

SEAFARERS LOG

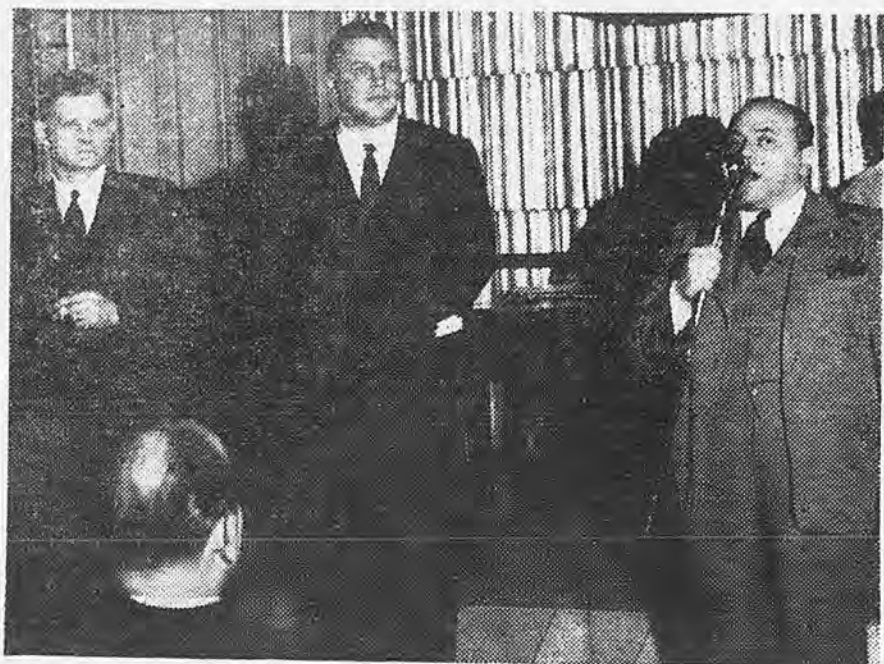
Official Organ of the Seafarers International Union of North America

VOL. IX.

NEW YORK, N. Y., FRIDAY, MAY 2, 1947

No. 18

STRAIGHT FROM THE SHOULDER



With no hedging, these representatives of other seamen's unions vowed all-out support to the Seafarers' planned boycott of Panamanian ships to halt the transfer of United States shipping. Speaking is Captain William Ash, Masters, Mates, and Pilots; while looking on are James Scott, British Seamen's Union; and E. Johansen, Norwegian Seamen's Union. For other pictures, see page 5.

Canadians Win Raise, 30 Day Interim Pact

JACKSONVILLE — The crew of the SS New Northwind, Seaway Lines Limited, came back from a nine-day trip to find that they were covered by an interim agreement, and that a straight thirty dollar increase, across the board, was already in effect. Another stipulation of

the interim agreement is that a contract must be negotiated within 30 days. Signers for the Union were Lindsey Williams, in charge of Gulf SIU organizing; James Hanners, Jacksonville Port Agent; and W. J. McLaughlin, representing the SIU Canadian District.

This wage gain, the outcome of the job action reported in last week's LOG, meant a great deal to the crew, as was evidenced by the celebration which took place after the vessel docked and the good news spread around.

The speed with which the company came to terms was final proof to the crew that only organization, on the ship and ashore, can gain advantage for workers.

ANOTHER SHIP COMING

The unlicensed personnel on the New Northwind is composed mainly of French Canadians, with a sprinkling of Nassauvians.

In June the company expects to add another ship to the run, with accommodations for 200 passengers.

This is planned despite the company howls that it is playing hide-and-seek with bankruptcy operating one ship.

The SIU Canadian District realizes full well that this job could never have been accom-

plished without the cooperation of the affiliated unions of the Maritime Trades Department in the Jacksonville area.

The untiring efforts of Atlantic and Gulf officials also contributed in great measure to success of the Canadian Brothers.

More and more, the strength of the AFL Maritime Trades Department is becoming known as a workers' force, appreciated by seamen and waterfront workers, and respected by the operators.

Lakes SIU Okays 44 Hour Week D&C Contract

DETROIT, April 29—Members of the Great Lakes District of the SIU, assembled in Detroit at a special meeting yesterday, ratified by an almost unanimous vote the newly negotiated D&C agreement.

More than 200 Lakes Seafarers were present to register their overwhelming approval of the new 44 hour week and other gains secured for the D&C seamen.

Ever since last Fall, the Detroit and Cleveland Navigation Company had been pleading poverty in an effort to prevent the SIU from gaining their legitimate contract demands.

However, the management finally saw the light of day, and realized that the Seafarers was not going to give them any special concessions, and weaken the entire passenger ship wage structure on the Great Lakes.

Negotiations had been dragging on since last Fall and, at every meeting between the SIU negotiating committee and management representatives, they claimed that they would not be able to operate in 1947 if the company had to pay any wage increases.

