

SEAFARERS LOG



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

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No. 26

Coast Guard Testifies In Answer To SIU

The Coast Guard is worried, frankly.

The brass-bound masterminds are concerned over the probability that the Bureau of Marine Inspection and Navigation may be transferred back from their jurisdiction to the Department of Commerce where it rightfully belongs.

Their worry is occasioned by the favorable reception of the House Committee on Executive Department Expenditures and the Senate Judiciary Committee to the testimony of SIU Vice-President John Hawk on Coast Guard abuses of merchant seamen.

Hawk testified against the President's Reorganization Plan No. 3, which places the Bureau under the Coast Guard permanently, before both committees.

ON DEFENSIVE

Comes now the Coast Guard—represented by an admiral and a captain, no less—to testify before the Senate Committee which is still holding hearings on the measure. Their testimony was defensive, taking up each of the points Hawk raised in opposing Coast Guard control.

Actual testimony was given by the captain. The admiral said he had a sore throat when asked to speak by members of the committee. But he was there for window-dressing, anyhow.

In the statement before the committee, the Coast Guardsman denied that there was any oppression of merchant seamen by hooligan brass. The Coast Guard is a benevolent organization, he said, and any action it takes in disciplining seamen is for their own good, really.

FOLLOW-UP

Following up the initial advantage gained by the Seafarers toward defeating the plan to shackle seamen under the Coast Guard, Hawk is writing follow-up letters to members of the Senate Judiciary Committee, reiterating the points he made before the committee and introducing new ones.

William Hushings, American Federation of Labor Legislative Representative in Washington, told the Log that the Coast Guard officer who testified before the committee confined his remarks to denials of the charges Hawk had made. Hushings said he felt the committee wasn't much impressed by the series of denials.

TO ALL SEAFARERS

Wire your Congressman and Senator telling them to vote for the resolution opposing President Truman's Organization Plan No. 3, which would turn the merchant seamen over to Coast Guard control. In the House it is Resolution 154. In the Senate it is Resolution 66.

The House committee has returned a favorable report on the resolution, and the matter will soon come to a vote. Tell your Congressman and Senator how you feel about the matter.

Send that wire today!

Seafarers Ready For Any Emergency As Shipowners Stall In Negotiations

By PAUL HALL

The shipowners have been presented with our basic demands which were unanimously accepted at the stop work and following regular membership meetings in all ports. These demands are:

1. Four Watch System
2. 30 Percent Wage Increase
3. Upward readjustment of Overtime and Standby Scale.

You will note that these basic demands make no mention of conditions.

The Negotiating Committee does not wish to give the shipowners any chance to confuse the issues at stake.

Because of that, the Committee demanded answers to the basic demands before the question of conditions is even discussed.

CHARTS PREPARED

This does not mean that the question of conditions has been overlooked. Long before the opening of negotiations, files on ships' beefs, Patrolmen's reports and minutes of port and ships meetings were thoroughly studied and a file of suggestions accumulated.

Since negotiations have started, regular group meetings of Engine, Deck and Stewards Department members have been held and the ideas and sugges-

tions of these meetings incorporated in the conditions demanded.

In addition, there has been a daily request over the public address system in the Port of New York for members to drop their suggestions in the beef box.

When the discussions on the basic demands are ended, the question of conditions will be brought up and the Union will be thoroughly prepared to establish the BEST WORKING CONDITIONS EVER KNOWN ON AMERICAN SHIPS.

PRESENT STATUS

1. The shipowners offered us the same wage and overtime rate that was given the CIO Committee for Maritime Unity, based on the same retroactive date.
2. They have tried to reduce SIU contracts and their higher wage scale to the

Operators Ask Cut, Seafarers Walks Out Of Negotiations Again

NEW YORK, June 26—The Atlantic & Gulf Ship Operators Association tried to pull a fast one on the SIU and the Mississippi Steamship Company yesterday, but got no closer to first base than it did with its ridiculous counter-proposals last week.

Despite the warning of the Seafarers negotiating committee, the Association tried to force mass negotiations. The Seafarers' answer was simple and direct. The negotiators walked out.

At the request of the chairman of the Mississippi Steamship Company's negotiating committee, the SIU agreed to a meeting to resume negotiations with that company alone. Prior to walking out on the previous session, the SIU negotiators had told the operators that it wasn't negotiating with the Association, but the committee appointed by Mississippi alone.

The SIU committee attended this meeting with this view in mind.

But the operators again tried to negotiate in a block. They submitted a proposal for an interim agreement to bind the Union and the rest of the operators that belong to the Association until a contract is agreed on.

ASKS CUTS

This proposal was even more unrealistic, from a seaman's

lower NMU level before applying these raises on the grounds that they want to "stabilize" all contracts in maritime.

The Negotiations Committee has refused to go for these proposals for two reasons:

1. At the stop-work and subsequent regular membership meetings, the membership declared that the Seafarers would not be bound by any pattern or agreement established by the combined CIO, WSA and shipowner negotiations in Washington.
2. The Seafarers have always had better wages and conditions and intend to keep the lead and do not intend to be reduced to NMU contract conditions.

From the beginning, we have

(Continued on Page 5)

(Continued on Page 3)

Watered-Down Merchant Seamen's Bill Of Rights Is Reported Out Favorably By House Committee

The Seamen's Bill of Rights has been favorably reported to the U. S. House of Representatives from the House Merchant Marine Committee by Representative Peterson of Florida. It now must be "given a rule" by the Rules Committee before it can come on the floor of the House for debate.

While the amended bill does not provide for all of the changes recommended by the SIU, it does embody some of them. Benefits for seamen have been modified somewhat under the amended bill, however.

Originally the bill was titled the Merchant Seamen's War Service Act. To more properly describe its scope, the title has been amended to read "a bill to provide aid for the readjustment in civilian life of those persons who rendered wartime service in

the United States merchant marine, and to provide aid for their families."

Biggest beef from seamen will be on the basis of the administration of the provisions of the Act. It remains under the Mari-

time Commission, rather than the U. S. Social Security Board as recommended by Hawk and Lundeborg.

There is no provision, as requested by the SIU, to include Deep Sea Fishermen under those eligible for benefits.

Benefits do not include all seamen who have actively sailed on American ships, regardless of nationality or citizenship, as recommended by the SIU, but only citizens.

The bill points up Seafarers opposition to the Coast Guard, for it denies benefits to any seamen who had certificates or licenses revoked during the war. Under the Coast Guard there were thousands of such cases, in which certificates were revoked for minor infractions.

Major victory in the amend-

(Continued on Page 3)

Strike Vote Begins

Voting on the strike referendum begins next week, July 1, in all ports and will continue until July 31.

If passed by the membership, it will authorize a general strike against all SIU-contracted operators, if it becomes necessary.

All hands must participate in the voting. The future action will affect all, and all must cast their votes.

Draft Regulations

New draft regulations have been announced by the Selective Service Board that concern all Seafarers who are within the draft ages, and those members who are aliens. The text of the new directives appear on page 4 of this issue. They are vitally important. Read them carefully, and know how you stand. You can't do anything once you are drafted.

SEAFARERS LOG

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

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

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Four Watch System

Probably the most important issue being discussed in the the negotiations between the shipowners and the Union, is the question of the four watch system.

To seamen everywhere, it has long been inconceivable that shoreside workers labored only 40 hours per week, and less, while seamen had to labor 56 to 63 hours each week, and for less pay.

Seamen have not been, and will not be, satisfied with second place in the conditions enjoyed by organized workers. There is no earthly reason why the work hours of merchant mariners cannot more closely approximate the hours of other workers.

Certainly the Government, and the people, of the United States never differentiated between the sacrifices expected of the various workers. Why now carry on discrimination against one section, the seamen?

No one has denied that seamen have every right in the world to a shorter work week. The only argument the shipowners have put up is that the extra expense of maintaining the four watch system would be so costly that it would drive the American merchant marine from the sea-highways of the world.

We have no desire to do that. Cutting off our nose to spite our face is not a Seafarers practice.

But it seems that the story has a strangely familiar ring. When seamen were working 12 hours a day, and fighting for the three watch system, the shipowners said the exact same thing. In fact, whenever any organization of workers has ever asked for anything, the bosses have always countered with a sad tale of being forced out of business if they had to accede to the demands of the union.

This is hogwash, and completely untrue. What these profit-fat operators mean is that any advance gained by the workers cuts just a little into their exorbitant profits, and they will not stand for that.

The American merchant marine has increased and expanded since the seamen won the three watch system. The enormous profits made by the shipping companies during the war are easily enough to offset any wage and hour gains being demanded by the SIU. Justice requires that seamen be given the same conditions as those which are incorporated into the contracts of other organized workers—namely, the forty hour week.

The shipowners stand conspicuously alone in their refusal to agree to the forty hour week for seamen. All other major industries have adopted this practice, and there is little evidence that this has caused any wholesale wave of bankruptcies as a result. The shipowners plea that the four watch system is impractical and too expensive, does not hold water.

We will not put off with weak excuses, or gaudy promises. Our demands are just, and we want them satisfied now. The four watch system is an item that cannot be delayed any longer.

THE SAME OLD STORY...



Men Now In The Marine Hospitals

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

BRIGHTON HOSPITAL

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

NEW ORLEANS HOSPITAL

- W. C. FRITZ
- W. P. FOLSE
- J. W. DENNIS
- W. F. LEWIS
- J. R. QUINN
- R. M. NOLAN
- JOHN R. GOMEZ
- JAMES SNELL
- WILBUR MANNING
- E. LADINER
- LEROY DAVIDSON
- ROY D. LUSKO
- ROY FITTS
- "SPIDER" KOROLIA

JOHN (SCOTTY) CLARK

- EMERY SIMMS
- LAMAR PALMER
- HAROLD CLODIUS

STATEN ISLAND HOSP.

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

Hospital Patients

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

Staten Island Hospital

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

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

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

GALVESTON HOSPITAL

- R. V. JONES
- TROMBLEY
- EDWARD BROWN
- GRANGER
- HOLLOMON
- ERNST
- LARSON
- BANTA
- DYKES
- VAN AALST
- WITT

BALTIMORE MARINE HOSP.

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

Bosses' Laws And Politicians Do Best To Shackle Workingmen

By EARL SHEPPARD

The whole thing is a vicious circle. Politicians make laws, laws make lawyers and lawyers become politicians. Behind the circle are grouped the small and large bosses working through the medium of their Chambers of Commerce, National Manufacturers Association, lobbyists, etc., creating the blue prints and paying the cost, of anti-labor legislation.

The ink was hardly dry on President Truman's veto of the Case Bill, when the employers' congressional representatives brought an equally vicious piece of anti-labor legislation out of a committee pigeon hole and promptly steamrolled it through both the House of Representatives and the Senate.

This was the Hobbs Bill which, although proclaimed as an "anti-racketeering act", is in reality designed in such a manner that it can be used to smash unions, prevent picketing and abolish the closed shop.

It is the type of law that is the lawyers' delight; a law which can be interpreted in a thousand ways, each of them against the interests of labor.

Without stating so directly, the bill is so written that striking, peaceful picketing, and any legitimate union action of union workers employed in the transportation industry, or even in the production of goods shipped in interstate commerce, can constitute a felony.

BOSS' BILL

This bill is particularly dangerous to seamen, longshoremen, teamsters and other unionists in the maritime industry, and in becoming law can only serve to widen the rift between employer and employee.

It is a direct product of the National Association of Manufacturers, sponsored and passed at their behest to force unions into a defensive position and to align the forces of the state against them. It is a product of the politicians, and the politicians are a product of the bosses.

The fight against the reactionary anti-labor groups in the government is one of the main tasks of a union, a fight which must be waged constantly with strategy and tactics to suit the occasion. There was a time not so long ago when the bosses relied almost entirely on injunctions to throttle labor.

Injunctions have become impotent to a great degree because labor refused to be enjoined against the exercise of their rights.

Injunctions against picketing were answered with larger and stronger picketlines; injunctions against organizing were met with organizational strikes. Injunctions were ineffective because good union men ignored their existence. Men went to jail and bloody battles were fought but the fight was won.

Through this type of militant point of production action, the unions forced the enactment of favorable labor legislation. The greatest lobbyist for workers' rights is the man on the picket-line.

Today the bosses are shoving through anti-labor legislation to

try to offset these gains; to try to force the workers' struggles into their own controlled committees and courts, rather than face the issue in the open at the point of production.

In a counterattack the unions have established legislative committees in Washington and have made the fullest use of their local apparatus throughout the nation to exert pressure to enforce the recognition of their rights and needs in Congress. This action is the mobilization of union forces to meet an attempted bosses' legislative blitzkrieg; it is in no sense political action.

ISTHMIAN POLITICS

Dr. Samuel Johnson, author of the first dictionary, once said: "Patriotism is the last refuge of a scoundrel."

Taking this forward one could say, "Politics is the fortress of bureaucracy."

The Isthmian Line, one of the last steamship company holdouts against organization had established a model ship bureaucracy with all jobs being dispatched through their own offices under wages and conditions of their own making.

When the Seafarers' organizational campaign forced the submission of representation to a Labor Relations Board vote, the company took refuge in both patriotism and their political fortress.

Claiming to be merely WSA operators serving the government, they at first tried to stall the elections on the grounds that they were operating government owned ships as a part of the war effort.

They then went to the other extreme and claimed jurisdiction over the ships and companies, many of whom had union agreements, for whom they were acting as terminal, dock and cargo agents. They utilized every possible political means to prevent the election, but the organiza-

tional strength of the Seafarers aboard their ships, on the job, prevented this and they were forced to submit.

The companies are not the only ones who use politics to confuse issues and attempt to gain points. The NMU, realizing that it is being decisively defeated in the bargaining elections, immediately launched a campaign challenging the votes on ships upon which they received total defeats, thus throwing a labor issue into the hands of government bureaus.

With the substantial Seafarers majority being rolled up on all ships, however, even this last political resort won't help them. The Isthmian Line will be SIU because of sound, honest organizational work and point of production activity.

USING EVERY WEAPON

At the last New York membership meeting the Seafarers called upon the membership to wire the legislators from their home districts relative to the fight against Coast Guard control.

Representatives of the Seafarers spent a good amount of time in Washington, testifying before committees, arguing with government officials, even visiting congressional offices.

This does not mean that the Union is engaging in politics or using political action. It simply means that the SIU has taken the best hold, organized its strength to win its fights wherever they may occur, and shown its determination to battle wherever the issue occurs, even in the enemy's backyard.

Organization is the best and strongest weapon of the Union. The Seafarers has no illusions about winning any fight through political participation and connivance, but rather every expectation and full confidence in its ultimate victory through the use of every weapon, on every front, in defense of its economic needs.

Shipowners Want To Cut Wages So Seafarers Walks Out Again

(Continued from Page 1)

standpoint, than the previous counter-proposals.

The operators called for a cut rather than an increase in some cases of wages for the interim period. The Seatrain Company, for example, called for a \$5.00 a month cut in wages of ABs, Watertenders, Oilers and Wipers. The Steward would be cut \$1.25 a month.

Bull, Alcoa, Overlakes, Eastern, Seas and American Liberty came through with offers far below the Union's demands: \$12.50 a month across the board.

South Atlantic offered a raise of \$2.50 to Bosuns and ABs, \$7.50 to Carpenters and Ordinaries, and \$12.50 across the board to the Black Gang.

The proposals of Waterman, Mississippi and Smith & Johnson called for raises of \$7.50 a month for all ratings except Bosun and Carpenter.

None of the proposals mentioned the four-watch system or the 40-hour week. Even though

they were for the interim period until the contracts are signed, these matters must be considered, the Union insists.

POWER PLAY

As the SIU negotiators turned on their heels to leave the rigged meeting, John Hawk told the operators' representatives present:

"There are representatives from practically all shipping companies on this committee, which was supposed to be merely representing Mississippi. It is being steered by an A & G Association chairman and advisory attorney. You are prohibiting Mississippi from dealing with us on a unilateral basis.

"We will not negotiate further when you try to force your opinions on Mississippi in order to influence further contracts with other companies. We came prepared to deal with Mississippi, and we won't entertain your block proposals."

Meanwhile, preparations for a strike referendum by members of the SIU are well under way.

Time Out



Jimmy Judge, oldtime Seafarer, takes time out to shoot the breeze with his shipmates. However, the conversation would have been much more interesting if that coffee can had a head on it.

