.	16.26
Callender, Robert P.	4.06
Callis, James B.	13.06
Callis, James W.	17.00
Cally, William J.	6.87
Cambior, Joe	2.23
Cameron, John	24.22
Cameron, Ralph W.	27.38
Cammer, Creighton	9.46
Campbell, Bruce G.	1.37
Campbell, Edward B.	6.83
Campbell, Garner	56.94
Campbell, George R.	.35
Campbell, James	2.34
Campbell, Jesse	3.93
Campbell, John C.	21.48
Campbell, John	.04
Campbell, Joseph L.	6.39
Campbell, Joseph L.	7.47
Campbell, Lawrence J.	16.35
Campbell, Robert W.	35.54
Campbell, Roy C.	8.26
Campbell, W. M.	22.71
Campbell, W.	2.53
Campfield, James, Jr.	.50
Campillu, Alejo	8.64
Campion, H. J.	.33
Campsen, F. C.	26.85
Camarata, Roy N.	22.09
Canada, H. H.	2.56
Canaday, A. J.	12.14
Canavan, William F.	4.52
Candara, Fred. Jr.	5.14
Candela, Salvator	3.56
Canfield, John A.	.39

Cangiano, A.	67.54
Caniford, Jack F.	1.37
Cannady, James D.	2.79
Cannano, Leo	12.53
Cannon, Troy E.	26.94
Cantella, John	2.21
Canter, J.	4.27
Canter, W.	17.87
Cantley, Alexander	4.00
Canto, Anthony J.	2.16
Cantor, Nathan	47.34
Cantrell, John D., Jr.	.60
Cantrell, W.	2.60
Canul, Jose	9.90
Capdeville, J.	4.08
Capner, Robert C.	4.01
Caporale, Alfred	14.77
Capote, Adolfo	.39
Cappelin, J. M.	45.83
Cappibianco, Clemie R.	21.00
Caracausa, Albert	2.565
Caraway, Marion A.	2.04
Carbonette Willie R.	1.37
Carbons, G. A.	25.75
Carcello, Joseph J.	6.40
Carden, Stokes H.	.01
Cardenas, J. B.	1.37
Cardinale, William	3.64
Cardona, V.	2.38
Cardoza, William	1.87
Cardson, K.	1.90
Carew, Warren	11.54
Carey, B.	10.69
Carey, Joseph W.	6.06
Carey, Robert E.	10.07
Caritbers, James E.	16.39
Carl, Robert P.	50.22
Carley, R.	.79
Carlsen, K.	.74
Carlsome, Carl H.	20.68
Carlson, C.	41.76
Carlson, Charles M.	9.54
Carlson, Chris	6.00
Carlson, Evertt L.	21.48
Carlson, George W. Sr.	11.73
Carlson, Paul E.	16.97
Carlson, Pritchard A.	8.87
Carlson, Karls	17.70
Carman, Harry C.	6.54

Carmines, Chas.	2.96
Carney, Eugene P.	32.00
Carolan, J. C.	34.08
Carp. Myer	.69
Carpenter, Foster D.	10.79
Carpenter, Irvin E.	10.55
Carpenter, R. J.	14.00
Carpenter, W.	17.35
Carpenter, W. A.	2.54
Carr, Elmer	16.27
Carr, Lawrence M.	28.65
Carr, Melvin	6.04
Carr, Orville James	5.14
Carr, Watson E.	13.63
Carrasco, Marion C.	.69
Carrasco, Sebastian C.	20.78
Carrell, Herbert	5.15
Carrey, H. R.	4.35
Carrier, F. W.	3.70
Carrillo, Richard	10.28
Carrol, James L.	6.22
Carrol, Thomas A.	1.86
Carroll, A. J.	23.73
Carroll, Cecil	25.55
Carroll, George A.	.46
Carroll, John R. F.	3.47
Carroll, M. M.	4.14
Carroll, Paul S.	.47
Carrollton, R.	1.42
Carruthers, R.	.01
Carson, Everett W.	42.79
Carson, James C.	.45
Carson, N.	26.31
Carstens, C.	8.23
Carsters, C. A.	.42
Carter, Elmer, Jr.	1.44
Carter, James	77.27
Carter, Marion B.	51.86
Carter, R. F.	3.51
Carter, William H.	3.17
Carter, W. H.	.75
Cartwright, Eugene	95.92
Caruke, Alec J.	.69
Carver, Ernest E.	21.99
Carvill, Joseph W.	11.70
Cary, David C.	5.87
Casas, Peter C.	466.56
Cassassa, Eugene J.	27.26