Despite the fact that the SIU stood to lose over a thousand

jobs, as well as considerable income if the D&C failed to operate, the Union stood firm in

Moran Signs

The SIU has just signed a new agreement with the Moran Towing and Transportation Company covering its fleet of sea-going tugs. For full details of the contract, which establishes the highest wage scales in the maritime industry for off-shore operations, see story on Page 3.

Foreign Seamen's Unions Pledge Aid To Seafarers In Panamanian Boycott

NEW YORK—World-wide support of the Seafarers International Union's plan to halt the vicious transferral of American ships to Panamanian and Honduran registry is virtually assured, should the signal be given. In a stirring demonstration of international waterfront solidarity, representatives of seamen's unions and five major maritime nations voiced their organizations' endorsement and pledged full support of the SIU stand, which calls for boycott of vessels flying Panamanian and Honduran flags when they

put into American ports.

The seamen's representatives, who issued their approval of the plan at the April 17 New York membership meeting, were: Einar Johansen, Norwegian Seamen's Union; Ernest Roberg, Swedish Seamen's Union; F. Clausen, Danish Seamen's Union; James Scott, British Seamen's Union, and Manuel Pitharoulis, Secretary of the New York Branch, Federation of Greek Maritime Unions.

Additional support would come from the world-powerful International Transportworkers Federation, it was announced at the meeting by the Organization's representative in the United States, Willy Dorchain.

The meeting was addressed also by Captain William C. Ash, Secretary-Business Manager, Local 88, Masters, Mates and Pilots of America, which, like the SIU, holds membership in the ITF and the American Federation of Labor's Maritime Trades Department.

Meanwhile, as the SIU tightened its plans for a possible showdown on the Panamanian

(Continued on Page 5)



With chin up, Joseph Beirne, President of the National Federation of Telephone Workers, addresses a strike meeting in the SIU Hall in Baltimore. He was pledged the support of the Seafarers on the picketline and followed that offer by stating that he was more optimistic than at any time since the strike started.

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SEAFARERS LOG

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

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

HAnover 2-2784

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

GEORGE K. NOVICK, Editor



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Solidarity Forever

There's an old union song, dating from the days when a picketline was a prelude to long months in the hospital and worse, that sums up the true ideas of Seafarers' unionism. The song goes like this:

*Solidarity forever,
Solidarity forever,
Solidarity forever,
For the Union makes us strong.*

Those words, or thoughts like the ones expressed in the above words, are never far from the minds of the members of the Seafarers International Union. The song has been sung on picketlines in every state of the United States, and it symbolizes the actions of the merchant seamen in the SIU, who set the pace for the American maritime industry.

Through the direct economic action of the militant men who make up the membership of the SIU, standards of all American seamen have risen. Wages are at an all-time peak, and conditions aboard SIU ships are the envy of other U. S. seamen, as well as merchant mariners the world over.

All this has been achieved by solidarity. The unity of the AFL Maritime Trades Department made possible the SIU victory in the 1946 General Strike—the most complete tie-up of shipping that has ever been seen.

And this same unity, only on a bigger scale, will be called into play in the battle to force an end to phony transfers of American ships to Panamanian registry.

The solid ranks of the MTD will be augmented by the seamen of other countries; of Denmark, England, Sweden, Greece, Norway, and where the International Transportworkers Federation has affiliates. When the SIU calls for action, it will be an international team that will fight the battle through to the end.

Many unions have preached solidarity. The SIU has actually gone about practicing it. That's why we can count on the organized strength of maritime workers all over the world to back us up in our coming beef.

Our solidarity has paid off, is paying off, and will continue to payoff well into the future. It's the real trade union way.

"The Line-up"



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.

NEW ORLEANS HOSPITAL

GUS KREZTER
C. MASON
STEVE MOGAN
R. B. "BOB" WRIGHT
N. LONGTINE
ED. DUDEK
J. J. O'NEILL
E. J. NAVARRE
J. N. HULL
C. TYNER
C. J. COMPAN
WM. H. CAO
J. W. DENNIS
ED. CUSTER
WM. BROCE, Jr.
GEO. F. DUFFY
ADAM KARPOWICH
C. LOCIGNO
WM. MEAGHER
D. LAUBERSHEIMER
G. F. HART
H. N. LEAVELLE
S. HAMILTON

STATEN ISLAND HOSP.

H. R. BELCHER
E. E. CASEY
V. PLACEY
T. P. O'SULLIVAN
R. G. MOSSELLER
E. CARRARAS
M. BAUSKI

D. NELSON
G. H. STEVENSON
F. NERING
V. ALVAREZ
F. G. CRUZ
P. AMATO
J. A. DYKES
E. B. HOLMES
C. A. MILLER
H. SELBY

NEPONSET HOSPITAL

HUGH BURKE
J. S. COMPELL
LINDEN CLARK
JOHN T. EDWARDS
J. FIGUEROA
E. FERRER
J. R. HANCHEY
C. LARSON
L. L. LEWIS
L. TORRES

BALTIMORE MARINE HOSP.