Seamen's Bill Reported Out By House Group

(Continued from Page 1)

ments was inclusion of older members of the merchant marine under the educational and training program, rather than just the young men who had their education interrupted. Now any seaman is eligible for at least a year of schooling, with \$60.00 a month subsistence for single men and \$80.00 a month for men with one or more dependents.

The amended bill completely disregards one of the briefs of the Seafarers: the request that seamen have representation on the Appeals Board which would hear cases, to protect seamen's claims.

OTHERS STAND

Other sections of the bill remain virtually the same as when it was introduced. The SIU took several additional exceptions to its provisions, but these were disregarded by the members of the Committee and the Government Departments which amended the bill.

Now there remains the fight to get even these emasculated seamen's benefits past the two Houses of Congress.

Before it has even reached the floor opposition has sprung up—from John Thomas Taylor, a representative of the American Legion, who has written to every member of Congress asking them to oppose the bill.

Probability, however, is that Taylor stirred up more of a tempest in a teapot than he bargained for. Two veterans organizations, the Veterans League of America and the American Veterans Committee, have gone on record condemning Taylor's action, and coming out for the legislation, and various Legion posts have condemned the statement of their representative.

Representative Peterson, who introduced the bill, told the Log on Thursday that he had lined up plenty of Democratic support for it in the House, and that Representatives Welch and Bradley are lining up the Republicans.

The Seafarers' big hope now is that the House will pass the bill as it stands, and that the Senate will add constructive amendments when it reaches committee there.

Verbal Report Of Secy.-Treas. To Membership

By JOHN HAWK

NEW YORK, June 19—Public hearings were held last week on the President's Reorganizational Plan 3 by the House of Representatives Committee on Governmental Expenditures. Reorganizational Plan 3 Part I proposes to give the Coast Guard permanent jurisdiction over the Bureau of Marine Inspection and Navigation and the U. S. Shipping Commissioners.

I appeared before this Committee and made it very clear that the seamen didn't want any part of this plan. The Masters Mates and Pilots and the International Longshoremen Association authorized me to speak in opposition to the plan for them. My statement was published in the Seafarers Log.

I am appearing before the Senate Judiciary Committee tomorrow to testify against this plan. Although both Houses of Congress have to pass a resolution opposing the President's Reorganization Plan 3 before July 16th, it looks like they will do it. If they don't the seamen are saddled with the Coast Guard for life.

We should thank Republican Congressman Pittenger of Minnesota and Senator Pat McCarran, Democrat of Nevada, whether we win or not for they have tried to help us, by introducing a resolution in each House of Congress to defeat the President's Reorganization Plan 3.

CONTRACT NEGOTIATIONS

Your negotiating committee met with the Mississippi Shipping Company's negotiating committee. The Company's committee consisted of representatives of the various steamship companies that we have contracts with and who are members of the recently formed Atlantic & Gulf Operators Association. They rejected the Union's proposal and offered:

1. A 48-hour week at sea with overtime for Sunday and a 40-hour week in port in lieu of the four watch system proposed by the Union.
2. A blanket \$17.50 increase for all ratings except the ABs in order to equalize the ABs pay for all companies. They offered a \$12.50 raise for Mississippi, Waterman, South Atlantic, Smith & Johnson and Seatrain. They offered a \$22.50 raise for Bull, Alcoa, Overlakes, American Liberty, Eastern and Seas Shipping Company. This would stabilize the ABs pay in all companies at \$167.50, \$5.00 a month higher than the NMU scale now.

However, this would actually mean a \$5.00 cut for ABs on most SIU ships inasmuch as the SIU has had \$10.00 a month more for ABs than the NMU since January, 1941.

The Companies' committee offered us, in the main, the Companies' Maritime Unity Washington deal. Your Committee made it clear that we were not going for that deal and demanded that we straighten out the ABs wages with Mississippi before we go any further. They tried to give us a tossing around on this and submitted us a set of working rule proposals that would have

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Selective Service Memorandum On Seamen And Aliens

National Headquarters Selective Service System

Washington 25, D. C.

Local Board Memorandum No. 115-H

Issued: June 2, 1944

As Amended: November 5, 1945

Subject: Deferment of men in the merchant marine of the United States and in training therefor and men in the merchant marine of cobelligerent nations.

Part I—Needs of the Merchant Marine of the United States

1. Importance of ocean-going shipping.—The number of ships in the Merchant Marine of the United States (hereinafter referred to in this memorandum as the Merchant Marine) has steadily increased, and the tonnage in our merchant fleet now exceeds that of the rest of the world combined. On our Merchant Marine has been placed a large share of the task of the transfer of troops from overseas bases to the United States, of maintaining supply lines to our occupation troops and to allied countries. Maritime transportation continues to be a basically important element in reconversion and in the national health, safety, or interest. Service in the Merchant Marine is therefore closely allied to service in the armed forces. The fulfillment of the responsibilities of the Merchant Marine requires that every effort be made to assure that all qualified and experienced seamen now serving in the Merchant Marine continue to serve therein and that they regularly ship out. THEREFORE, WHEN A LOCAL BOARD FINDS A MAN TO BE ACTIVELY ENGAGED IN THE MERCHANT MARINE OR IN TRAINING THEREFOR, IT SHOULD GIVE SERIOUS CONSIDERATION TO HIS OCCUPATIONAL DEFERMENT.

2. Requirements of the Merchant Marine.—Maritime law prohibits a ship from sailing unless its crew consists of a specified number of licensed personnel and certificated seamen in the deck, engine, and steward's departments. In order to man ships adequately with men capable of handling the responsibilities of the Merchant Marine, it is necessary that experienced merchant seamen remain active in the Merchant Marine.

Part II—War Shipping Administration

1. Composition of the War Shipping Administration.—(a) The War Shipping Administration contains two organizations which deal with Merchant Marine personnel: (1) The Recruitment and Manning Organization is responsible for preventing ship delays due to crew shortages. Port offices of this organization assign to merchant vessels ready to sail experienced seamen qualified for immediate ship assignment and newly-trained men drawn from schools operated by the United States Maritime Service. (2) The Training Organization of the War Shipping Administration has jurisdiction over the

United States Maritime Service. The United States Maritime Service operates schools to train inexperienced men preliminary to vessel assignment, and schools in which experienced seamen may enroll for the purpose of qualifying themselves to attain more highly skilled ratings on board ship.

(b) The Merchant Marine Deferment Section of the War Shipping Administration has been established for the purpose of handling questions relating to the deferment of men in the Merchant Marine or in training therefor, including the filing of deferment requests.

2. Recruitment policy of the War Shipping Administration.

(a) Subsequent to November 15, 1945, the War Shipping Administration will recruit no men ages 18 through 25, unless such men have been found disqualified for any military service or have been found qualified for limited military service only. The recruitment of men classified in Class I-C, Class I-C (Disc.), Class I-O, Class III-D, Class IV-A, Class IV-C, and Class IV-F will continue.

(b) Men enrolled in the Merchant Marine after November 15, 1945, at a time when they have not yet reached their eighteenth birthday will not be favorably considered for deferment after they attain the age of eighteen.

3. Order in which men are assigned to vessels ready to sail.—It is the policy of the War Shipping Administration to assign men to vessels ready to sail in the following order: First, active experienced seamen; second, experienced men who have not been at sea recently; and third, newly-trained men.

Part III—Registrants Who Are in the Merchant Marine of the United States Covered by this Memorandum

1. Types of registrants covered.—Deferments may be requested for registrants ages 18 through 25, who were enrolled in the Merchant Marine prior to November 15, 1945, or if enrolled subsequent to November 15, 1945, who have been found disqualified for any military service or have been found qualified for limited military service only, if they fall within one of the following groups of men active in the Merchant Marine of the United States (including the Army Transportation Corps):

(1) Men aboard ocean-going merchant vessels sailing under United States, Panamanian, Honduran, or Philippine registry, and United States Army Transport Corps vessels, operating on coastal, intercoastal, or foreign routes.

(2) Seamen ashore on authorized leave between voyages (which in the absence of extenuating circumstances, is limited to 2 days ashore for each week of the immediately preceding voyage, but not to exceed 30 consecutive days ashore).

(3) Active seamen temporarily ashore for upgrade or officer candidate training.

(4) Men without previous sea experience (a) enrolled for training preliminary to ship assignment; (b) awaiting transfer to a training station; (c) at a training station or aboard a

training ship; or (d) awaiting assignment to a vessel following completion of a training course.

2. Registrants not covered.

The provisions of this memorandum DO NOT apply to men employed on vessels operating on inland waterways (including lakes, rivers, harbors, bays, and sounds). No deferment requests for men so employed will be filed by or on behalf of the War Shipping Administration. Such men will be considered for occupational deferment under the provisions of Local Board Memorandum No. 115, as amended.

Part IV—Requests for Deferment

1. Use of Forms 42 (General-Merchant Marine) and 42 (Special-Merchant Marine) by the War Shipping Administration.

(a) Forms 42 (Special-Merchant Marine) will be filed in duplicate for registrant ages 18 through 25, except those registrants for whom Forms 42 (General-Merchant Marine) are filed pursuant to the

provisions of subparagraph (b) of this paragraph.

(b) Forms 42 (General-Merchant Marine) will be filed for registrants ages 18 through 25 who have been found disqualified for any military service or have been found qualified for limited military service only.

(c) If a registrant has been found disqualified for any military service or qualified for limited service only, the Form 42 (General-Merchant Marine) should bear on the face thereof the words "disqualified for any military service," or "qualified for limited military service only."

2. New request for deferment after original request withdrawn

—If the War Shipping Administration has withdrawn a request for the occupational deferment of a registrant, it will not thereafter again file a request for his deferment unless such request is accompanied by information clearly showing that the registrant actually shipped out to sea upon the expiration of his authorized shore leave or such additional leave as had been author-

ized by the War Shipping Administration, and that the withdrawal of the request for his deferment was based upon erroneous information.

3. Government request stamp.

—(a) Men in the Merchant Marine are employees of companies which are acting as agents of the War Shipping Administration and are not Federal Government employees within the provisions of the President's Executive Order 9309 and Public Law 23, 78th Congress. Men in training courses of the War Shipping Administration likewise are not Federal Government employees. Therefore, except as provided in subparagraph (b) of this paragraph, deferment requests filed in accordance with the provisions of this memorandum need not bear the Authorized Government Request Stamp or Notation.

(b) Registrants serving in instructional, optional, or administrative capacities in the United States Maritime Service, including registrants licensed or certificated in the Merchant Marine who are temporarily assigned ashore for such service, are Federal Government employees while so employed. Requests for their deferment will not be filed on the forms or in the manner described for men in the Merchant Marine or in training therefor, but instead will be made in accordance with the provisions of Local Board Memorandum No. 115-F, and such requests will be considered by the local board only if they bear the Authorized Government Request Stamp or Notation.

Part V—Classification

1. General classification policies.

(a) In view of the need of qualified men in the Merchant Marine, local boards shall give the most serious consideration to requests for occupational deferment of registrants made pursuant to the provisions of this memorandum. The fact that service in the Merchant Marine is closely allied to service in the armed forces should be borne in mind.

(b) In considering requests for the occupational deferment of registrants engaged in the Merchant Marine, local boards shall apply the classification policies described in Local Board Memorandum No. 115 for registrants engaged in activities other than the Merchant Marine, provided that registrants ages 18 through 25 for whom a Form 42 (Special Merchant Marine) is filed will be considered on the same basis as registrants for whom a Form 42A (Special-Revised) has been filed.

2. Mailing of Classification Advice.

—There will be attached to requests for deferment filed by the War Shipping Administration a Classification Advice (Form 59) which should be used by the local board in notifying the War Shipping Administration of the initial classification of the registrant. Classification Advice (Form 59) and all other notices or communications regarding registrants covered by this memorandum, other than registrants engaged in the merchant marine of a cobelligerent nation, shall be addressed to the Merchant Marine Deferment Section, War Shipping Administration, Barber Ross Building, Washington 25, D. C.

3. Local board report.—If a Form 42 (Special-Merchant Marine) has been filed, the local board immediately after classifi-

TO: OPERATORS, AGENTS AND MARITIME UNIONS
FROM: RMO, WAR SHIPPING ADMINISTRATION
SUBJECT: OCCUPATIONAL DEFERMENT OF MERCHANT SEAMEN

The War Shipping Administration agreement with National Headquarters Selective Service effective November 15, 1945, provides for occupational deferment of seamen ages 18 through 25 as follows:

- 1—No requests for deferment will be made for men entering the industry after November 15, 1945, unless they have been found disqualified for any military service.
- 2—Deferments for men who were active seamen on November 15, 1945, are continued.
- 3—Requests for deferment will be withdrawn in the case of any seaman who has overstayed his allowable shore leave (2 DAYS ASHORE FOR EACH WEEK OF THE IMMEDIATELY PRECEDING VOYAGE; NOT TO EXCEED 30 CONSECUTIVE DAYS ASHORE).
- 4—Additional shore leave may be authorized in advance by the War Shipping Administration in individual cases where warranted: e.g., illness, upgrading.
- 5—If the War Shipping Administration WITHDRAWS A REQUEST FOR DEFERMENT, IT MAY NOT AGAIN REQUEST DEFERMENT UNLESS IT WAS WITHDRAWN IN ERROR.
- 6—Requests for deferment will be made at the time of employment aboard a vessel for any seaman not covered above who obtains prior written permission to reship from his local draft board.

Teen-agers exempt under current regulations should be urged to remain active pending future legislation.

The above regulations now apply to seamen ages 26 through 29. For such men in this age group, however, who have been inactive but who now wish to reship, the War Shipping Administration will:

- 1—Not request deferment for a seaman who left the industry before August 19, 1945, unless he has obtained prior written permission to reship from his local draft board.
- 2—Request deferment for seamen who left the industry after August 19, 1945, when they secure employment aboard a vessel. If, however, the local draft board refuses to honor such request, the War Shipping Administration will not appeal unless the seaman has 32 or more months of service in the Merchant Marine.

We strongly urge, therefore, that each seaman age 26 through 29 who resumes shipping protect his own status by obtaining prior written permission to reship from his local draft board.

We further urge that no preference be given to seamen returning to the industry as against those presently in the active labor force.

Additional information may be obtained through this office, 19 Trinity Place, Whitehall 3-8000 Ext. 570.

JOHN A. LOCK,
Atlantic Coast Representative

(Continued on Page 14)

Seafarers Is Ready As Operators Stall

(Continued from Page 1)

taken the position that we would negotiate first with the Mississippi Steamship Company and on the basis of any agreement reached would proceed with the other companies.

NEGOTIATIONS TO DATE

Despite this, the owners have entered the negotiations en masse with their proposals all typed up by a weasel named Parks, formerly a clerk for Alcoa SS Company.

The Union proposals were met with the inadequate counter proposals of the companies which would have put the Seafarers on the lower NMU level.

Our position in this was that each point had to be settled as it came up; and unless the companies were willing to do business that way, then there was no point in wasting Union time.

To sum it up, the negotiations to date have been unsuccessful, but the companies are nervous, as is evidenced by their latest proposal that any strike action contemplated be postponed for the duration of negotiations.

Their point is clear—they want to bring the government into the picture—establish the fact finding boards and ultimately saddle us with the CIO-CMU agreement.

We have stated that the Seafarers will not go for any such bunk and will negotiate directly with the companies only.

OUR NEXT STEPS

1. We must continue to exert all possible pressure on the question of the basic demands as submitted.

2. The strike vote must be completed.

In accord with the Smith-Connelly Act, the Secretary-Treasurer has notified the government of our intent to strike if negotiations fail. This is the thirty day notice required by law.

The shipowners know that we are not bluffing. Our record proves that—the Seafarers has won every fight. They know that when we go in a fight we go in to win.

WHAT MAY HAPPEN

We may have to strike to win our demands, and if we have to the way is prepared. Everything, from picketcards to flops and soup kitchens, has been prepared. Even the picket signs are ready and trucks and automobiles for transportation secured. We have a large strike fund and are ready to go to bat whenever it becomes necessary.

In the meantime, the apparatus for any kind of action is ready. There may be more stop-work meetings, more job actions—we are ready for anything.

KEEP ALERT

The Seafarers membership has proven itself in struggle. The job now is to keep on the alert, to keep ready for action on a moment's notice. Anything we win will be retroactive so no one is losing by fighting this battle to a finish.

When this is over, we will still be able to proudly say, as we always have in the past, the Seafarers International Union has the highest wages, the best conditions and the finest membership of any Maritime Union in the world.