Casavantes, Paul	6.49
Cascio, Antonio F.	36.45
Case, Richard S.	6.15
Casey, Robert F.	9.65
Casey, Wade O.	31.73
Casey, William	2.23
Cash, Walter R.	9.90
Casolla, Marco	7.44
Cason, J. D.	1.80
Cassidy, Francis J.	28.00
Cassidy, J. M.	7.24
Castanel, Patrick R.	4.29
Castellon, Jose A.	17.29
Caster, Roy A.	.94
Castille, Dona	.28
Castillo, Jacnito	14.93
Castro, Francisco R.	.46
Cast Ucci, Guido	.46
Caswell, Robert E.	10.80
Catalano, Paul L.	23.80
Catalanotta,	4.20
Cater, Carl L.	32.00
Catero, Gaetano	.72
Cates, Howard P.	32.14
Catlein, Milton	3.26
Catlin, C. R.	.45
Caulbe, Lewis F.	6.06
Caughlin, Clyde	4.15
Causa, Ignatius	4.81
Cavanah, Wiley B.	5.94
Cavanaugh, T.	4.50
Caviness, Arvin	2.23
Caviness, Laddie B.	4.82
Cawley, Walter G.	.45
Celmayster, S.	15.68
Centeno, Americo	22.18
Centley, Alexander K.	2.67
Centrachio, J.	5.64
Cerda, Jessie J.	2.70
Ceron, Louis	.10
Cervenka, William F.	11.98
Chaffee, Delmar R.	6.82
Chaffin, John L.	8.69
Chafin, Darrell G.	2.83
Chagistamatoloa, Evangelos	3.10
Chaires, Charles	3.68
Chalcrest, R. F.	1.40
Chalmers, George	.79
Chalowitz, Frank	13.99
Chamberlain, George E.	3.62
Chambers, Allen J.	1.88
Chambers, Gordon	25.84
Chambers, Stanley	6.43
Chambers, Thomas Owen	12.14
Chambless, Paul K.	12.60
Chanberlayne, Frank W.	12.00
Chance, Erward Z.	33.74
Chandler, Winston R.	1.54
Chandler, Lloyd M.	1.43
Chance, Frank	26.54
Chandler, Worsham S.	7.56
Chapman, Albert J.	2.11
Chapman, Byron	3.58
Chapman, Clanton S.	2.68
Chapman, Lionel	4.20
Chapman, Robert Lee	12.84
Chapman Bvenice B.	4.20
Charleton, Arnold V.	5.99
Charnoff, Stanley	19.00