CHARLES SIMMONS
CHARLES PAYNE
CARLOS LEE JR.
ALEXANDER DUDDE
EDWARD CAIN JR.
ERNEST SIDNEY
STANLEY ROWE
AUGUST OENBRINK
WALTER SIBLEY

Hospital Patients

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

Staten Island Hospital

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

Tuesday—1:30 to 3:30 p.m.
(on 5th and 6th floors)

Thursday—1:30 to 3:30 p.m.
(on 3rd and 4th floors.)

Saturday—1:30 to 3:30 p.m.
(on 1st and 2nd floors.)

WM. KEMMERER
RAYMOND NOE
MANUEL ROMERO
GEORGE MILLER
OSCAR PAYNE
JOHN WEBB
JOHN RILEY (G. L.)
JAMES McMAHON (G. L.)

ELLIS ISLAND HOSPITAL

M. MORRIS
W. B. MUIR
D. McDONALD
C. RASMUSSEN
B. HOFFMAN
J. KOSLUSKY

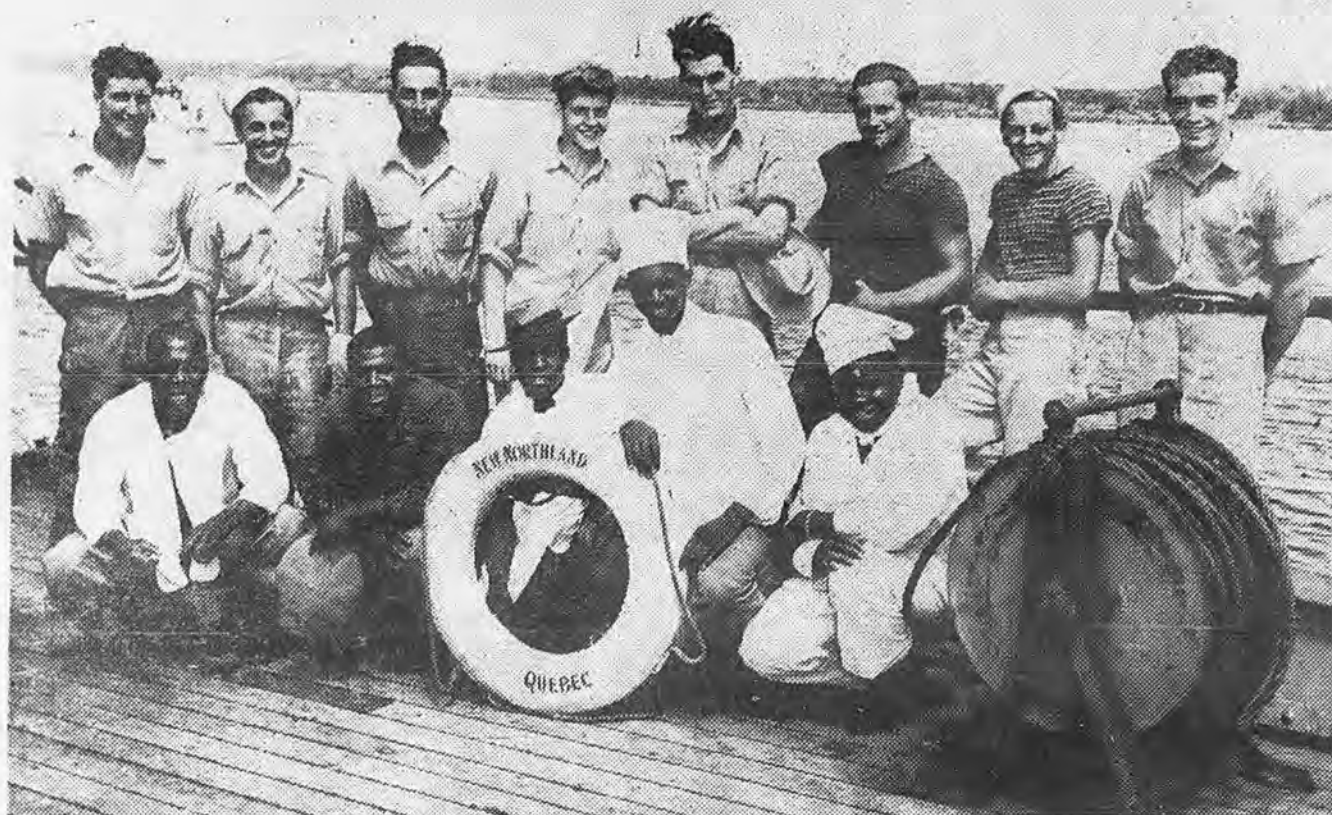
CHICAGO MARINE HOSP.

LOUIS JOHNSON
STEVE SCHULTZ
HENRY LALLY

BRIGHTON HOSPITAL

E. JOHNSTON
H. SWIM
T. MAYNES
R. LORD
J. RUBERY
D. BURLISON
J. LEVACK
E. DELLAMANO
J. CAREY

BELONGING TO SIU PAYS OFF



Wearing happy smiles, these crewmembers of the SS New Northland celebrated the thirty buck across the board raise negotiated for them by the SIU Canadian District. Story appears on page 1. Information from Jacksonville gave name of ship as the New Northwind. We're confused now, but we hope to clear up the name by the next issue.