QUESTION:—What strikes or job actions have you taken part in while a seaman?

KRISTEN S. SVANUM, Bosun:
I've taken part in a lot of job actions, and stood on quite a few picket lines. People who decide to become seamen have to get used to the idea that they will fight continually for their rights. If a guy can't get used to that idea, he better pick a new trade. I remember the 1921 strike, when business was bad and the shipowners cut salaries to the bone. Of course, their profits stayed sky-high. That battle was bitterly fought. The cops were out in full force, and boy, were they brutal. I hope from now on the cops will realize that workers are not their enemies.



CASPER DUFF, Chief Cook:

First we had to fight for our rights, decent wages, good conditions; now we have to fight to keep what we have and to try to get even better wages and conditions. I've been a seaman for 30 years, 25 years as Chief Cook, and I have been in practically every one of the strikes that seamen have had to pull in order to obtain the decency that we have today. If we stand still, we will go backward, and I am sure that nothing could be as bad as the strikes of 1921, 1923, and 1937. No strike is a picnic; they are all bloody, but the result is what counts. Look at us now!



HERBERT F. KREUTZ, FWT:

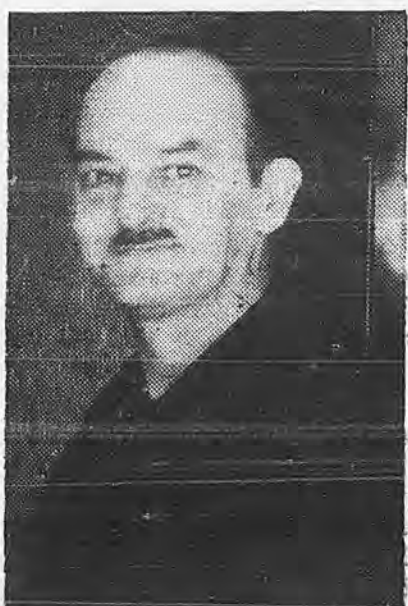
I am originally a Lakes seaman, and most of my experience has been in that area. But don't think that it was any child's play up there. We have had our troubles with companies and their policemen stooges. I remember the strike against the Grand Trunk RR Car Ferries in 1937. The National Guard was called out, and I still can't believe how brutal they were. But we were not scared, and we are not scared today. What we have, we fought for. We will fight just as hard in the future as we did in the past.



WILLIAM McILVEEN,

Second Cook:

I have only been a seaman since 1942. When the war started, I wanted to do anything I could, and so I volunteered for the merchant marine. I've never been sorry, and I will probably go to sea until I die. However, without having taken part in any major action, I would like to say that the Union can depend on me, and new guys like me, to do our part. The oldtimers did the dirty work in the past; we will carry on the good work they started. Any one who saw the demonstration at Webster Hall will believe me when I say, "We new men are in this to the end."



Labor Baiters Push Open Shop In Louisiana

By C. J. "BUCK" STEPHENS

NEW ORLEANS—The presence of several hundred clamoring spectators, all of them against the bill, proved ineffective as the State Senate Committee on Capital and Labor reported favorably on the "Open Shop Bill," number 105, sponsored by Representative W. J. Cleveland.

Full membership of the committee was in attendance, and approval paved the way for action and a vote in the Senate within the next week.

The lone spokesman for the bill was Cleveland, and he was twice interrupted by the jeering crowd. He cited examples of inter-union differences in Louisiana, and stated that one union leader recently threatened to arm his men with ball bats to straighten out some other union men.

I don't know where he got that information. Certainly not from the newspapers which have printed the news about how we had pledged ourselves to support the NMU in their trouble, and the help AFL Unions gave the Auto Workers and others. Is that what he means by inter-union squabbles?

What gripes the heart of this anti-labor man is the fact that while Unions may fight each other occasionally, we are always united in fighting the bosses, and for our rights. In those cases, affiliation is forgotten, and all sections of organized labor join in the fight against the bosses and phony mis-representatives like Cleveland.

ALL AGAINST

Plenty of other labor leaders gave testimony against the finking bill, and it is well known that most people down here are not really in favor of the measure, and that the power behind the move was backed by the sawmill interests along with those who like to split labor and the farmers.

For the information of those Brothers who live in Louisiana, here is a list of our friends and our enemies on the Committee:

Friends:

Leonard C. Wise, Morgan City
Aubrey Gaiennie, New Orleans
William J. Gruber, N. Orleans

Enemies:

George Reitmeyer, New Orleans
Louis Wilbert, Plaquemine
Andrew L. Sevier, Tallulah
Cornelius Voorhies, New Iberia
Marshall Woodward, Arcadia
Clyde Ratcliffe, Newellton

A word to the wise is sufficient!

Hawk Reports To Membership

(Continued from Page 3)

made Andrew Fureseth spit in their eye in 1885.

Your Committee cut the comedy right there and shoved off. No further meetings are scheduled.

In line with resolution calling for a strike vote, voting will be conducted daily from July 1, through July 31st. In the meantime if the ship operators committee desire to get down to business we will meet with them and keep the membership informed as we go along.

The Patrolmen Say...

Fresh Food

It is to the advantage of all crew members to remind the Steward to order fresh stores as soon as the ship arrives in port. Most food beefs are caused by proper stores not being ordered at the correct time.

If the requisition goes in immediately, and the Company refuses to send the items, then the Union Hall should be contacted.

In addition to ordering items such as milk, bread, and ice cream, at the present time the requisition should include fresh corn, canteloupes, watermelons, peaches, cherries, and honeydew melons.

Remember fellows, summer only comes once each year.

Ray Gonzales

✂ ✂ ✂

Chiseling Skipper

We went aboard the SS Walter Kidde, American Range Lines, and met up with a Captain who was a past master at the art of chiseling. He was not satisfied with merely cutting the overtime, he tried to get away with not paying the penalty cargo money for two months to all hands, including the officers.

Another of this miser's chiseling tricks was to withhold room money due the men while ship was in drydock and the quarters were being converted and paint-

ed. During this time, of course, the men had to sleep ashore.

Needless to say, all the money due was collected, and the Skipper earned a good dressing down for himself. He deserved it more than anyone we've seen in the longest time.

Lest we forget, this ship was one of the cleanest that we have boarded recently. Messrooms, galleys, quarters, and passageways were all in first class shape. A lot of the credit for the condition goes to the Chief Steward and the three Department Delegates.

James Purcell
Johnny Johnston

✂ ✂ ✂

Big Hearts

We'd like to toss in a word of commendation to the crew of the Blue Ridge Victory for the way it came through for a departed member. The crew put up \$76.00, which we have wired to his family.

The deceased is Third Cook Charles Zielke, from Wauwatosa, Wisc., who was drowned early in June when he fell off a launch heading back to the ship in New York Harbor.

Brother Zielke had been a probationary book member for about a year and a half, and was extremely well liked by his shipmates—as indicated by their generous contribution.

Ray Gonzales

Shipowners Still Try To Chisel, Even Down Deep In The Heart Of

By D. L. PARKER

GALVESTON—One of the biggest chiselers I have yet found here is the Pacific Tankers Port Captain Vivairis. He has given us plenty of cooperation, pronounced "Headaches."

On the SS Coquille Hills, the Chief Mate fired deck delegate Johnny Bird for Union activities. In answer to one of his demands Johnny was told by the Chief Mate that he would not allow the crew 15 minutes in which to report for overtime work. This the agreement specifically calls for, so Johnny stuck up for the Union rights.

The crew backed Johnny up and I sent a Patrolman down to the ship but he couldn't do anything with the Mate or the Captain.

When this ship was crewed up in the Port of Mobile, no articles were signed—not even a payroll. This is strictly against the law. A ship must have articles of some kind to go from one state, across another, and into a third state. It was so ruled by the shipping commissioner.

ORDERED OFF

Now comes the payoff. The Mates and Engineers shifted the vessel from pier 5 to the dry docks. On Saturday the deck crew went to the ship for their pay and their clothes. The Captain ordered them off.

On Sunday, the Mate, acting on the Captain's orders, ordered the Black Gang and the Stewards Department off the ship

DRAT THAT HIGGS!



without their pay or clothes. The Skipper in turn claims that he acted on orders from Port Captain Vivairis.

So, at this writing, the ships of Pacific Tankers are tied up as we can't seem to get a crew for any of them.

COME DOWN

Shipping here has been very good and is getting better all the time. Any rated man who wants to ship out in a hurry is invited to come on down to the Island

We are trying like hell to get moved into the new Hall where we can at least spit without hitting a Brother in the eye. We have had two bids submitted which are high, but it doesn't look like we can help ourselves.

This old building needs repairs and we have two floors—the second and third—for which we are obligated to pay \$100 per month rent with a two year lease and three year option.

In the event of a strike we can sleep and feed quite a few men at the new Hall in addition to taking care of the Union's business. It is only one block from the present Hall.

I notice where Brother Bill Higgs was bellyrobbing on a ship, so I know the boys will eat well when they are at sea, anyway.

So Tampa branch has moved

to a new Hall, eh? Well, I don't know what Sonny Simmons will do for a few days as he will be longing for the smell of Zack Street. I suppose he will join the church now and reform, as there is one less than a thousand feet from the new hall.

TAMPA VISITORS

Quite a few of the Tampa boys are dropping into this port. Red Hollinger, Whitehurst and a few more of them. Just wondering if the cows will feel blue because Hollinger has deserted them for the sea. Anyway, Red there are cows at sea.

All the Houston piccards were down to our fair city Sunday, visiting the Sea Club looking for the seaboys or seacows.

The Longhorn must have something attractive as most of the SIU boys go in there for a beer or so. Could it be a gal?

Brother Johnny Williams has returned from Cow Lane in Tampa. He claims he was going to bring a reminder, but the rains came and washed it all away. The odor smelled familiar, Johnny.

SIU Record Shows Way For Future

By JOHNNY HATGIMISIOS

BALTIMORE—After a lapse in writing to the Log, I'm coming in again. First, I want to thank every Brother who has donated money to the men who have been confined here in the Baltimore Marine Hospital. They appreciate the "one for all and all for one" spirit, which is the motto of every one down here.

Shipping here is good. It is hard to get men for the jobs on the board. For two weeks things simmered along slowly, then—zingo—the next week it popped sky high. Shipping is like riding a roller coaster.

I'm hoping we can get rid of the Coast Guard. It will be a day for us all when we get them off our necks. Sit back in a chair and just holler out how you want things done—that's the Coast Guard style. Well, the Seafarers will fight until it does away with those land boss-lovers.

ON OUR OWN

Many are wondering if we get the same now that the NMU has settled up. We have nothing whatsoever to do with their raises or their agreements. We get what we want on our own, and that by negotiating with the shipowners. And I say we'll get more than they did. We've always been ahead of them and we'll stay ahead of them.

We have a record of which we are proud. One of our principles is that honesty with the membership shall always prevail. Our organizers have gone through hell for us younger men to get the best conditions and highest pay in the industry.

Right now here in Baltimore our organizers are busy. They're doing a good job, too. Isthmian is one proof we can offer of that.

LET'S GIVE CREDIT

Our organizers are the best in the business. I say that the Log should give every one of these men credit. It should run their pictures and the records of what

NO NEWS??

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

HOUSTON
CHARLESTON
SAN JUAN

Port San Francisco On Upgrade

By W. H. SIMMONS

SAN FRANCISCO—Things are looking better all the time on the old Gold Coast. In the past couple of weeks I have had the pleasure of looking at quite a few of the oldtimers, namely Ex-Brother Homer Starling and Brother Alfred Peak.

Brother Starling brought the

Calmar Officials Insist On Paying Off In Their Own Office

By JOE ALGINA

NEW YORK—I guess the Calmar officials like to get our men down to their offices for payoff so that they can scare them. They should know by now that our

men do not scare, and also that they are breaking the rules by demanding that the payoff be held in the Company offices.

According to the rules, the payoff is to be held on board ship where the men worked or in the office of the Shipping Commissioner. Calmar wants the payoff where they can control it, and where they think the men won't be as militant in sticking up for their rights.

If they really think that these tactics will work, then they don't know seamen.

The Bull Line is taking over a lot of ships of the C-1-A type for regular runs to the land of "Rum and Senoritas." This looks like a chance for the sailors who don't like to go too far from land. And best of all, there is New York on one end of the run, and rum and women on the other end.

ON OUR SIDE

I didn't mean that blast against the American Legion last week to mean that all Veterans organizations are against a bill of rights for seamen. One organization of World War II vets, the Veterans League of America, with National Headquarters at 45 Astor Place, New York City, has gone on record as favoring a bill of rights for seamen who sailed the ships during the war.

This group has a Legislative Representative in Washington who has been instructed to do all he can to work for the passage of the bill.

We are glad that the younger veterans are for us, even though the old reactionaries like the American Legion aren't. After all, we did take as many chances as any soldier, sailor, or marine, and we should receive any benefits that they get. That is the only fair way to do things.

NOT OVER

A lot of men think that the Isthmian Drive is over. That is not true—we have plenty of work to do before we can consider that company in the bag. Even after the election results are announced, we will have to bring a lot of pressure to bear to make sure that we negotiate a contract second to none in the maritime industry. We have fought too long and hard to be willing to let down in the last stages.

So the Isthmian drive goes on—and will continue to go on even after we have been declared the winner in the elections. It will go on even after we have signed Isthmian to a Seafarers contract—until that day when Isthmian will be reconciled to Union conditions in spirit, as well as in writing, to Seafarers conditions for its crews.

So let's keep on—the battle is not yet over.

Make Isthmian SIU!

they have done to help build the Union to what it is today.

All organizers, volunteer and regular, have done a good job on Isthmian. But the job is still not finished. We still have a way to go. The commies know that they have lost the election and will try some phony way to stall the results. But Seafarers will keep on fighting. So let's put our shoulders together and get the job done the honest way.

The NMU will make promises. We do things to better the conditions for our membership and tell them the truth. That is the way to keep things going. But the NMU will give you the air. That is why their membership keeps coming to our Union. They want to belong to an honest outfit and not to a bunch of finks.

When they were in trouble, we announced our policy of not crossing picket lines. But do they remember when in 1941 and 1942 they finked and took our ships out, when we were fighting for better conditions?

Steady as she goes!

Baltimore Brothers Aid Men In Hospital

By WM. RENTZ

BALTIMORE — Efforts of the Baltimore committee in behalf of the Brothers confined to the marine hospital are meeting with continued success. John Taurin of the hospital committee, reports eager cooperation from all hands.

The crews of two vessels turned over \$29.00 to the fund. Men of the SS Powellton Seam contributed \$14.00 while the SS John Blair crew donated \$15.00.

The following hospitalized members received \$3.00 each for their personal expenses: Arthur Viperman, Howard Neal, Moses Morris, Ralph Chappell, Paul Combs, Daniel P. Hickey, James E. Kelly, E. J. Dellamano, Frank Gemicki and Iver Ivensen.

FIRST BOOK

Brother Homer Starling brought his men right to the Union Hall, introduced them to Brother Matthews and myself, and explained all the overtime in dispute. Also, on boarding the ship at the payoff, Brother Starling's book was one of the first books to hit the messroom table.

Brothers, that was a pleasure to see. Even though a lot of our brothers have gone up the ladder to Engineers, Mates, and Captains, they still carry that SIU book and they are proud of it. The collected monies on disputed overtime will be posted in the Log, so watch your Log, fellows. (The Log is on the ball—the list was printed last week.)

We have in port this week the SS Ben Robertson, a Bull Line scow. She has been out about 10½ months and the fellows are really raring to get their feet on land again. Also they want to cool those feet off under some of these Golden West bar room tables among some other things.

Well, fellows, as the Ben Robertson won't be paying off until the latter part of the week, and at present time we have the AFL Convention going on here in our fair city, I will take up from here on in my next good old west coast report.

NO NOISE

You can almost go to sleep around here now. There is no commie noise to be heard from anywhere around. I wonder just what is cooking now. Maybe "No Coffee Joe" and "Long Nose" are taking time out to count and divide. The membership could easily cry "What fools we mortals be."

I guess all the fellows already know that the regular agent here in San Francisco, Brother Robert Matthews, is now enjoying the bright lights in dear old New York. He is at present sitting in with our negotiating committee and, Brothers, if I know Bob we will be on top when these negotiations are over.

South Atlantic Gets Another Ship; More Are Expected Soon

By ARTHUR THOMPSON

SAVANNAH—The past week in Savannah has been busy as usual. We shipped 47 and registered 66. We've turned away more new comers than we can count. School just closed down here and some of the older school boys think a few weeks at sea would be a nice profitable vacation.