## Honor Roll Of Isthmian Strike

Don Mollahan	20.00	J. Rouse	5.00	R. C. Hilles	5.00	T. R. Edward	5.00
F. Picolo	10.00	Curtis Stalsworth	5.00	LeRoy Eckhoff	5.00	SS Robin Hood	
Robert Stover	5.00	G. Walker	10.00	SS Bienville		Chester Steveson	5.00
J. R. Henchey	3.00	Thomas E. Boylan	10.00	R. V. Pulliam	5.00	W. Reaten	3.00
J. Magdelena	10.00	J. W. Barnhart	5.00	R. L. Lister	25.00	A. Chaplinsky	5.00
James Gorman	5.00	SS Hastings		SS Nordhoff		R. Fitzwater	5.00
Donald S. Smith	10.00	E. Palensar	30.00	A. A. Paul	3.00	Thomas Minor	5.00
F. Cabarubias	5.00	SS Elizabeth		J. C. Steeber	5.00	SS Seatrain Texas	
R. R. Thompson	15.00	E. Castro	5.00	M. V. Ryswyk	5.00	T. S. Taft	10.00
A. B. Stevenson	10.00	SS Alawai		S. Jandora	2.00	SS Trinity Victory	
A. Backe	5.00	T. B. Moore	5.00	R. J. Kipp	5.00	L. T. White	5.00
F. J. Furnaro	20.00	C. A. Aubert	5.00	S. Ruzyski	5.00	R. Pelasoja	5.00
W. T. Owen	10.00	W. H. Caver	10.00	W. J. Smolinski	5.00	SS Mocykowski	
H. E. Mossburg, Jr.	5.00	W. H. Howell	5.00	V. Shavroff	5.00	E. Stone	10.00
J. L. Anderson	20.00	W. W. Lamb	10.00	R. C. Ford	10.00		







# Seafarers Must Help Lascars, Other Low-paid Seamen Organize To Maintain Higher US Standards

By G. W. (BILL) CHAMPLIN

Just about the biggest problem American seamen face these days is the transfer of so many ships to foreign flags all over the world.

It is no news to any Brother who keeps up with things that because of the transfers, the British, the Dutch and the lesser maritime powers are going to be able to undermine the American Merchant Marine by low freight charges based to a large extent on the low wages those countries pay their seamen. First thing you know, American seamen are going to be forced into shore jobs, or, more likely, simply thrown into the ranks of the unemployed. Old-timers like me remember how things were a few years ago, and they know bad times can come again.

### BRITISH VULNERABLE

But the British and the Dutch have left themselves wide open. There's a way the SIU can beat their game to the benefit of American seamen and seamen every where else. The British and Dutch hold down wages by employing Lascar crews from the East on many of their ships and paying them even less than they pay their own countrymen. Afraid of losing their jobs to the Lascars, the English and Dutch sailors take their wretched conditions lying down.

That's the picture, and I have a proposal: Organize India!

Sounds crazy, you say. Well, it's not crazy and I'm going to show you why.

If the SIU could set up a couple of Halls in Hindustan and in Pakistan, raise the Lascars' pay to parity with those of the British seamen, then the English would have a real incentive to get their own miserable wages increased. The end product would be a more honest distribution of maritime trade as well as a general betterment of seamen's conditions in other countries.

Don't forget that most of the ships in India are British-owned even if they fly the flags of Hindustan and Pakistan. And while we're about it, don't forget that plenty of American bottoms are being turned over to the British-controlled India Steamship Company, Scindia and other outfits.

### COMMIES THERE NOW

I've been in India a number of times. I've prowled around the Malabar and Coromandel ports and have a pretty good idea of how things are. There are a few maritime unions out there, but they don't amount to much. They've done nobody any real good. Moreover, it was pretty plain to me the last time I was there, which was last June, that these unions were Commie controlled, and that the members were getting nothing for their dues but Commie hot air. The SIU could give them something better. Although, the sub-continent has been split into Hindustan and Pakistan since I left, I can't believe that the basic conditions on the waterfront changed.

Once the Union got something going in Bombay and Calcutta, it could move into Rangoon in Burma, and into Singapore and the other Straits ports. That

would fix the British. It ought to fix the Commies too.

Next move would be into Indonesia, where the Australian seamen might help us. That would force the Dutch into line, and the job would be done.

If the SIU adopted this program, it would have a lot of points on its side, although the whole job would be about as tough as anything the Union ever went up against.

Most of the Lascars are Mohammedans. Unlike the Hindus, they have no caste system. One man is as good as another and knows it. In other words they are basically democratic and could understand the SIU viewpoint.

Another point in the Union's favor is the fact that Isthmian, American President, Waterman and other SIU or SUP ships make the ports regularly. An organizer could get plenty of help from their crews when he needed it. Incidentally, Halls out there could serve American seamen by handling beefs and serving as clubs.