New Moran Contract Sets Top Wage Scale

NEW YORK, May 1—Faced with the possibility of economic action in the event of continued stalling, the Moran Towing and Transportation Company capitulated yesterday to the demands of the Seafarers International Union's negotiating committee and signed a contract embodying the highest wage scale in the maritime industry for off-shore operations.

Negotiating and signing the agreement for the Union were J. P. Shuler, Secretary-Treasurer, Atlantic and Gulf District, Joe Algina, Acting N. Y. Agent, and Steve Cardullo, Marcus Hook Port Agent. R. M. Fox signed for the company.

Under terms of the record contract, Seafarer crews of Moran tugs will be paid top wages that include all monetary gains in effect on other SIU-contracted vessels, plus the six per cent cost of living increase retroactive to Jan. 1, 1947, negotiated with other companies last March.

Up to the time of the negotiations, which were concluded yesterday the company had repeatedly refused to open discussions for a new contract. It had been stalling since the signing of the interim agreement last fall.

Two weeks ago, Brother Shuler notified the company that membership was getting fed up with company's continued delays and favored action. Shuler's notification apparently took effect.

In addition to the high wage provisions, other features of the new agreement are:

1. An "inequity increase" of \$10 per month for Able Seamen and a \$15 per month for

Wipers both retroactive to June 15, 1946.

2. An increase in the Stewards Department manning scale, one man being added.

3. Standby rate of pay while in port is \$1.53 per hour for an eight hour day. Overtime rate for standby work is \$2.30 per hour.

The agreement also calls for increase in the travel, meal and subsistence allowances prevailing in all SIU contracts, and are retroactive to March 11 last.

(Text of the Supplemental Agreement appears on Page 14.)

Low Cost Glasses Now Available To Seafarers

"See these new glasses," said Brother B. "I'm proud of them, and they only cost me \$35.00."

Another Brother who happened to be listening to the conversation, looked up and said, "Don't crow until you've been wearing them for a few weeks. I bought glasses myself, and after a little while they did more harm than good to my eyes."

After that the conversation became general, and plenty of the Brothers aired their beefs about glasses. To make the story short, here are some of the criticisms:

Too high a price on glasses. This was voiced by practically everyone who could make himself heard.

(Continued on Page 4)

Great Lakes District Okays D&C Pact, 44 Hour Week

(Continued from Page 1)

signified a desire to sit down with SIU representatives in a last minute endeavor to arrive at an agreement satisfactory to both Union and company.

Present at the meeting in the company offices were Mr. Hatch, company attorney Mr. Bullard; Great Lakes Secretary-Treasurer Fred Farnen, and International Representative Russell Smith.

After a meeting lasting more than 3 hours, terms of the settlement were finally decided, reduced to a memorandum agreement, and Union representatives agreed to take the agreement back to the membership for either ratification or rejection.

It was ratified almost unanimously, with only 3 dissenting votes.

44 HOUR WEEK

Among the provisions of the new contract are the following: men in the Deck and Engine Departments receive the same pay for 44 hours that they formerly received for 56 hours; week-end overtime for Saturday afternoons and Sundays is paid at the overtime rate of \$1.00 per hour; all penalty overtime as outlined in the contract is paid at the rate of \$1.25 per hour.

In the Stewards Department, members are paid at the rate of 1 extra day's pay for every 7 days worked, which actually amounts to an increase of almost 15 percent in their base pay.

All fit-out, lay-up and winter work is to be paid at the rate of \$1.60 per hour for the rated men, and \$1.40 per hour for the unrated men in the Deck and Engine Departments.

Work of a like nature performed by Stewards Department members is to be paid at the rates of \$1.60, \$1.40, \$1.25, and \$.93 per hour for the 4 wage brackets in this department.

All work over 40 hours in any week will be paid at time-and-one-half.

This provision includes all standby work, which actually

means any work performed outside of the regular sailing season, including fit-out and lay-up. This is a decided increase over the old set-up.

OTHER CONTRACTS

Terms of the D&C agreement will serve as a pattern for other operators in the passenger ship service, although these contracts will all be negotiated and signed on an individual basis.

Bob-Lo Excursion Company, and the Chicago and Buffalo SS Company have already signified a willingness to sign like agreements.

The Chicago, Duluth and Georgian Bay Transit Company is expected to go along with the pattern.

Other agreements covering the Milwaukee Clipper, and various excursion and passenger ship operators on the Lakes are now in the process of being negotiated.

Secretary-Treasurer Fred Farnen expressed his satisfaction over the D&C contract in this manner, "Certainly, we didn't get everything that we asked for. But we have no apologies to offer for the pattern established on the Great Lakes passenger vessels."