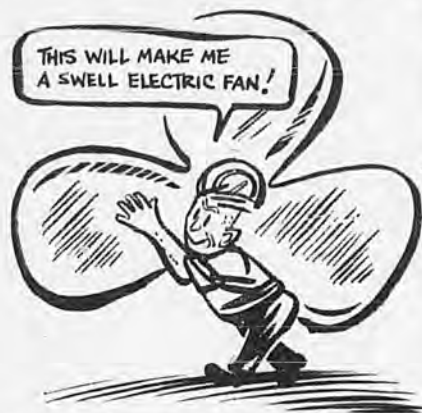
Some of the NMU boys also come over to try to change their books. They didn't like the idea of walking a picket line. They got the usual cold reception.

As we predicted in our last report the SS Zachary Taylor was turned over from the Quaker Line to the South Atlantic SS Company.

The company didn't have the ship seventeen hours before we had it crewed up and on the way to Florida. As in the case of the Duke Victory, when the members of the MC&S who were aboard previously had to leave the ship, they did so literally.

They left only the ship.

There weren't enough dishes and silverware to feed the crew with. The crew was using sugar bowls for coffee cups. The galley force had hardly enough tools to work with but managed somehow to get the meals out.



The Taylor will be back in Savannah in a few days, and we expect to get everything squared away before she sails for Europe.

MORE COMING

There is another ship being turned over to the South Atlantic in Charleston. The SS Daniel Willard will be under the South Atlantic house flag within two weeks. This will make a total of 11 ships turned over to South Atlantic under bare-boat charter. They are still on the books for more and we'll keep you posted on future developments.

It's good to see the ships going back to private operators and if we can succeed in ousting the Coast Guard from the picture we can start in again where we left off, when we were so rudely interrupted by the war.

We had a little trouble on the SS James Caldwell of the Calmar Line before she sailed. The crew didn't like the idea of sailing without any size 44 dungarees in the slop chest. There are quite a few big boys on this wagon and they'll need clothes before they get back. We looked all over town for them, but no soap. No store in Savannah had this size. When the crew was satisfied that no one could supply them they sailed.

GOOD MAN

We paid off the SS John Lawson without any beefs. The overtime was all in order and the delegates gave us all the help we needed. The Skipper, T. L. Hostetter, holds a retirement card in the SIU, and the entire crew swears by him.

Galveston Hall



This is the Galveston Hall of the Seafarers, taken from across the street.

The picture evidently was taken by a small Seafarer using a midget camera.

Galveston says, come on down.

Conditions Do Change Sometimes: Shipping Lull Hits Boston

By JOHN MOGAN

BOSTON — We have just finished the slowest week in memory—not one ship has paid off here in the past eight or nine days.

Shipping had been fairly good up to the present time because of the large number of ships that were awaiting assignments. But now even these are crewed up, and for the first time the board is absolutely clean. Unless things

improve—and quickly—it will be necessary to cut down the help.

The renovations to the building are proceeding according to plan, with the prospects very good that we'll be moving in during the first week in July.

The need for larger quarters was emphasized on the occasion of the stop-work meeting last week, when it was necessary to have two meetings in order to allow all the members to have their say. Then, too, it will be a relief not to be hearing that old refrain "When are you going to get out of this dump?"

NO DICE

There isn't any chance of the Eastern people getting their passenger vessels going for the rest of this year. In the meantime, they are employing skeleton crews and the jobs are considered good ones by the members aboard.

The only trouble is that there is quite a bit of turnover, owing to the fact that the jobs prove monotonous to the boys who like to go somewhere and come back.

It's pretty slow going all right, and it wouldn't take much of it to create a big surplus of members on the beach. However, it may be that the same slump has been felt in all ports, and might be attributed to the threat of a strike, which threat has now been removed.

Flash! Things are picking up! A Moran tow, the SS Trinidad Head, just pulled in — so that there is definite evidence at hand now that something is moving somewhere. Oh well, maybe things may be too busy for us this time next week, which will still give us something to beef about.

Norfolk Goes Back To Normal

By RAY WHITE

NORFOLK—After two record weeks Norfolk again settles down to normal business. The flurry of ships that were being rushed into port before the pending waterfront strike has ceased and shipping here for this and the coming week looks slow.

However, we do not expect this situation to continue, as the coal boats will soon be going full blast and quite a few ships on the inter-coastal trade hit here.

There are still the usual number of boneyard jobs paying off, and the beach combers can pick up standby jobs most any time they come in the Hall.

NEW FACES

A few new faces have shown up around the Hall lately. The most important one being Earl (Snuffy) Smith, the dark haired ladies man that blessed the New York women so long. The Norfolk girls can expect a break that they have not had since Leon (Baldy) Johnson went to Texas.

As the Union is now in the middle of its negotiation for new contracts, the members are cautioned not to listen to any rumors. When in doubt about any information, contact the nearest S.I.U. Hall.

Shipping Picks Up In Tampa; Good Future Seen

By SONNY SIMMONS

TAMPA — Business here has sure picked up the past ten days. We have had no less than ten ships in and, a miracle, a payoff.

It had begun to look like we were never going to get a payoff here, but the Waterman Andrew Jackson came in Friday night and paid off Saturday with a very good crew on her. All beefs were settled at the point of production.

Having several ships hitting Boca Grande now, we get orders for replacements pretty regularly from there, mostly Bull, but some Waterman and Smith and Johnson.

The papers say that Bull is starting regular runs from here in July. We called the Port Agent for Bull and he verified that fact, so looks like we are going to continue to have shipping here.

MAIL TROUBLE

Since moving into our new Hall we've been having a bit of trouble about our mail. Most correspondence goes to the old address, therefore it is delayed a couple of days. If in the future all mail is sent to our new address it will simplify matters. The address is 1811 Franklin Street.

This is going to be about the best Hall around the country.

when we finish on it. The membership really likes this spot, a very cool building and very clean and in a good part of town.

We had most of the crew from the Span Splice out to the Patrolman's house for a party. Plenty of beer, and Bill Higgs had a guitar. We adjourned to a park at ten p. m. and all hands took off their shoes and we had a real old fashioned square dance.

That was a real party; fifteen sailors and their partners all bare footed. If anything like this ever happened before we would like to hear about it.

All hands should hear Bill Higgs play and sing the Union Blues: in fact the membership in this port would like to hear it on a National hook up. It is really good.

This was the only ship in port on the day of the work stoppage, and a fine crew it was. We had more men at that meeting than Tampa has ever had in any one meeting.

UNION COOPERATIVE

We are getting quite a bit of cooperation from the Teamsters & Chauffeurs and the Longshoremen in this port. Both of these Locals are very good to do business with. We have their promise of support in any of our undertakings. Needless to say they have ours.

If shipping continues in the future as it has the past ten days,

we will be calling the outports for men. There are very few men left on the beach here.

We have had to let ships sail short-handed three times the past week. We don't have the time to call other ports as these



ships only remain here twenty-four hours, and mostly they come in the evening and leave in the morning.

The Patrolman and the Agent both have a list of men in their pockets that will ship on a moments notice, and these operators have our numbers so we are able to get replacements any hour day or night for the ships. But if a ship comes after the Hall is closed and the Co. offices are closed, we have no way of knowing when a ship is short-handed.

Any time a ship docks here after 5 p. m. the delegates can call Hall at S3868 and he will get replacements.

VOICE OF THE MEMBERSHIP



Here are the rank and file members of the Engine Department Negotiating Committee who, in accordance with democratic SIU policy, are taking part in the current contract negotiations with the ship operators in New York.

Main task of these men in the discussions is to procure the improvement of shipboard conditions for the Black Gang.

The Seafarers has, with pride, steadily maintained the best contracts for its membership and assurances are that the present negotiations will result in the continuance of SIU conditions—the best conditions in the maritime industry.

CMU Settlement By Curran And Bridges Called Sellout

By LOUIS GOFFIN

JACKSONVILLE — What I figured on came to pass, namely the old-fashioned sellout of the CIO Maritime Union, by those expert sellout artists, Harry Bridges and Joe Curran.

After blabing to their membership for weeks that unless they got their terms they would tie up the waterfronts on all coasts, at the last minute they sold their membership down the river for peanuts.

Forgotten was the forty-hour week, forgotten the rest of the original demands; the only union which made any sort of gain at all was the ILWU. The others were skillfully used by Bridges to apply pressure to the operators and the Government.

BACKWARD STEP

Of course, the CMU is bragging that the negotiations resulted in



a victory for them, and they claim that they have therefore enhanced their power and prestige on the waterfront, but everybody knows that they are whistling in the dark to keep up their spirits.

The real truth is that the NMU and the others suffered a real

defeat, and that the rank and file of those unions is aware of this fact and resent it. After being keyed up to action for such a long period of time, they feel that there was no necessity to give in without making any worthwhile gains.

More and more members of the NMU and the ILWU feel that the recent actions of Curran and Bridges were dictated, not by the needs of the memberships of the two unions, but for the benefit of a foreign power and to boost the prestige of the Communist Party.

POWER MAD

We all know that neither Curran nor Bridges has any intention of giving up power. What then will happen to this so-called unity when Bridges tries to give an order to publicly loving Curran, or vice-versa? The upshot will be a free for all between these two power seekers, and the innocent membership will suffer in the long run.

Bridges has been involved in fights for power for before. Old-time seamen remember that his love for personal power was responsible for the break-up of the Maritime Federation of the West Coast, and we can look forward to the same thing happening again.

If the membership of these unions will only wake up and unload the fakers, and the commie-minded officials, they will win a victory over the evil which has been foisted on them for so many years, and also over the shipowners and the Government.

It is not too late for this to be done.

Obey Shipping Rules For Own Protection

By PAUL GONSORCHIK

NEW YORK—Shipping in all three departments has been better than fair here, but we have seen more activity in the past. Indications are that things will pick up in the near future.

Speaking of ships, I would like the membership to understand one of the most vital rules of shipping. And that is that there will be no transfers from one ship to another or from one department to another.

Men who resort to such practice bear the stamp of poor Union members. Regardless of who sanctions these switches, the practice should be stopped.

I do not know of any specific cases of this type, but rumors have come to my attention. You men sailing ships that have these "transferees" aboard should put a stop to the stunt immediately.

Another shipping rule that is being violated quite frequently is that pertaining to promotions. There are no promotions for Wiper, OS or Messman. Regardless of the amount of trips the member has made and despite the fact that he may have endorsements for the promotion, he must quit and take such rated jobs off the board just as all the other members do.

Shipping out via the so-called "promotion" route is equivalent to shipping off the dock. A rated man from the Hall is thereby cheated out of a job. So you boys on these ships, as good Union men, see to it that this, too, is stopped.

Grain And Coal Movements Boom New Orleans

By C. J. "BUCK" STEPHENS

NEW ORLEANS—Shipping in this port has reached an all-time high with about a thousand men shipping out of here within the last ten days.

At one time we had about 25 ships laying at the point with no orders, but since grain and coal have started to move, all but three have cleared, and those will leave in the very near future.

With all this movement, there are plenty of jobs on the board and, as usual, we are having trouble filling all our calls for rated men.

At the present time we have gone through the whole list, cleared the port of beachcombers, and have issued a few letters for new men to obtain papers for unrated jobs. This is sort of hectic, but we like it better than inactivity.

ON AGAIN

The SS Seatrain New Orleans was tied here for months due to a labor dispute. A settlement was finally arrived at, and the boat sailed on the first of what were to be regular weekly trips to the Islands. But the best plans sometime go wrong, and now we hear that the vessel is tied up in the "Land of Rum and Coke" as a result of another labor dispute. I hope the men enjoy their stay there as much as they liked being in N. O.

Additional sailings, from New Orleans and Gulf Coast ports, have already been approved by the Maritime Commission, and it looks like we will be booming with runs to every important trade area in the world.



The unity shown by other Seafarers was not lacking in Galveston, as this picture of the stop work meeting there clearly shows. With so many pictures of SIU-SUP meetings being printed until now, we are not too much ashamed of holding the Galveston picture until this issue. By the way, the demonstration pictured here was held in the ILA Hall in Galveston, and is further indication of the sort of cooperation that exists in real labor organizations. This picture looks good, but it's not half as good as the picture facing SIU members if we all stick together.

Report Of The Great Lakes Sec'y-Treas.

By FRED J. FARNEN

DETROIT — After long negotiations we were finally able to reach a satisfactory agreement for the Sandboats operating in the Chicago area. Chicago Agent Herb Jansen and I have been

trying to reopen the question for quite some time, and we finally met with the company representative on June 3. With us was Pat Cullman, Business Agent for the licensed tugmen, acting as a representative of the Chicago Marine Council.

We arrived at what we consider good terms, and what is actually an increase over the terms already in effect for the year 1946. Under the new contract, the following monthly wages will be paid:

Wheelmen	\$226.00
AB, FOW	223.00
OS, Coalpassers, Wipers	176.00
Pumpmen and Repairmen	242.00
Steward	281.00
Second Cook	215.00
Porters	176.00

All of these salaries are plus subsistence.

Our negotiations with the Chicago, Duluth, and Georgian Bay Transit Company were also successful. Detroit Agent William Stevenson and I met with the company and obtained a straight 10 percent across the board increase for the employees of the Steward Department aboard the North American and the South American.

Very little remains in dispute in our negotiations with the Detroit and Cleveland Navigation Company, and once those few issues are cleared up, the freight contract can be signed. The passenger contract is another story, but we are in hopes that an agreement will be reached this week.

ONE MORE

The unlicensed personnel of the Midland Steamship Company has indicated a preference for the SIU to act as their representatives, and so, this week, I sent a letter to this company asking recognition of the Seafarers as the collective bargaining agent for this group.

The Chicago Marine Council of AFL Maritime Unions is in full operation. Herbert Jansen, SIU Chicago Agent, was duly elected President, and all members are sure that group will achieve close and harmonious relations in the face of any opposition.



These runs are expected to increase the volume of exports and imports handled by N. O. by as much as 50%. And this means lots of jobs for seamen.

The Maritime Council, composed of all AFL Waterfront Unions here, is functioning as it had before the war. We are hold-

ing regular meetings, and all parties are using the opportunity of getting together to air views which have to do with the betterment of the workers and the industry.

We have, beyond a doubt, one of the finest Council's any place, with all hands agreeing on the main issue: "To unite against the shipowner so as to be out in front in all beefs along the waterfront!"

We are always glad to hear about square Skippers. The latest good report we have is about the Captain of the SS Nicholas Biddle, who logged the Purser for cutting overtime after he, the Skipper, had okayed it.

Brother Red Sullivan told us that story, and added that a few more loggings on the same order would stop officers from thinking of themselves as above criticism.

SIU Restablishes Special Services Unit

In line with the Seafarers policy of giving the most efficient representation to its membership, the "Special Services Department" was re-established this week to deal with the problems of individual seamen apart from the regular operating functions of the Union.

For the past year the functions of this department have been handled by the Patrolmen assigned to the beef counter, but the volume of work has so increased that it has become necessary to again institute these services as a special department.

Personal questions and advice, legal problems, immigration, draft board and claims questions will be handled through the medium of personal contact and discussion.

This department is located on the 5th floor of the New York Hall. All members desiring information relative to beefs of the immigration type or requiring the services of this department in any manner can apply at the beef window and they will be referred to the Patrolman in charge of special services.

LOOK HERE!

By ERIC UPCHURCH

What seamen don't do: We departed from the Club at five in the afternoon: ten SIU men, and a host of lovely girls; to be exact, twenty lovely girls.

Piling into the rear of a huge truck bedded down with hay, we set off on our journey to Moosehead Lake, and arrived there at the crack of dawn the following day.

The red glare of the sun shone beautifully over the tree tops, and everything seemed so wonderfully alive and fresh at this hour in the morn. Our hearts were really young and gay, and the spirit of youth broke forth into a steady stream of happiness. Children of laughter, we could have been called.

Our driver pulled the truck to a stop in the rear of a picturesque log cabin overlooking the smooth and silvery lake. Down a path leading from our door were the small docks crowded by row boats, and outboard motors. All this was to be ours for three glorious weeks.

Around to the side of our cabin, Jeff, the colored barbecue specialist from South Georgia, was tending a pig over a charcoal pit, turning it over slowly, with all the patience of a Southern man used to attending to the many outings of this type down South.