According to my way of thinking, if we sent out a good man to start the ball rolling, then six months or so later sent out two more to work under the first, we

would show some real progress within a year.

But they'd have to be good men. They'd have to be able to understand both Hindustan and Pakistan and the Lascars themselves. And they'd have to be able to live in Bombay, Karachi or Calcutta without expecting it to be like New York or San Francisco. Above all, they'd have to be crackerjack organizers.

Personally, I'd like to see the views of the Brothers on this subject, for to my mind, the Union is missing a big opportunity if it does not embark on a program very like this one.

## BALLOTING COMMITTEE



Balloting Committee for the first day of voting in the New York Hall consisted of, left to right, Leonard Leidig, Val James, and Bill Brown. A new committee will be elected by the membership every few days, either in regular meetings, or in special meetings called for that purpose. The men on the committee have a job to do and so does each member. HAVE YOU VOTED YET?

## Food Prices Soaring Beyond Workers' Reach

At the same time that food prices zoomed to 197 percent of the 1935-39 level, the Bureau of Labor Statistics found that approximately 658,000 workers in the nation's manufacturing industries earned less than 65 cents an hour. Moreover, the BLS found, almost twice that number earned less than 75 cents.

According to these figures, nearly 1,300,000 industrial workers earning less than \$30 in a 40-

hour week had to provide their families with food that was rising steadily in price. The myth that labor was responsible for high prices was completely exploded by the BLS survey.

Food prices were estimated to be six percent above the post-World War I peak set in July 1920.

Back in August, workers were faced with round steak at an average of 83.7 cents a pound, rib roast at 66.7 cents, chuck

roast at 55.8 cents, hamburger at 46.8 cents, veal cutlets at 84.5 cents, pork chops at 78.8 cents, sliced bacon at 79.4 cents, ham at 72.1 cents, leg of lamb at 66.9 cents, fresh eggs at 73.3 cents.

And if you don't think these items and many others have soared even higher since then, ask any housewife. She knows they have even if the Bureau of Labor Statistics hasn't proved it conclusively. She has meatless weeks, not to mention Tuesdays.



**QUESTION:** Should Union officials in office be limited to a certain period, and then be required to go back to sea before being eligible to run again?

JOE SCHWEINEFUS, AB:



I don't think that's such a good idea. A man gets to be an official and learns all the ropes, and then he is required to ship out for a year and forgets lots of the things he learned. In this business Port Agents and Patrolmen have to keep right on the ball, and if a man goes back to sea he may become a little rusty on settling beefs, negotiating, and doing an organizing job. As far as I'm concerned, when I think an official is not doing a good job that is when he should go back to sea, and the way to send him on a trip is to vote against him.

ROY R. LEE, FOW:



After three straight terms an official ought to have to go to sea for a year before being allowed to run again. I don't say that because I think the officers get stale on the job, but because the Union has to develop new blood to carry on, and the best way to do that is by giving the young fellows a chance. We have a lot of men who came into the industry during the war, and they've learned a lot that can be useful, but if they run against oldtimers all the time, they won't have a chance to be elected. I think it's a good idea.

ERIC SOMMER, AB:



An official should take a trip every once in a while, but he should not be forced to refrain from running for office. If a man takes a couple of short trips during his term he can keep up with all the problems, especially if he listens to the men who come to him with beefs. Our officials all have plenty of sea-going experience, and by giving an ear to a guy with a gripe, they know just what our problems are. When we have good men in office let's keep them there, and replace the lousy piecards with men who can, and will, do a good job.

HERBERT MUNKER, 2nd Cook:



Boy, that would be doing exactly what the operators want us to do. If we change officials every couple of years, they will drag contract negotiations until green men take office, and then outmaneuver them. The operators are smart, and they hire clever lawyers to negotiate for them. We have to depend on our elected officials, and when they have experience, what's the sense of canning them and starting in with all new men. We get some new officials each year, but they are elected to replace men who didn't do a good job. That's the way to continue.