Farnen continued, "We broke the 56 hour week on these ships and got a 44 hour week. This in itself is a substantial gain amounting to an average increase of \$52 monthly for all Deck and Engine employees not counting the penalty overtime. Next year, we expect to have a 40 hour week on all SIU-contracted Lakes vessels just like we're demanding on the freight ships this year. That's our goal."

Check It - But Good

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

ATTENTION!

All Canadian seamen on Coastwise vessels should never neglect to pick up their discharges on leaving a vessel. When you register at the Hall for a ship and have no discharges to show, or prove your rating, or length of service, you only handicap the Dispatcher. In addition you cause yourself inconvenience and perhaps unemployment.

SIU Canadian District Opens New Hall In Montreal, Begins Organizing Drive

MONTREAL, Canada — The Canadian District of the Seafarers International Union of North America has inaugurated its drive to win improved wage and working conditions for Canada's seamen with the establishment of a Branch office in this port city.

The branch, located at 1440 Bleury Street, was opened last Thursday, and is being directed by a Canadian Seafarer, Gene Markey.

Working with Markey are H. Murphy, Secretary-Treasurer of the Canadian District and Vancouver Port Agent, and William McLaughlin, organizer and Victoria Port Agent.

The Canadian District's drive will be aimed at organizing everything in Canada that floats. Activities of the Montreal office will be coordinated with those of the Vancouver and Victoria branches.

Robert A. Matthews, SIU Headquarters Representative, who is temporarily in Montreal to aid in setting up the machinery that will produce better wages and conditions for Canadian seamen, emphatically stresses the purpose and nature of the newly-formed district.

FOR CANADIAN SEAMEN

"This Union will be of, by, and for Canadian seamen," he pointed

ed out at a press conference in Montreal.

The decision to form a Canadian District was made by SIU Delegates representing 91,000 maritime and allied workers of North America when they met recently at the SIU's Third Biennial Convention in Chicago.

The Convention's decision was prompted by the desperate plight of Canadian seamen who have been foundering without organization.

In addition, requests have been pouring in by the hundreds from Canadians who wished to become organized and affiliated with the SIU, whose militant record of accomplishment in behalf of its membership stands unparalleled in waterfront history.

The Canadian District is setting out to elevate the standards of wages and conditions on Canada's waterfront to a level comparable with those enjoyed by Seafarers in the United States.

Up to now, seamen of the country to the North, have been—in the great majority—unorganized. They have been subjected to filthy conditions shabby pay.

COMMIE SELL-OUT

The communist-dominated Canadian Seamen's Union has failed its membership miserably. Waterfront advances were made secondary to communist party

strategy, with the CSU being, in effect, nothing more than an arm of the party and the seamen exploited in its behalf.

Emergence of the SIU's Canadian District will provide the spark Canadian seamen have been waiting for. It will set up a militant plan of action for gaining higher wages and better working conditions, and will call for settling of beefs at the point of production—the methods which have proven so highly successful on the American waterfront.

Already the Canadian District has demonstrated samples of what it can win for Canada's unorganized seamen. Within the past few weeks—while it was still in the state of organization—the District forced signing of a contract by the India Steamship Company covering the Canadian crews of six vessels and giving them the same wages and working conditions enjoyed by American Seafarers.

Similar contracts were negotiated by the Canadian District with a number of other shipping firms, including the Seaway Lines Limited, in which all unlicensed crewmembers of the company's SS North Wind, operating under Canadian registry, received a \$30 a month increase in wages. Steps were also taken to bring the vessel's shoddy conditions up to Seafarers standards—the best on the waterfront.

NMU Tries To Freeload On SIU Gt. Lakes Drive

By EARL SHEPPARD

DETROIT—At a recent meeting held in the Local NLRB offices, the NMU representatives expressed grave concern because the SIU had failed to notify them that we had petitioned for elections to be held in the Huron, Wyandotte, Hanna and Wilson fleets.

It seems that we really hurt the feelings of these sensitive souls by not telling them where, when and why the SIU was organizing on the Great Lakes.

As far as we are concerned, in our current organizational campaign on the Great Lakes, there is no such thing as a National Maritime Union.

Certainly, when the Lakes seamen themselves have repudiated this outfit time and again, and state overwhelmingly that they are interested in joining the SIU, and only the SIU, why should we concern ourselves with a bankrupt outfit which spends all of their time in fighting among themselves and trying to cram their phony politics down the seamen's throats?

We have no interest in fighting the NMU, mentioning the NMU, or considering them in any way whatsoever. We're a militant trade union and not interested in any phony "save the world" political program tied to the Moscow bandwagon. Our sole interest is in bettering the hours, wages, working and living conditions of all seamen.

FREE RIDE

If the NLRB wants to spend part of their time and part of their scarce funds in notifying the NMU every time the SIU petitions for an election, that's up to them. Then, if the NMU wants to indulge in their favorite pastime of trying to get a free ride on the Seafarers coat-tails, they can do so.