BRUNSWICK STEW

Over a fire a few feet from the pit a large kettle of Brunswick Stew was in the making, deliciously flavored with a large hog's head. Brunswick Stew is a natural part of a barbecue, as much a part as the brown sauce Jeff was preparing in a smaller pot at the corner of the pit.

It was extremely nice to have all of this prearranged, and gave us the full benefit of the three weeks to look forward to.

ICEY WATER

When days are filled with happy events, they seem to pass so rapidly. Our first day was spent eating, row boating, and hiking. Hiking in the cool of the twilight through the many trees, over the hills, and along the small streams, (wading barefooted, rather) was the perfect denouement to our day, and left us happily relaxed for a good night's rest.

The second day we arose at

sun-up, ran down to the lake on "the last one in is a rotten egg" race, and dived in. The water was like ice, but it gave us the vim and vigor needed for the strenuous game to follow, which practically utilized our entire day. The game I refer to is called "King on Horseback."

It is played thusly: An open field is chosen for the place of combat, with as much grass as possible to cushion the fall. Then, there is the horse, which was to be the man in our case, and girl, who was to be the rider.

Sides are matched, and the reserves stand along the edge of the field. When one says "Go!" the contestants run into the center of the field, and begin tugging at each other. When a rider or horse is thrown to the ground, they must leave the field.



This continues until the last horse and rider are left standing.

They are then crowned, "King on Horseback" and treated as royalty for the evening. That is, the rider in our case was called the "Queen on Horseback," and her stallion called the King.

The remaining days were spent as described; eating, swimming, hiking, and boating, plus other little games that came into our minds.

THEY DON'T

Such a life can't be expected to last forever, and the only dread of it is knowing that soon it must end, leaving us to return to the nauseating sound of an up-and-down engine, or the bellowing of a forg horn. But, lo! This nausea is somewhat relieved by knowing that once each summer we may have another outing!

If there is a question as to what SIU men were involved, I ask you to re-read the first four words of this little story.

Philly Is Really A Hot Port

By JAMES (RED) TRUESDALE

PHILADELPHIA — Activity, insofar as ships in transit are concerned, is on the upswing in the Port of Philadelphia this week. Quite a few of the vessels that have poked their noses in here are bound for Antwerp and ports in France.

However, now that the sunshine is appearing here every day, it is kind of hard to get men to ship out. Maybe if I could get these fellows to wear dark glasses they'd crowd around the board.

We had one SUP ship come into this port with beefs by the barrel-ful. Piecing the story together I got it that the limey Skipper aboard this vessel was a bucko in the strictest sense of the word. As this goes to press, however, so goes the Skipper on

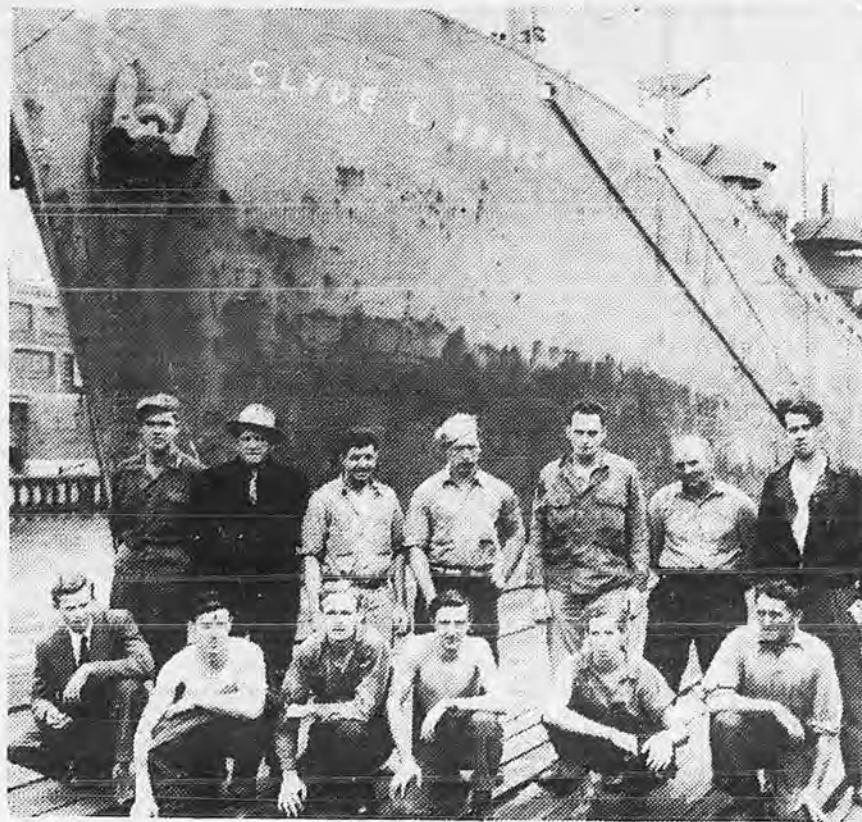
charges. We hope he gets what he deserves—which is plenty.

Getting down to a subject more cooling, I am happy to report that we have our shower up in the Hall. We'll have some pictures of the gym ready for a near-future issue of the Log so that the membership can see how we in Philly keep the beef off the middle, at least.

Tony Forgione, Philadelphia Patrolman, says that working these days is a plenty hot assignment. But we're hoping for a few days of cooler weather. We can hope, can't we?

We understand that there is a new line going to start up soon. We're hoping, too, that we can get it under our banner, and we'll throw everything we have into the effort.

THEY VOTED 2 TO 1 FOR SIU



These seamen, part of the crew of Isthmian's Clyde L. Seavey, voted at Philadelphia on June 13th, giving the Seafarers approximately 70 percent of the total vote. Kneeling (left to right): H. Walls, H. Klein, J. Hemmingson, J. Boarts, R. Page and D. McKinnon. Standing: A. Pollack, G. Marquard, W. McAtee, P. Quince, W. Wetterhuss, J. Chambers and ships organizer Ray Oates.

MEET THE SEAFARERS

James R. Allen

Eighteen years as a seaman has not killed Jimmy Allen's love for the bounding blue. Of course, when he first enlisted in the Coast Guard it was to get the adventurous spirit out of his system, but somehow his love of adventure has not been satisfied, and he still looks forward to each new trip.

"It gets in your blood," he says, "and nothing can take the place of the comradeship on board ship. I've met the finest men, and had the most fun during my years at sea."

Jimmy stayed in the Coast Guard for six years, and then switched to the Merchant Marine.

"The CG wasn't too bad," he recounts, "but I just couldn't go for that boy scout stuff. I wanted to be treated like a person, not like a machine."

IN THE BEGINNING

Allen is one of the real oldtimers of the SIU. He holds Gulf Book 65; and before coming into the Seafarers, he was a member of the ISU. When the ISU broke up, he was not discouraged.

As he puts it, "Every organization has trouble. The good ones recover and go on, the bad ones sink away and are never heard of again. We came back stronger than we ever were before."

When his enlistment with the Coast Guard expired, Jimmy started as a fireman with the P. and O. Line, on the old SS Florida. He was still working for the P. and O. at the time of the 1938 strike against that company.

The men were out 31 days, but their unity and militancy won a definite victory for them.

UNITY PAYS

"None of us who were in that struggle," says Allen, "could ever forget how sticking together pays off in the long run. The company tried every trick they knew, and it was plenty bloody, but they took a licking in the long run." The 1941 Bonus Strike found



JAMES R. ALLEN

Allen at sea on a trip to South America. He has always been sorry that he missed the action, because it was a complete victory and advanced the cause of seamen immeasurably.

Getting the goods to our men overseas, and to our Allies, was an important task to Jimmy, as it was to all Seafarers. He served on the shuttle run across the Atlantic, and was in constant danger from submarines and air attack.

FIGHT GOES ON

"How I ever escaped," he relates, "will always be a miracle to me. Sometimes it was so heavy that you would think nothing could come out alive, but luck was with me and I was never even hit."

"Maybe I was being saved for other things," he went on, "such as doing my part in the fight for better wages and conditions for seamen. If I was spared for that, you can bet your bottom dollar that I'll do everything I can."

James R. Allen, FWT, is the type of man who has built the SIU to its present high position. With him, and with men like him, we can only go forward.

Calmar Loses Ten Grand To Beat Beef

By CHARLES KIMBALL

MOBILE—Shipping and business in the Port of Mobile have slowed just a little, and things are leveling off to where we are getting a chance to get a full breath once in awhile.

We still have the SS Roy K. Johnson tied up here on a dispute of 83 hours overtime, which Calmar will have to pay. Calmar so far has spent about \$10,000 trying to beat the beef. It is odd, but the WSA is going along with us on this beef and they are going to reallocate this ship and several more Calmar ships to other SIU contracted operators.

They have refused to take this beef to arbitration, because they know they can't win. Calmar is now sending another representative down here from New York to try to settle it. He can if he pays the 83 hours.

MUSTARD GAS

We have had quite a few pay-offs and the usual run of beefs, but have squared them all away to the satisfaction of the crews.

The SS Francis Lee (American Liberty Lines) is in here at the ammunition dock with a load of German mustard gas bombs. The Longshoremen demanded, and are getting, double pay to unload this ship.

Several of the bombs have been leaking, and 21 of the men are in the hospital with burns; one of them may lose his sight. I am now trying to get the crew paid off.

I have finally found a piece of ground to build a Hall on, and if it is possible to get the material we should be able to have a new building by October.

Militant Crew Bounces First

By BLACKIE CARDULLO

PHILADELPHIA — The SS Kyska came steaming into port this week, manned by one of the finest Union crews. Skipper on board was the famous Captain Bligh.

First off, we charged the Skipper with over-charging in the slopchest. He refused to show us the bills stating the amounts he paid for candy and chewing gum, but the wheels in his head were already going around.

The next day we had a hearing for him before the shipping commission. The Skipper came in—with a bill all fixed up to justify his prices. Then, at a beautifully timed moment, the wireless operator, or as I should say, the Skipper's stooge, slipped in a bill for \$1.50 per hour for 25 hours. A neat cover for a phony.

MILITANT CREW

It was clearly a case of over-charge and a beautiful case of fix, but the shipping commissioner makes the rulings.

Another Waterman ship, the SS Antinous was in this week, too. John Marciano and the rest of the crew were too militant to suit the Chief Mate and the First. After having the First taken off the vessel, the company said that they wanted a new crew.

They got the new crew, too. The same crew was reshipped. They were all oldtimers and good Union men. They followed the beef to the finish.

SHIPS' MINUTES AND NEWS



Michelet Now Runs Crab Game

"Buy Frenchy's Crabs." Don't laugh, Brothers. It's serious. This is no time for levity. Yes, he's gone and done it. Started canning crabs. That's his slogan. "Buy Frenchy's Crabs." Pithy, what?

Sure it's Frenchy Michelet we're talking about. Who else would be canning crabs down New Orleans way? He has his brother-in-law along with him in the new business venture. Besides crabs, he's doing things with soups and stews, shrimps and all kinds shellfish. You like some stromboli, huh, keed?

We heard the news and ran down to genial Jimmy Stewart on the Third Deck of the N. Y. Hall.

CONFUSION!

"Hey, Jimmy," we hollered, "Frenchy's got the crabs!" "Tell him blue ointment," said Jimmy.

"No," we corrected, "the kind that get boiled. Stewed."

"Oh, well, he'll get sobered up."

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"Look, Jimmy, he's in the can . . ."

"We'll raise bail somehow. Let's see . . ." Jimmy reached for his wallet.

" . . . In the canning business. In New Orleans. He puts crabs in cans. He makes soup. He cans stews."

Genial Jimmy pondered for a minute. "I hope Frenchy's canned goods are better than the midnight stew he made here a while back.

"You know I got all confused on that stew stuff because I thought Frenchy was up at Bolton Landing, doing ulterior interior decorating and otherwise improving his health. I hope he takes time out from scratching his crabs—I mean canning—to drop me a line and tell me about his ptomaine business."

NO NOTHING

Leave it to Frenchy to discover a cheaper short cut for catching crabs. He doesn't use any bait. No traps, no nets. It's just a matter of putting a green bush in the river. The crabs cling to it. Remove the bush, and shake the crabs into a basket.

No wonder they call him Belly-robber.

Stewart says Frenchy is waiting to ship out. Mississippi is building four new passenger ships for southern runs and Michelet wants to sail on the first of these. The keel of that one was laid recently, and Frenchy was over to watch. Since then he's been visiting the ship daily and noting the building progress. All of the shipbuilding stiffs think Michelet is to be the Skipper because of his interest.

Correction: "Eat Captain Frenchy's Crabs!"

UNCLE OTTO ON 105th SHIP



Here's Uncle Otto, the man of a thousand yarns, on what he says his 105th ship, the John Gallup. Members of the galley crew stand with him. The arrow, of course, indicates Der Otto.

Purser Tries A Lateral But Crew Intercepts It

Leave it to some guys to think up ways to win the Company's brass button "for faithful service" at the expense of their shipmates. The Purser on the SS Corpuano Venezuelo is one of those thinker-upper company stalwarts—a true-blue heel with corkscrew principles and an aggravated conscience.

Our fine-feathered friend with the yellow plumes tried to foist a little finagle job on the crew. When the boys got up a requisition for items needed in the slop chest they turned it over to the Purser who was to hand it to the Skipper.

But the requisition never got past the fence. The Purser never did give it to the Skipper. Decided all by his own judicial self that the fellows didn't rate the stuff, sort of like they were getting a handout and it bothered the stiff.

But the gang got hep to the finagle. Quicker than you can

say Corupano Venezuelo they got up a committee of three to visit the Purser to tell him "the members of the crew are in the know." And should he fail to co-



operate with the crew, they will by-pass him and go straight to the Skipper.

The committee will make a report to the crew at the next shipboard meeting. We hope it will be: "That sound you just heard was the Purser bouncing on the back of his belly."

Master Of Robertson Is Heading For Shore

The Master of the Ben Robertson may sail no more. At least, he is almost a cinch to sail on SIU ships no more. The crew has his number, and they called him at the last shipboard meeting on May 19. In addition to passing a motion that he be blacklisted on SIU ships, they will recommend that he be brought before the Shipping Commissioners on charges.

Captain Pencil of the Robertson, the crew says, is incompetent, neglectful and willfully inconsiderate of the crew.

Members will charge before the Shipping Commissioner that from September 2 to September 8, 1945 he repeatedly allowed women and children to steer the ship in coastal waters, endangering lives on the ship. This is in violation of Sec. 239, Fed. Maritime.

JUST FREEZE!

On September 27, 1945 the Delegates went to see the Captain for the purpose of getting warm clothing for the crew. The Captain said: "You should have brought your own winter clothing; the slop chest doesn't have enough to go around." He said that he had a Purser to go ashore on ship's business for him, and that he didn't have to go ashore at all.

"What do you want me to do, go in those small boats and catch pneumonia on account of youse guys," he was quoted directly as saying.

He said he could stay on the ship and that if any officials

wanted to see him they could come out to the ship.

Charges will be brought against Pencil under Sec. 669 on clothing and heat.

OTHER COUNTS

Here are two other counts on which he will be charged:

He failed to post passenger quarters (Sec. 157).

He invaded the crew's quarters while the crew was ashore.

The crew has plenty of long-time personal beefs against the Captain, too. The March 13 minutes reveal that one of the Brothers made a shoreside brig at Tsingtao, China, on January 26. The Captain was notified of the matter the next day, but let his crew member rot in the calaboose until January 30.

The one man aboard the Robertson who seems to like the Skipper is the Purser. And the Purser seems likely to join his idol in some Stateside activity, because the crew plans to bring him up on charges, too. In addition, they'll ask that he be barred from SIU ships.

NEGLECTED DUTY

The Purser will be charged with neglect, incompetence and no consideration of the crew. The members say he has an insufficient knowledge of first aid, and has neglected his duty to the extent of causing the men discomfort.

He refused on one occasion to take a crew member ashore for an X-ray of an injured leg. He refused to take other men to the hospital. But he had plenty of time for swimming, going ashore for candy, cigars and gum for the officers—items which the crew never was able to get.

To make sure their charges will be heard and that the beef against the Captain and Purser are made to stick the members agreed to a motion that no one would pay off until everything is clear and settled and all aboard are satisfied. (All, that is, except the Captain and Purser.)

Digested Minutes Of SIU Ship Meetings

POWELLTON SEAM, May 14—Chairman George Talley; Secretary C. Cramp. Motion carried that minutes of previous meeting be accepted as read. All delegates reported smooth sailing in their depts. Treasury report by Steward Simpson shows \$4.75 in fund. Members of Black Gang in arrears are to make their contributions as well as all new members. Decision on case of Brother who violated Rule 9 held up until witness testify. Coats and heavy duty wringer ordered but will not be delivered until okeh comes from New York office. Shower gratings being made. Good and welfare: Crew warned to keep laundry clean or fines will be levied. Citrus fruits will be put out in concentrated form if they can be procured.

ROY K. JOHNSON, March 24—Chairman Kearny; Secretary C. Ridge. Good and Welfare: it was decided that everyone using the laundry was to leave it in clean condition. Motion carried banning door-slammings while men are sleeping. Chief Engineer refuses to sign overtime slips, therefore engine gang is not to sign off until their overtime is paid and dispute is settled. Crew messman advised to keep track of his overtime and present it



to Patrolman. Sign on fiddly-door forbidding crew to hang clothes there under penalty of \$10 fine. Crew wants whoever wrote sign, to affix his signature—if he has the authority. Steward said reason why there is not more juices served is that he hasn't been able to get near what he ordered, so he pushed the fresh fruit first to conserve the juices for later in the trip.

PHILLIP DE BASTROP, May 25—Chairman McBride; Secretary Little. Agreed that last standby will clean messroom and each man will do his part in keeping the room clean. A requisition for things needed in the messroom to be turned over to Master. Black Gang wishes to have gunner's head "midships to relieve overcrowded conditions in present

facilities. Motion carried to have delegates see officer in charge about opening up and cleaning Navy head. Stewards Dept. to be allowed use of Deck Dept. showers provided they keep it clean. Delegate will discuss painting of Black Gang fo'c'sle. Tripcarders voted on and all accepted. Men coming into messroom will wear shirt and trousers at all times.

HENRY M. RICE, May 30—Chairman Nutting; Secretary Grove. Reports of the delegates. Matter brought up of Wiper charged with keeping a bad record from the time he came aboard. At time claimed sickness after drinking, refused to turn to, thereby making it more difficult for rest of the Engine Gang. Steward's delegate reported that men were abusing members of his dept. He stated that since they are union men they deserve same treatment as rest of crew. Chairman suggested that crew make a list of needed repairs for their fo'c'sle and turn it over to Patrolman. Stewards Delegate complained that men were not using ash trays, butts being thrown on deck. He mentioned that two messmen refused overtime and wouldn't turn to unless ordered by the Captain. The dept. already

(Continued on Page 11)

Attention Members!

Seafarers Sailing As Engineers

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

Digested Minutes Of SIU Ship Meetings

SEAFARER SAM SAYS:

(Continued from Page 10)
short-handed, this attitude was making it hard on the rest of the Stewards Gang.

WILLIAM VICTORY, May 5 —Chairman H. Bellar; Secretary W. H. Lovett. Minutes of previous meeting read and accepted. Delegates made their reports. Three depts. cooperating splendidly. Motion carried permitting Delegates only to take overtime sheets to dept. heads. Good and Welfare: repairs weren't taken care of while in port. Motions carried: Delegates on next trip to stay aboard and see that repair lists are checked while ship is in port; men to exercise care in messhall—fines to be imposed sitting on tables and throwing cigarettes on deck; to boycott Pegler's column to urge retraction of his statement about AFL unions.

Here's A Captain We'd Like To Know

The crew of the White Sands found this notice on the bulletin board one morning. We pass it along without comment.

Memo to the Crew of the SS White Sands

It is with the deepest regret that I find it necessary to take leave of the SS White Sands, and her crew. To have been Master of such a ship with a crew who constantly showed the devotion to duty, the loyalty to their Captain, and for the consideration of their fellow shipmates that you have shown, fills me with a justifiable pride that few Captains experience.

You have been a credit to your country, your ship and the Seaman Union that represents you.

May the seas in which you sail, always be smooth, and a fair wind waft you safely home.

Your ship mate,
D. W. Thomas, Master

WILLIAMS VICTORY, May 25—Chairman William Blakeley; Secretary Eugene Ashby. Election of officers. Minutes of previous meeting read and approved. Delegates reported that all depts. are receiving cooperation from each other in every way. Motion carried that no one pay off until all overtime is gone over and Patrolman has settled all beefs. Crew went on record to say that all hands enjoyed the present trip.

EDWARD G. JANEWAY, March 24 — Chairman E. B. Tilly; Secretary G. J. Anderson. Good and Welfare motions carried: to keep laundry clean, with Wiper and OS on sanitary detail and a Utility man are to



take turns weekly in keeping it clean; no clothes are to be soaked in laundry tubs and tubs to be cleaned by each man after use; offenders to be fined 25c, money to be donated to Log; last standby on each watch to clean mess.

CAPE ST. GEORGE, May 13 —Chairman John Spearman; Secretary Joseph Jenkins. All disputed overtime was settled and when they should payoff. Motion carried: delegates to collect tripcards and make notations on each man's arrears and when he intends to pay. Good and Welfare: Sinks stopped up in 8-12 and 12-4 foc'sles. Holes in decks of Electricians and Jr's., foc'sles. Motions carried: every one to clean his own foc'sles before leaving ship; steam table in crew pantry to be enlarged, matter to be investigated.

BLUE RIDGE VICTORY, June 9—Chairman Freddie Burger; Secretary J. Nickerson. Election of new ship's delegate. Speech on good unionism. Motions carried: that member who was out of order be banned from meeting; that trip card be pulled from man who was drunk and disorderly on his watch; that ship's delegate go to Union hall to take books and find out latest on strike situation. Good and Welfare: motion carried to place full length lockers in foc'sles and that men leaving ship strip their bunks and leave foc'sles in good condition.

CORPUANO VENEZUELO, May 8 — Chairman William Smith; Secretary (not noted). Delegates reports read and accepted. Carl Lance submitted overtime sheets to 1st Asst., but when he requested their return he was refused. Motion carried to have delegates speak with 1st on this issue. Good and Welfare: Members to cooperate in keeping pantry locked when in port. Motions carried: crew should cooperate more in keeping messhall clean. Mate working to get "cement taste" out of water. Motion carried allowing one day for his work, after which a committee of three is to visit him on the matter.

BRAZIL VICTORY, April 2 —Chairman Bishop; Secretary Perry. Minutes of previous meeting read and accepted. Ch. Mate said that he couldn't contact Capt. unless in case of emergency. If there aren't enough stores to last until Captain returns, we will just have to wait. Motions carried: Delegate to select own time to see Captain; to take action against delegate if this matter is neglected. Delegates made their reports which were accepted. Election of Gobb to take place of regular ship's delegate, who is ill.

Here's A Good Spot For Good Humor Man

Since reading the April 25 minutes of the Tulane Victory we have been seriously considering applying for the Good Humor or Eskimo Pie concession aboard the ship.

We can just see ourself pedaling around the deck, ringing our bell, and having guys knock off work, saying: "We worked from bell to bell."

Reason for this new ambition is the minutes, which say that the crew had ice cream only three times since they left New York.

Looking further, we find we might set up a sideline in bread, fruit juices, black market meats.

Maybe we shouldn't have mentioned those other items. Someone else might get ideas about concession aboard the Tulane. Tulane. Then we'd have to set up a Tulane highway on deck.

BRAZIL VICTORY, April 1 —Chairman Allen; Secretary Perkins. Special meeting to discuss ship's stores situation. Steward tried to get stores in two ports but was refused. Motions carried: to read stores request at meeting, and contact Ch. Mate on this matter; to find out who cuts stores list and why; to contact Ch. Mate to ask Captain why stores were cut; to have delegate attempt to get satisfactory answer from Captain.

C. W. FIELD, April 6 — Chairman Milton Harrington; Secretary George Hodak. Report on shipping cards at next meeting. Motion carried to accept two members who didn't ship through Hall, although recognized as good Union men (after crew tried to get replacements these men came aboard on a Sunday and no Union representative could be contacted). Good and Welfare: Messroom is dirty, crew agrees to cooperate in keeping it clean. Motion carried: Captain to inspect ship twice a week, if mess is not in order, impose a fine on offenders.



ENEMIES OF THE UNION WORK OVERTIME; GET YOUR NEWS AND INSTRUCTIONS FROM THE MAN WHO KNOWS — THE PORT AGENT!



CUT AND RUN

By HANK

THIS WEEK we have a lot of stuff to chip out for the Log so we won't waste time about it . . . Jimmy Allen just paid off. How's everything with you, Jimmy? . . . Something funny happened to Bob Barrett, of the Baltimore gang, a few days after he signed off a ship recently. Believe it or not, he couldn't recognize one of his former shipmates who has been on the beach for awhile—because the guy didn't have his pearly choppers in to give out with a familiar smile. However, it didn't last long—and it all ended up good for both concerned . . . Say, Freddie Bruckner, how was your trip? Anything in it to write a letter to the Log about? Come on now, lets have something to read, will you?

THOMAS "Rebel" Melton, without his beautiful beard he had on the Delaires in '43, just came in off a Calmar trip, with a Clark Gable mustache on his face. Say "Rebel," we saw James R. Holme in good and pretty company around Times Square last week . . . Bosun Robert Hillman, whose words "Do the best you can" tickled many a deck gang, came into the Hall last week with that familiar hint of a smile on his face . . . Paddy Walsh is up in Boston right now writing out post cards to some of his pals . . . Dennis Blanchard figured the crazy summer weather was going to be too hot for him while he can't grab a ship, so he went down to Baltimore. A good trip and cool weather to you, Dennis.

NEW ORLEANS Grapevine: Brother Don Hall is still going around Texas after being there several months without "boots." They keep telling him boots don't come in that large a size . . . 'Blackie' Neira refused to send Buck Stephens any more grits. The last time he sent Buck some he got rolled for it . . . Brother Moon Koons is on the beach again because the United Fruit took over his home, the MV Coastal Herald . . . Now that the SS Seatrain New Orleans is tied up in Havana over a labor dispute we should have Brother Adolph Capote drink a Rum and Coke for us while down there. Give the gang in the Two Brothers, The Florida, The Metropolitan and the others, our regards, Brother Capote.

The Guy In The Glass

By VIC COMBS

When you come to the end of a struggle
And the world makes you king for a day
Then go to the mirror and look at yourself
And see what that guy has to say.

It isn't your mother or father
Whose judgment upon you must pass;
The verdict that means most in life
Is from the guy out of the glass.

You can go down the pathway of years
Get pats on the back as you pass;
But your final reward will be heartaches and tears.
If you've cheated that guy in the glass.

MORE New Orleans Items: Brother C. J. Ciminski is sporting a small bay window here lately. We wonder if it's from the beer or the good food on the SS Florida? Brother "Ski has been home-staying as watchman since we took her back from the Army around four months ago . . . Brother Johnny 'Thomas' Ferdensky has sailed after a stay on the beach. He's on the SS Mary Bickerdyke.

(Continued on Page 13)

SHOW HIM THE WAY!
Build the S.I.U. — YOUR UNION!
WOODWARD STAMPA

Attention Members!

Seafarers Sailing As Engineers
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YOU DON'T HAVE TO HAVE IT TATTOOED ON YOU...
WEAR YOUR SIU PIN — THE BADGE OF A FIGHTING UNION... YOUR UNION!

THE MEMBERSHIP SPEAKS



BRASS-BOUND ESS-OH-BEES ON EDWIN G. WEED

Dear Editor:

This is to state what kind of trip we had on the Edwin G. Weed and to let the Brother members in the Union hall know what kind of Skipper and Mate we had on this trip.

The crew has had trouble with the Skipper and Mate from the day we came aboard. We had an understanding with the Mate before we signed on for him to keep off the decks and to let the Bosun take care of the work, but instead we had two Bosuns and all slaves with no overtime, the way we saw it.

The Mate was on deck last trip, we understand, and collected overtime for being there to do the Bosun's work. This trip he started the same thing after we got to sea.

We had a good Bosun this trip and he took plenty of lip from the Mate. We had a good crew, and all good Union members, and the Mate couldn't put up his old time bluff.

The Mate took or did all deck work, such as carpenter work. The Skipper also did some carpenter work. The Skipper even scraped decks when the men were below deck but willing to work. He was too much of a tightwad to put out any overtime. He even threatened the Deck that if he found out who the man was who left holidays when painting he'd never sail again.

The Bosun has sailed most of



his life and he says this is the first ship like this he had in 22 years.

The crew brought slop chest stores aboard and white shirts were in the box. But when the slop chest opened there were no shirts and only one carton of cigarettes was sold to each man. Skipper said that he didn't have to give us any. The delegate tried to impress upon him that cigarettes were no longer rationed.

The names of these unruly people are Captain Piles and First Mate J. Vlasselaer. They belong on a non-union ship. In our opinion, they shouldn't even be allowed to sail as OS and AB.

Something that would interest you fellows is that they come down two or three times a week and look under the bunks and all around for dust. They come in without even knocking.

The Captain ordered a Fireman to turn to when he had an injured hand, claiming that the man had enough time off.

James J. Ward
R. Morrison
E. Taylor

PHOTOGRAPHER CATCHES LOG COLUMNIST ON ROUNDS



The candid camera catches Log Columnist Eris Ivy Upchurch deep in research on the social mores of New York cafe society. Asked for comment, Mr. Upchurch said, and we quote: "Aww!"

Once Again Shipowners Solid Against The SIU; Once Again SIU Must Fight For All US Seamen

Once again we find the shipowners lined up solidly against us. And once again we find that the leadership of the NMU has helped them.

After the NMU membership voted solidly to demand a 40 hour week, 30 percent increase in base pay and various improvements in working conditions that would bring their agreements up near the level of the SIU, their leaders, knowing full well that the SIU-SUP are also demanding this four-watch system, sell the NMU members out for a few dollars raise.

OPPORTUNITY

The shipowners under contract to the SIU grabbed the opportunity this sellout gave them to try to ram the same conditions down our throats.

They even went so far as to propose that our present agreements be brought down towards the level of the NMU working conditions. This move is what they call "stabilizing" the industry, the cry that the NMU lead-

ers always raised to get the Government to grant them the conditions we fought for and won.

This proposal for the shipowners, if we accepted it, would mean that instead of an increase, we would suffer an actual loss in take-home pay.

But once again we will prove that the SIU will always have the top conditions and the highest wages.

NO ARTIST

Once again we intend to drive home the point that the shipowners in bucking the SIU have taken on an opponent that always comes back fighting, a union really run by a fighting membership, and not by political opportunists and sellout artists who stab the membership in the back.

If the NMU leaders had been a little sincere, they would have fought for their membership's demands, especially as they had the guarantee of all the AFL waterfront unions that they would respect the CMU picketlines, and that they would strike

with them if the government tried to break the strike.

Instead, they are now leaving the fight to the SIU-SUP, waiting for us to gain the four-watch system that every seaman knows is the only answer to the coming unemployment problem in the maritime industry.

When we have won this fight, they expect some paternal government agency to listen to their cry for "stabilization of conditions" and grant them what we fought for.

But maybe these leaders miscalculated this time.

Maybe the tide of dissatisfied NMU members, that in increasing numbers have been joining the SIU during the last year, will turn around and become a flood that will wipe out the misleaders in the NMU and make a seamen's union, working for the benefit of seamen, a union free from political domination, a union that we can be proud to work hand in hand with for real economic gains for all seamen.

Whitey Lykke

BILL OF RIGHTS FOR U. S. SEAMEN NEEDS SUPPORT

Dear Editor:

I have shipped with men of your organization many times and have noted the difference between them and other crews. The big difference is that SIU men work together a great deal better and are more willing to fight for their rights.

This brings up the point that these men are certainly deserving of a certain bill in Congress which is being delayed. That bill is the Seamen's Bill of Rights and it means a great deal to the men. Not many of them really know the facts of the bill and you could surely do them a great favor if the main body of the bill was published and then the men could start a drive on it.

You know, there are a good

many Brothers who are being left injured and disabled from the war, and this bill will give them a disability compensation, which means a lot to them and their lives.

Also, many men were lost, and their families are suffering from it; this bill offers them a pension which they certainly need. There are other benefits also, but these two alone surely warrant every man's support. For the other benefits, one of the most important is education as provided under the bill, and would be worth several thousand dollars to every member.

Why isn't this discussed and voted on? The men could each write their Congressmen, organizations could be formed to back it, and in general a country-wide drive could be made to gain support.

The American people do not realize the important role play-

ed by the seamen and this would certainly raise their public standing. The President advocates education, yet these men are receiving a kick in the teeth for the service they gave to their country.