Every time the SIU petitions the NLRB, the NMU can certainly try to intervene on the ballot. That's their privilege, but let them spend a little time and effort doing some organizing on their own.

Of course, that's practically an impossibility, as none of the Lakes seamen want anything to do with a bankrupt outfit like theirs.

Chester Young, new NMU vice president pro-tem, in charge of organizing—he took Joe Stack's place after his whitewashed exit from office—said a mouthful in the Pilot of April 25.

"When you have a young, raw recruit whom you are trying to organize, and he quotes the pres-

ident of the National Maritime Union as saying the Union is communist-dominated and that you must be a member of the communist party or you cannot hold office in the union and he backs up his quote by shoving the Pilot in your face and showing it to you in writing, you as an organizer haven't a leg to stand on."

In the same Pilot under Joe Curran's name, the following appeared, "There can be no compromise with corrupt political machines, groups or cliques, whose loyalty is first to outside organizations before our union's welfare." This, from the president of the NMU who has closely followed the commie line for ten years, and who openly referred to Joe Stalin as "Comrade Stalin" when he visited Russia!

When the leopard changes his spots, we'll believe that Joe Curran and his group of eye-wash artists have changed their politics! But enough of the NMU. It's already taken up more space in the LOG than it rightfully deserves, but we've got to keep the record straight.

LAKES PICTURE

Good progress is being shown in the overall Lakes picture of the Seafarers drive to organize the unorganized on the Lakes. We've already petitioned for elections in the following fleets:

Huron Transportation Company—2 ships

Wyandotte Transportation Company—4 ships

M. A. Hanna Company — 13 ships

Wilson Transit Company — 12 ships

These companies are practically solid for the SIU, and we are fully confident that they will register an overwhelming vote for the Seafarers when the NLRB holds their elections.

Complete details on the Huron election appear elsewhere in the LOG. As regards the other three companies, meetings are being held this week to determine the election dates and the election stipulations.

Now that the first part of our organizational program is just about over, that part which dealt with the fit-out of the ships, we are ready to start the second phase of our all-out campaign to completely organize the Great Lakes so that all Lakes seamen will carry an SIU book.

With the ships in full movement throughout the Lakes, it becomes necessary to redistribute our organizational staff to such ports as they will now be needed in.

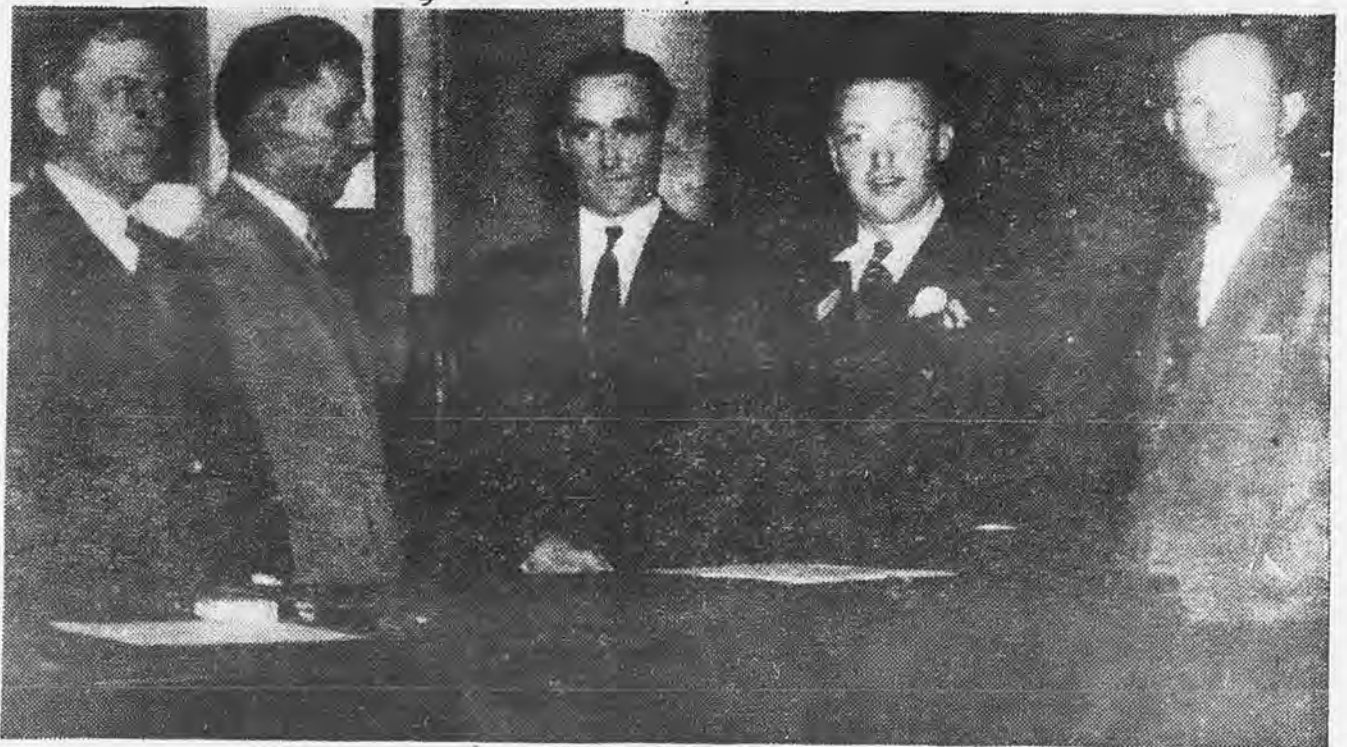
Certainly, with the swell start that we have already made, we have every intention of seeing this drive through until all Lakes seamen are organized as members of the Seafarers.

The vast majority of these unorganized Lakes seamen are well aware what the SIU stands for, and that's the Union of their choice! These men are sick and tired of the open-shop conditions prevailing on the Lakes for years.

Now they want SIU job security, contract protection, job seniority, union representation, and all the other benefits of SIU membership.

They'll get it, too!

NFTW OFFICERS SPEAK



Maryland's telephone strike leaders addressed a meeting in Baltimore, held at the SIU Hall. Also present was Joseph Beirne, President of the National Federation of Telephone Workers. In the usual order, Jim Yewell, State Strike Director; Walter Petry, organizer; Joseph Beirne; Tom Hooper, Assistant State Strike Director; and Bob Beveridge, President of the Telephone Equipment Workers, and a member of the National Policy Committee.

Telephone Strikers Rally In SIU Baltimore Hall

BALTIMORE—Sparked by the announcement that white-capped Seafarers would join them on the picketlines, Baltimore's telephone strikers held a rousing strike rally in the SIU Hall, 14 North Gay Street, on Sunday, April 27.

Joseph Beirne, President of the National Federation of Telephone Workers, came down from New York to address the meeting. Officials of the various divisions also had their say.

Baltimore Agent William Rentz pledged all out support to the strikers, and volunteered the use of the SIU Hall every night in the week until the walk-out ends.

He told the meeting that Seafarers would join the telephone workers on the picketline.

One of the local officials, Miss Helen Smith, President of the Telephone Clerical Workers, related her experiences with the company.

She told of starting work forty-two years ago at a salary of \$3.00 per week. She ended her militant speech by stating that she would be the last one to stop picketing.

HIGHLY OPTIMISTIC

Beirne told the audience that "tonight we can be more optimistic than at any time before April 7."

"We have a note of optimism from our own people and the Labor Department that seems to indicate that before tomorrow is finished, there will be at least a wage proposal by AT&T."

He told the group that anyone going back to work before the strike officially ended would strengthen the company's position, and reduce the bargaining power of the union.

Members of unions not on strike are continuing to respect picketlines, and telephone service in Baltimore and the rest of Maryland is far from normal.

AFL, CIO MEET

WASHINGTON, D. C., May 1—On invitation from William Green, President of the American Federation of Labor, committees from the AFL and CIO begin meetings today to seek the possible unity of all of America's organized labor.

Faced with the heavy threat of anti-labor legislation, President Green, in calling the meeting, stressed the fact that the need for unity was never greater than today.

The unity meetings in the Nation's Capital, are the third of such meetings since the inception of the CIO in 1936 and the first in over five years.



One of the leaders of the Baltimore telephone strikers is Miss Audrey Smith, above. She told a packed meeting that "if scabs pass your picketlines, it's your own fault."

Low Cost Glasses Now Available To The Seafarers Membership

(Continued from Page 3)

Examination not thorough enough. Many men who prescribe eye glasses haven't modern equipment with which to work.

Poor quality work. Some men showed glasses that were wavy, and were probably injuring their eyes beyond repair.

Slow service. Seamen on the beach don't stick around long and they can't afford to wait for glasses and miss a ship.

ALL OVER NOW

These criticisms were so general among the membership, that a recent New York membership meeting authorized Secretary-Treasurer J. P. Shuler to investigate the field to see if arrangements could not be made with a cooperative optical outfit that would give the Seafarers membership competent examinations and glasses at moderate standardized fees.

And Brother Shuler reports that from now on Seafarers can be examined by competent registered optometrists (and medical eye specialists where necessary). If eye glasses are indicated, they will be supplied at a very reasonable cost; and other eye treatments are available when required.

This is all part of the Union Optical Plan, located at 152-154 Fourth Avenue, New York City. Many unions are already members of the Plan, and all are loud in their praise of the service. The unions involved figure that thousands of dollars have been saved so far.

Total number of members in the participating unions exceeds 150,000.

BEST OF EVERYTHING

The Union Optical Plan is housed in modern offices. On the premises are located the scientifically equipped examination rooms, and the completely equipped lens grinding laboratory. This means no long waits for glasses.

All members of the SIU, and their families, are entitled to the services. The Special Services Department is now preparing a bulletin giving complete details.

Until the bulletin is issued, if there are any seamen, or members of their families in the New York area, in need of optical service Joe Volpian, SIU Special Services Representative, is the man to see at 51 Beaver Street.