The men are injured and insulted daily because they are not considered veterans of the war.

This bill means more to the men than anything that has been brought up and less has been done about it. Why don't you bring this up and let the men go to bat for something which is really worth while. Just explain it and let them decide. If ever anything is to be done for the seamen, it's got to be done soon.

Victory could not have been possible without their services, and daily they are being slapped in the face. It's time something was done.

Please print this, or a good

Log-A-Rhythms THE LIVE ONE

By L. Frenchy Blanchard

The birds of prey come swooping down

As his ship comes steaming by
The reception committee's tremendous

Holy Christ, what a popular guy!

A bunch of beachcombers are laying in wait

As he leaves midships with his pay

And a couple of haybags are on the dock

To make sure that he don't get away.

Payday night, and he leans against the bar

And boasts of the feats he has done

How he socked the skipper on the nose

And put the chief mate on the run.



The bartender listens with bulging eyes

And yes'es him frequently
And the bar-room bums all nod their heads

For the drinks are coming free.

The broads all give him a great big hand

As his own sweet praises he sings
And they make him think that his sweat don't stink

As long as the register rings!

But next night he's broke and he wanders about

But his "friends" all pass him by
Yes, the audience of the night before

Now gives him the glassy eye.

The girls who had mobbed him the night before

Tonight with him are not booked
For another ship has paid off that day

And a fresh live wire has been hooked.

Well, such is fame, he has had his fun

Now he'll look for another ship
He'll stay away from such phony joints

—Till he makes another trip!

L'envoi

Now a lot of you guys may think I'm wrong

And this moral's a lot of tripe
But this is the slogan of the beach
"Only when live are you right!"

piece about the bill for the members' own interest. Many thanks and best wishes from a former member of the Mobile local.

M. Nelson

Men Who Steal From Their Ships Steal From Themselves, Brothers

(Editor's Note:—The man who wrote this letter—which will tromp on some toes—is a good SIU man. He wrote it because he thinks this is a situation which needs improving. We think so, too. We feel that anyone who is guilty of the things he talks about shouldn't be carrying an SIU card.)

Dear Editor:

I have been thinking seriously recently of several familiar beefs which crop up very often in the Stewards Department. Recently, I was shipped as Chief Cook on a Waterman scow, which for obvious reasons I will not name. But here are my beefs: When I boarded her, the whole Stewards Department seemed to be in a chaotic condition, what with several stewards quitting in succession, the ship being in port for seven weeks or more and the present Steward a rummy.

I went to work the following a. m. and at 6 that night was visited by several of the crew members and asked to stay on, because they liked my cooking.

During the night I heard quite a commotion on deck beside my porthole. Looking out I found that the Skipper had caught a crew member hoisting a box of pork loins over the side. This box weighed about 110 pounds. This is an example!

The next day we sailed with a new Steward, who came aboard that day. Just before sailing he discovered that 548 pounds of ham, 900 pounds of butter and several hundred pounds of various meats had been stolen. All of these items are hard to get, Brothers.

I have seen a drunken Second Cook walk off

the ship with two 15 pound hams, one under each arm, while several crew members watched, along with three ships delegates.

On this particular ship, the Steward tried his very best to have the ship restocked, and was able to do so partially. During the voyage several meetings were held and I saw the Steward blamed for everything under the sun. The three delegates did most of the accusing. I have stood and watched these so-called Union brothers wrap sheets and towels around their bodies in foreign ports in order to make a few stinking, rotten cents.

Is it fair, I ask you, to steal from yourself and nobody else and then pass the buck to the Steward who has to account for the missing items—sometime to the FBI when the ship is WSA-operated.

Brothers, I am wholeheartedly with the SIU. Being a former NMU member I probably appreciate and like my Union more than most of you. But if we are to gain our demands in the coming negotiations and possible strike, let's cut out our stinking ways and really be seamen—proud men and good SIU members. We'll stand a lot better with the shipowners if they really respect us.

A Brother

Ropeyarn Does Roundup Job On Dumb Stunts Of Seamen

Dear Ed:

I know that you and I are pretty dumb, especially when it comes to picking a nag that can run in the money, or a Gal like Sal who assists with the disbur-sing of the cabbage of some highly intoxicated AB who has just got paid off. However, Ed, a friend of mine has suggested that we publish the following dumb stunts just in case there are more dumb seamen than just you and I.

Of course, you are-going to say that I am the super-duper dunce that done all of these things, but at any rate here they come.

Once upon a time there was, on a certain ship, a super duper "acting AB", whom the Bos'n told to "marry" the ends of two lines together. This boy wonder wanted to know if you had to have a "clergy" to perform the ceremony.

INSTRUCTOR, YET

Well, Ed, here is one about a farm boy who was recently graduated from that mighty college of seamen, Sheep's Shank Bay. This gentleman came aboard a ship and told the Bosun that he had been an instructor in the Maritime school and was a Chief Bosun's Mate. He came aboard in the capacity of AB and told the Bos'n that he knew his "onions about a ship." Well, Ed, old Harry the Bos'n was tickled pink, because you know, Ed, old Harry really likes plenty of work.

Right off he figured this young feller a job right quick; he told him to get a gantline and reeve it through the blocks on the cross-tree, so that the topping lift blocks could be lowered and overhauled, also for him to get a heaving line. He got the heaving

line all right but said he did not know what a gantline was. He said he could not see any cross-tree; he guessed that he was back on the farm again, looking for that thing that you and I, Ed,



used to hitch old "Beck" to. Old Harry, I might add, Ed, done the usual thing that he done to me and you when he exposed our dumbness. He broke out the short handled scrapers and sent the poor feller to scrape the winch beds as usual.

WE'RE EXPOSED!

Ed, here is a "Holy one" for you. Now I ain't accusing no such character as you of being holy, especially after right in my presence of pretending to put a nickel in the Church's collection plate and taking a dollar out. I sure did think there was something fishy about you wanting to get out so quick after that ceremony was performed. You rushed right down on bourbon street with me in tow and sprung for a drink right off the bat. No wonder the old man logged me in the next ten ships after that.

Well, Ed, the Bos'n on a ship with a wooden deck sent two bright youngsters to break-out the "holy stones" preparatory to giving them a little exercise . . . you know Ed, in a forward and backward manner—pusher, pull-

er. Believe it or not one returned with a pair of dice and the other with a Bible. Of course, the boat's lid went into the air, Ed.

NO ELEPHANTS

Say, Ed, do you remember that scow you was on, back in the days when you were a little more stupid than you are at present, and that Bosun told you to reeve a halyard through the "trunk" so as to heave up the flag of whatever country that old rust bucket might be in and you went stumbling around looking for a trunk to pack clothes in. Well, Ed, you and I done some packing after that . . . only it wasn't no trunk—it was our sea bags.

—Rope Yarn

WELL, BROTHERS: WHY DON'T YOU WRITE THE LOG

This is it. Right here is where you can blow off steam or do a little gum-beating. Every week 62,000 Seafarers and others turn to this page to read what you are doing, thinking and saying.

Maybe you've an idea for Union action, or a tip that will save your Brothers trouble. Surely, you and your shipmates, while plowing around various ports o'call, have run into things interesting or laugh-getting. Seafarers and ships—where they go, what they do.



their laughs and their beefs—are news. Write 'em up.



WHY NOT PLAYING CARDS FOR THE RECREATION ROOM

I would like to recommend that we have playing cards for loaning to members in the recreation room. There are plenty of long hours spent in that room between looks at the board when a deck of cards would come in handy. But who wants to go out and buy a deck every time he wants to play. And we sure don't want to have to carry them around with us.

If it's because they get lost or stolen, why not have the borrowers pay a deposit on the decks they borrow. If they didn't return them, they'd forfeit the deposit

Joseph de Carlo

THE EDITOR'S ANSWER

We checked with Jimmy Stewart on this, and Jimmy tells us that he used to supply them—and supply them and supply them. That is, he says, it was a matter of the supply always keeping behind the demand because of the mortality rate of the decks.

The new decks always turned up missing. The card players didn't want to return those because they were afraid they wouldn't get them the next day. So they'd stick them in their pockets or hide them around the hall. The guys didn't seem to care what happened to the old decks. They were always turning up with a few cards missing. Finally Jimmy called a halt.

The deposit system would work up to a certain point. It would be fine as long as the cards were new. But when they got old, there would be all sorts of trouble about collecting the deposits, or keeping them when a mutilated deck was turned in.

Correction

Brother Tony Gniwkowski, who had a beef in the paper a couple of weeks ago, writes in to say that he'd like to cram the Beef Box down the ham's throat that prints it.

It seems that Tony is griped about a typographical (Printer's Note: or editorial, you bum) error in which he was listed as having been a member of the Union two and one half months, instead of two and a half years. He says how the hell could be a book member if he's only been in two and a half months.

All we can say is that Brother Gniwkowski makes us feel like we're only three and a half years.

CUT and RUN

(Continued from Page 11)

BACK to New York again we notice that Victor Pilutis, who hasn't got a decorative mustache on his face like his brother Joe, is trying to ship out, if he hasn't already . . . After six months of fine volunteer Isthmian organizing down in Norfolk, 'Rocky' Benson of Brooklyn is in town right now. Are you 'shanghaiing' any shipmates for your next trip, Rocky? . . . Bill Mitchell and Jack Harper, who come from Orange, Texas, are working in a hamburger joint right now. You have to work and eat somehow if shipping is slow, indeed . . . Bosun Morcilio flew in by plane from Puerto Rico, we heard, where he had been in bad health . . . John Costello is probably on another tug right now. He must like to ride them, indeed . . . Lucky Lee Luciano is trying for a ship to Puerto Rico for a change. Anyway, he wants to say hullo to his pal, Bud Ray.

↓ ↓ ↓ ↓

BROTHER Frank Moran, a humorous oldtimer himself, who is helping out on the Amendment Voting going on now, gives out with this worthy comment about Brother Roddy Smith: Friends of Bcsun Roddy Smith, one of our oldtimers, will be pleased to know he is rapidly recovering from the effects of an injury to his good right arm which he sustained on a recent voyage. That arm will get a good workout when he grabs those oil drums and heaves them up to the boat deck again. More power and quick recovery, Roddy.

UNCLE OTTO TURNS UP ON THE GALLUP

Dear Editor:

Enclosed you will find several photos of some of the crew of the SS John Gallup on our last trip from Jacksonville to Georgetown, B. G., and then to Port Alfred and then to New York—payoff. I decided to make my 105th ship, but I run into a nut-

house Stewards Department.

The Second Cook was still paralyzed drunk three days out, and stayed drunk until we left Georgetown. Finally got off in Trinidad Hospital.

The Chief Cook was not fit to be a chief cook.

Good the trip was short. We finally got a cook and he could not bake. The Steward had to do all work. Me.

Uncle Otto

Selective Service Memorandum On Seamen And Aliens

(Continued from Page 4)

ing the registrant will complete the report to the Director of Selective Service on the back of the duplicate copy and will transmit the duplicate copy to the Director of Selective Service, Gimbel Building, Philadelphia, Pennsylvania, attached to the Local Board Action Report (Form 110) for the local board meeting at which such classification is made. Care should be taken to make sure that the registrant's order number on the front of the Form 42 (Special-Merchant Marine) is correct.

Part VI—Procedure Pending Appeal From Classification in Class Available for Service

Preinduction physical examination pending appeal not necessary in certain cases.—Whenever an appeal is taken from the classification in Class I-A, Class I-A-O, or Class IV-E or a registrant for whom the War Shipping Administration has filed a current request for occupational deferment, the local board shall forward the file of the registrant to the board of appeal or to the State Director of Selective Service, as the case may be, without ordering the registrant to report for preinduction physical examination, unless the local board possesses information which indicates that the registrant is within the United States and therefore able to respond to an order to report for preinduction physical examination.

Part VII—Special Provisions

1. Receipt of deferment requests for men in the United States Naval Reserve.—Some merchant seamen have Naval Reserve status, but are on inactive naval duty for service in the Merchant Marine. When the local board has written substantiation in its files from the United States Navy Department that a registrant is in the Naval Reserve, it shall place or retain him in Class I-C whether or not the local board receives a Form 42 (General Merchant Marine) or Form 42 (Special-Merchant Marine) for such registrant. If the local board receives notification from the United States Navy Department that a registrant who was formerly a member of the Naval Reserve no longer has such status, and a Form 42 (General-Merchant Marine) or Form 42 (Special-Merchant Marine) has been filed by or on behalf of the War Shipping Administration for him, the local board shall give consideration to his occupational deferment.

2. Requests to leave Merchant Marine or training units for other work should not be favorably considered.—When a registrant who is in Class II-A by reason of his employment in the Merchant Marine or service in instructional, operational, or administrative capacities in the United States Maritime Service, requests a determination from the local board under section 622.22-2 (c) of the regulations that it is in support of the national health, safety, or interest for him to leave such employment for other work (or for private employment if a Federal Government employee), local boards should not make a favorable determination unless there are unusual and compelling reasons for his leaving such employment for other work.

3. Local boards to remove delinquency in certain cases.—Certain local boards may have under their jurisdiction registrants currently charged with delinquency, who are active in the Merchant Marine as defined in this memorandum. If the registrant's delinquency was not connected with or caused by his service in the Merchant Marine, he shall be dealt with in the same manner as any other delinquent. However, if the cause of the registrant's delinquency may be attributed to his failure to respond to an order of a local board while he was outside the United States in the service of the Merchant Marine, the local board, unless there are good reasons for doing so, shall not charge him with delinquency, or if it has already reported him to the United States District Attorney, as a delinquent, it shall withdraw the charge. If the local board is of the opinion that such a charge of delinquency should be made, or if made, should not be withdrawn, it shall refer the case through State Headquarters to the Director of Selective Service, stating its reasons why it does not desire to withhold making the charge of delinquency, or if the charge has been made, why it does not desire to withdraw the charge of delinquency.

Part VII—Merchant Marine of Cobelligerent Nation

Classification policies.—(a) When a Form 42 (Special Merchant Marine) is filed by the authorized representative of a cobelligerent nation for a registrant age 18 through 25 who is engaged in the merchant marine of that nation, the local board will consider such request for occupational deferment on the same basis as a Form 42 (Special Merchant Marine) filed by the War Shipping Administration requesting the occupational deferment of a registrant engaged in the Merchant Marine of the United States.

(b) When a Form 42 (General-Merchant Marine) is filed by the authorized representative of a cobelligerent nation for a registrant age 18 through 25, found to be disqualified for any military service to be qualified for limited military service only, who is engaged in the merchant marine of that nation, the local board will consider such request for occupational deferment on the same basis as a Form 42 (General-Merchant Marine) filed by the War Shipping Administration requesting the occupational deferment of a registrant engaged in the Merchant Marine of the United States.

(c) The War Shipping Administration does NOT handle questions relating to the deferment of men engaged in the merchant marine of a cobelligerent nation, and local boards should take care to address communications regarding such men to the authorized representative of the cobelligerent nation concerned.

Part IX—Completion of Service in the Merchant Marine

1. General policy.—It is recognized that certain registrants who have completed a period of substantially continuous wartime service in the Merchant Marine should be relieved from further consideration for military service. Therefore, under the provisions

of section 622.17(d) of the regulations, a registrant who, on or after November 15, 1945, has completed a period of substantially continuous service in the Merchant Marine of the United States, and who has a certificate to that effect issued by the War Shipping Administration, may be placed in Class I-G, provided that it is found that such a registrant should be relieved from any future consideration for classification in a class available for service because the registrant has already made a sufficient contribution to the war effort through his service in the Merchant Marine.

2. Finding of "sufficient contribution."—(a) The fact that the War Shipping Administration has issued to a registrant a certificate of completion of a period of substantially continuous service in the Merchant Marine does not furnish the basis for a finding that such a registrant has already made a sufficient contribution to the war effort unless in addition to the issuance of such a certificate the War Shipping Administration notifies the local board in writing or places a stamp or notation upon the face of such certificate reciting that the registrant is "eligible to be relieved from any future consideration for classification into a class available for service."

(b) Under present policies the War Shipping Administration will indicate to a local board that it deems a registrant who has been released from service in the Merchant Marine "eligible to be relieved from any future consideration for classification into a class available for service" only if the registrant has served at least thirty-two (32) months of substantially continuous service in the Merchant Marine, including periods of hospitalization, medical treatment, internment by an enemy nation, or allowable credit for shore leave.

Lewis B. Hershey,
Director

National Headquarters Selective Service System

Local Board Memorandum No. 112

Issued: March 16, 1942

As Amended: November 5, 1945

Subject: Aliens

Part I—Registration

All aliens required to register.—Every male alien of registration age who has heretofore entered or hereafter enters the United States and who remains in the United States for a period of 90 days is required to register unless he is a person, or is within the categories of persons, relieved from registration under the provisions of section 611.13 or section 611.29 of the regulations.

Part II—Proof of Alien Status

Registrant's nationality.—(a) Any registrant who claims that he is not a national of the United States as defined in section 601.2, Selective Service Regulations, but is a citizen or subject of some other country must submit proof of such status to the local board in the form of a birth certificate,

passport, entry permit, or alien registration certificate, or other information required by the local board.

(b) If a registrant is a citizen of the United States but also claims that he is a citizen or subject of some other country, such claim shall be disregarded and he shall be classified as a citizen of the United States.

(c) If the local board is in doubt as to whether a registrant is a citizen or national of the United States, it should request the advice of the Director through the State Director.

Part III—Classification of Aliens

1. Classification of aliens.—Alien registrants should be classified in the same manner as other registrants, except that any such registrants qualified for classification in Class IV-C under the provisions of section 622.43, Selective Service Regulations, should be so classified.

2. Alien registrant may designate nationality.—Alien registrants will be permitted to state their nationality as of the country of their nativity without regard to the fact that, as a consequence of the present war, such country has been annexed, occupied, or is dominated by another country either through armed conquest or forced or invited peaceful means.

Part IV—Determination of Acceptability of Certain Aliens

1. Aliens generally acceptable without special action.—Most aliens are acceptable for service in the armed forces or for work of national importance without a special investigation. However, aliens who are citizens or subjects of the countries named in paragraph 2 below are not acceptable until the armed forces, as to registrants classified in Class I-A or Class I-A-O, or the Director, as to registrants classified in Class IV-E, has made an investigation and predetermined that such aliens are acceptable.

2. Aliens for whom Form 304 must be prepared.—Such investigation is initiated by submission by the local board to the State Director of an Alien's Personal History and Statement (Form 304) completed in the manner provided by sections 623.71 through 623.75, Selective Service Regulations, for registrants who are classified in Class I-A, Class I-A-O, or Class IV-E, and,

(a) Who are citizens or subjects of:

Bulgaria, Germany (including Austria) Hungary, Italy, Korea, Manchuria, Portugal, Rumania, Spain, Thailand, or,

(b) Who are alien internees, regardless of nationality, whose internment has been made known to the local board of written notice from the Department of Justice. The original of such notice shall be forwarded with the Form 304.

The inclusion of any country under subparagraph (a) above does not indicate that the status of such country is cobelligerent, neutral, or enemy.

3. Reopening classification of certain alien registrants.—The War Department has instructed Service Commands to review the Alien's Personal History and Statement (Form 304) of certain

alien registrants who previously have been found "not acceptable." Many of these alien registrants will upon reconsideration be found acceptable, and local boards will be so advised through the State Director. In any case in which a local board is advised of the acceptability to the armed forces of an alien registrant who was previously found "not acceptable," the local board shall reopen the registrant's classification and classify him anew. If he is classified in Class I-A or Class I-A-O, he shall be forwarded for induction in the same manner as any other registrant except that the local board shall include with the papers forwarded to the induction station for such registrant a copy of the letter showing the present acceptability of the registrant to the armed forces.

4. Service of alien registrant found acceptable.—An alien registrant listed in paragraph 2 of part IV above whose DSS Form 304 is returned to the local board marked "acceptable" will be delivered for induction or assigned to work of national importance in the usual manner. In the case of a registrant forwarded for induction, the original of his DSS Form 304 will be attached to his Report of Physical Examination and Induction (Form 221) for delivery to the commanding officer of the induction station. In the case of a registrant assigned to work of national importance, the original of his DSS Form 304 will be filed in his Cover Sheet (Form 53).

5. Registrants of Japanese nationality or ancestry.—Except as provided in Local Board Memorandum No. 179, registrants who are of Japanese nationality or ancestry are not acceptable to the land or naval forces for training and service or to the Director of Selective Service for work of national importance under civilian direction.

Part V—Relief From Military Service

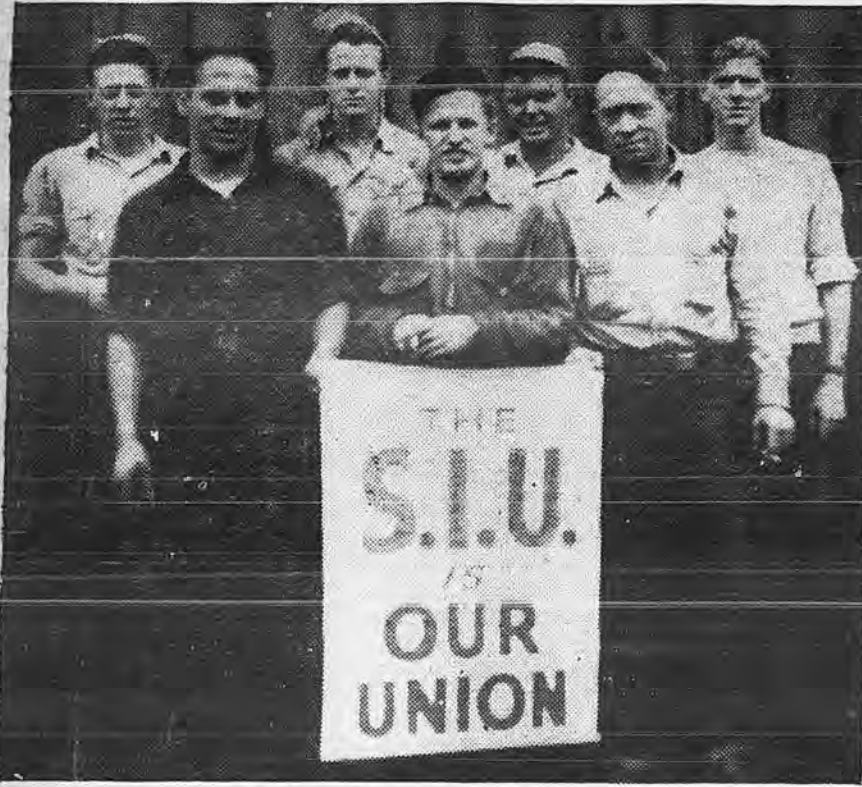
1. Circumstances under which neutral alien may be relieved from military service.—Alien registrants who are citizens or subjects of a neutral country may file Application by Alien for Relief from Military Service (Form 301) as provided by section 622.43 (2), Selective Service Regulations. There is attached to this memorandum a List of Neutral Countries. When a change occurs in the status of any of these countries, the attached List will be amended.

2. Certain DSS Forms 301 no longer effective.—Some registrants filed Application by Alien for Relief from Military Service (Form 301) at a time when the countries of which they are citizens or subjects were neutral, whose countries have since become cobelligerents. The classification of any such such registrant should be reopened and considered anew without regard to the fact that he has filed a DSS Form 301.

3. Neutral alien who files Form 301 may not withdraw it but may volunteer for induction.—Even though a neutral alien has filed a DSS Form 301, he may volunteer for induction by filing with his local board an Application for Voluntary Induction (Form 165) in duplicate. The Application for Relief from Military Service (Form 301) may not

(Continued on Page 15)

SIROCCO'S DECK GANG



Deck gang of the Sirocco, one of the recent ships taken over by Isthmian. Front (reading from left): J. O'Donnell, K. Reinvelt, R. F. Boswell. Rear: C. McCleary, A. E. Jobe, M. C. Jensen and F. C. Slettengren. (How did that black gang man slip in!)

Seafarers Gains Better Conditions For Isthmian

In a recent letter to the Log from San Francisco, Brother Ben Taflewitz listed certain gains which had been made on Isthmian ships in general, and the Marine Fox in particular, as a result of militant Union action by SIU members and pro-SIU Isthmian seamen.

After a meeting at sea early in May, portholes were installed in the portless C-4, the Marine Fox. The Fox's crew went on record supporting the cutting of portholes in all C-4's, and as a result of their militancy in gaining their demands, the new crew now enjoys genuine air and sunshine. This is a floating paradise for the Black Gang who can now squint at the sun without even going on deck!

MILITANCY PAYS

According to Taflewitz, "It's only through these Union struggles that our better quarters (and portholes!) and conditions have been won.

"Likewise," stated Ben, "we can say to the few company-minded men (very few indeed) that simply because we want overtime for various duties does not imply any disinterest in cleanliness. On the contrary, the Union ship is the best and cleanest. All we ask is a small extra compensation to maintain and keep polished and painted the tangible assets which compose the modern technical phenomenon known as a ship."

Taflewitz continued, "If you rent an apartment, you live in it, and if you paint that apartment yourself, the landlord either pays you or gives you a month's rent free. Likewise with painting your foc'sles, you are maintaining the company's property.

FOREIGN SHIPS

"As for the argument about foreign ships being so immaculate and spotless," went on Taflewitz, "all I have to say is this. The Italian seamen made low wages under Mussolini, yet they ran those great super-luxury liners with ultra modern engines, etc. But, here's the lowdown. Those were only a few ships that put up a big front. The rest of

the Italian merchant fleet was decrepit!"

"Italian people got low wages and lived under lousy fascist conditions," wrote Ben. "Look at Italy today. The people certainly repudiated fascism."

Concluded Taflewitz, "An economic order is only as good as the people in it, regardless of its gaudy front. So, anytime an old company-minded scissor-bill reminds you of the old days when pay was less and the engine room shone, just remind him that the ship or the country will ultimately be as good or well off as the people (the majority!) in it."

Still Another New Isthmian Ship, The Sirocco, Goes To Seafarers

Recently acquired by the Isthmian Lines, the Sirocco was formerly a Barber Steamship Lines ship contracted to the NMU. Now, since being taken over by the Isthmian Lines, she has become a pro-Seafarers ship with quite a few crew members joining the SIU as members.

Since coming aboard, the new crew has been continuously cleaning their ship. In fact, it was in such a filthy condition when taken over from the previous NMU crew that the boys have been working hard for the past week to put their ship in the same tiptop condition as an SIU ship.

SUPPLIES MIXED

Supplies left on the Sirocco were all mixed together, apparently on purpose, with sugar, salt and beans forming the main ingredients. They were so badly mixed up that it was necessary to throw most of the mess overboard.

Condition of the Sirocco is good as far as the Union is concerned with both the Deck and Engine Departments solidly for the Seafarers. In the Stewards Dept., the majority of the men are for the SIU with a couple of NMUers also on board.

FOUR TRIPPER

Ship's organizer M. C. Jensen, who has been doing a bangup

Isthmian Seamen Spurn CMU Pact; Await Seafarers Representation

According to a Log story appearing last week, the SIU hung up a 60 percent victory over the NMU and company voted aboard the Isthmian Lines ship, Golden West, when ballots were cast on that ship at San Francisco on June 18th.

The estimate was based upon a report submitted to organiza-

tional headquarters by West Coast Organizational Director Hal Banks, and was corroborated by crewmembers and official observers who witnessed the voting.

Last week's Pilot, official organ of the NMU, reported that the "NMU Wins 2 to 1 On Golden West!" However, the editor, or whoever wrote that propa-

ganda item for the Pilot, was either looking at the wrong side of the ledger or was following the old Hitler philosophy that the bigger the lie, the more people believe it!

The Golden West was the only Isthmian ship to ballot within the past ten days, but three more ships which haven't as yet recorded their Union choice are expected to arrive within the next ten days. These ships are the Anniston City, Red Rover and Sea Triton.

In addition, nine other Isthmian ships remain to be voted. Among these late comers are the Atlanta City, Cape Junction, Kathleen Holmes, Monroe Victory, Pere Marquette, Robert C. Grier, Sea Hawk, Sea Lynx and Steel Inventor. The SIU expects to continue their substantial margin over the opposition on these ships as the great majority of them are overwhelmingly pro-SIU.

THE CHANGING LINE

Along the Brooklyn waterfront in the past few days, a number of NMU organizers have been frantically attempting to earn their cabbage. Privately, these individuals admit that the NMU has already lost Isthmian.

Publicly, it's another story.

One method by which these NMUers attempt to earn their pork chops is to distribute mimeographed bulletins and throw-aways to Isthmian seamen. But, the Isthmian men want no part of their phony propaganda!

One of their more recent blurbs headed "Who Wants To Work Saturday?" was an appeal directed at Isthmian seamen, and appealing for their support of the CMU and NMU.

It requested that Isthmian crewmembers sign petitions demanding that the Isthmian company and WSA immediately put into effect the same wages, and conditions as what the CMU secured in their Washington negotiations with the shipowners and the WSA.

BETTER TERMS

Isthmian seamen, who are voting or have voted heavily for the Seafarers, wanted no part of these petitions or of the same conditions as what the NMU "won." Why? Simply because the shipowners have already offered terms slightly better than these to the Seafarers.

The SIU promptly rejected the shipowners' proposition because SIU conditions and wages have always been substantially superior to those of the NMU and their affiliates in the CMU, and the SIU intends to keep them that way. The Seafarers will not be bound by any CMU settlement inferior to what the seamen rightfully deserve.

Isthmian men know this. They don't want to jeopardize their chances of achieving SIU conditions and wages. That's why Isthmian crews continue to vote better than 2 to 1 for the Seafarers.

Isthmian seamen want the SIU to represent them in any contract negotiations with Isthmian. They have complete confidence that when these negotiations are completed and Isthmian is forced to sign on the dotted line, that their contract will contain better wages, hours and conditions than any the NMU ever dreamed of having!

Isthmian's George Uhler Is A 'No Overtime' Ship

According to Seafarer Paul Greis, Deck Oiler, who was a volunteer organizer aboard the Isthmian Lines ship, George Uhler, it was strictly a "no overtime" ship. Captain Henry Ledford had the deckhands working before the 4 to 8 watch and after 5:00 o'clock at straight time, with no overtime allowed.

When the galley needed painting, the job was done under the Skipper's orders by the Bosun and Carpenter. Ordinarily, this job is performed by the Cooks or Messmen at overtime rates. But not on the George Uhler!

When anyone declined to do work which the Skipper grudgingly allowed as overtime work, the Old Man shouted, "If men don't want to work overtime, they'll be logged!"

Greis declared, "Food on the Uhler was lousy. We had a Chief Cook who couldn't cook, and who continuously coughed into the food as a result of some kind of lung trouble. The food itself was alright, but the Chief Cook didn't know how to prepare it. In fact, he had been a Galleyboy only a few short months ago."

On the second leg of the trip when they got back to Boston, all of the older men piled off, and Greis was forced to stand watch for 24 hours as no one else was there. Replacements sent over from the Isthmian office couldn't be used in any capacity.

At Boston, the Uhler anchored off the Dolphins with the Bosun and Greis running the lifeboat to and from shore to save Isthmian



PAUL GREIS

the cost of paying for launch service for the men. This was done on their own time, and the Chief promised Greis that he'd make it up to him in some way. He received no overtime pay for this.

Upon final arrival in the U. S., Greis was rewarded by the Chief when he asked for a week off to partially offset some of his extra work without overtime pay. Yes, he was rewarded!

The Chief answered his plea by heatedly saying, "Yes, you can have a week off—with your discharge!"

With the election of Isthmian ships just about finished and only a dozen more to be voted, contract negotiations can be expected to start just as soon as the Seafarers is certified by the NLRB. Then, conditions such as outlined above will cease to exist. Isthmian will be bound by the terms of an SIU contract.

job on the Sirocco, has been on four Isthmian ships including the present one. He's been on the Mary A. Livermore, Cape Orange, Mendocine and Sirocco, and states that he'll continue sailing Isthmian until the SIU has that company under contract.

Yes, it's really a pleasure to talk to such a good gang as the Sirocco's crew. These boys are strictly on the beam when it comes to unionism, and believe in militant action to win the wages, hours and conditions which all Isthmian seamen want and need in order to bring them up to the level of SIU ships.

TO ALL SEAFARERS

Wire your Congressman and Senator telling them to vote for the resolution opposing President Truman's Organization Plan No. 3, which would turn the merchant seamen over to Coast Guard control. In the House it is Resolution 154. In the Senate it is Resolution 66.

The House committee has returned a favorable report on the resolution, and the matter will soon come to a vote. Tell your Congressman and Senator how you feel about the matter.

Send that wire today!