Seafarers who are examined at Marine Hospitals may bring their prescriptions to the Union Optical Plan to be filled.

Unclaimed Gear

Members whose gear has been held for more than three months in the fourth floor baggage room of the New York Hall are advised to call for it immediately, or notify the Hall where they wish it sent.

Crowded conditions make it impossible to hold gear longer than three months. All effects remaining unclaimed after three months will be sent to the owner's home via express collect.

Gear without addresses will be disposed of otherwise.

Foreign Seamen Pledge Aid To Seafarers

(Continued from Page 1)

question, evidence appeared that the Union was causing Washington big-wigs to keep their ears to the ground.

The Maritime Commission announced that it will pay closer attention to ship sales "under the flag of convenience"—referring to Panama.

The Commission revealed an awareness that ships were being bought under Panama registry to beat taxes here, and to cloak ownership for political or other reasons.

The "other reasons" refer to the shipowners' scheme to avoid payment of decent wages to American seamen, a factor which the commission and all Washington has so far failed to take a stand on.

At the SIU's membership meeting, Paul Hall, New York Port Agent, introduced the seamen representatives, all of whom spoke briefly.

ACTION IN NORWAY

Brother Johansen stated that a coordinating committee consisting of four unions representing all types of personnel had met in Norway recently to discuss the possibility of action, and it was decided the licensed and unlicensed personnel "would go along in the fight to stop the transfers" to Panama.

That meeting, Johansen con-

tinued, decided also to terminate all contracts with Panamanian ships. One of the two ships was immediately put back under the Norwegian flag, he said.

The committee then advised all its men not to accept jobs on Panamanian ships, and invoked the aid of the country's long-shoremen "to back the fight if it comes," the Norwegian seamen's representative concluded.

Terming the Panamanian transfers "modern piracy," Ernest Roberg, of the Swedish union, declared the traffic must be stopped before Panama accumulates a big fleet.

In pledging his union's support, he scored the deliberate robbery of decent wages and condi-

tions from American seamen and, consequently, from seamen the world over.

"Danish seamen will not allow bread and butter to be taken away from American seamen," F. Clausen said. Through the ITF, the Danish maritime movement will go along with its American brothers, he added.

He recalled the excellent relationships welded between the two seamen of both nations during the war, and hoped for its continuance.

BRITISH AID

James Scott, speaking for the British Seamen, said the Seafarers would receive the full support of his union. He said the

British Seamen's Union had already issued a statement concerning its stand on the Panamanian situation.

"We are rooting for the SIU-SUP in its fight to beat the evils of the Panama ship transfers," declared Manuel Pitharoulis, of the Federation of Greek Maritime Unions.

"We fought side by side for democracy," the Greek seamen's representative said "and now we must fight side by side for a decent standard of living."

Willy Dorchain, of the ITF, recalled that the Seafarers was the first North American affiliate of his organization. He asserted that the ITF's job is to raise the

standard of working conditions the world over.

Dorchain asserted that the ITF must take action on the ship transfers in the same manner the SIU takes action—in militant fashion.

BOSSSES' CONSPIRACY

Pointing to the effectiveness and success of all previous SIU actions in settling its beefs, New York Agent, Paul Hall, maintained that it could be done again in the current Panamanian scheme.

Hall blasted the ship transfers as representing more than a device of a few shipowners to beat American seamen out of a decent wage.

"We are fighting a conspiracy on the part of international capital against all seamen," Hall charged.

Concluding his remarks, he voiced confidence that regardless of the opposition, the Seafarers would win the beef if it comes.

Also present at the SIU meeting were officials of the striking telephone workers. They thanked the Seafarers membership for their staunch support on the picketlines and for the contribution of \$1000.00 to the telephone workers strike fund.



"The Swedish Seamen's Union will be with you," said Ernest Roberg, who speaks for the union in the United States. It sure feels good to know that the SIU has that kind of backing throughout the world.



F. Clausen, of the Danish Seamen's Union, stated that the members of his union are prepared to go down the line with the SIU in the Panamanian beef. All we've got to do is give the word.



The regular New York Branch meeting on April 23 heard representatives of foreign seamen's unions pledge support to the SIU if, and when, Panamanian ships are boycotted. Here is a view of crowded Webster Hall, as it looked to the speakers.



Willy Dorchain, who represents the International Transportworkers Federation in the United States, outlined what action the ITF is prepared to make the Panamanian boycott nationwide. In the background, left to right, Freddie Stewart, Recording Secretary; Al Kerr, Chairman; Les Ames, Reading Clerk; and Paul Hall, New York Port Agent.



From the Federation of Greek Maritime Unions also came a pledge of support in the Panamanian boycott. M. Pitharoulis, Secretary of the New York Branch, made this known at the meeting.



While preparing for our own troubles, the SIU found time to lend a helping hand to the telephone workers. Joe Leone, member of the New York Strike Committee, attended the meeting to thank the SIU.

Seafarers Needed To Help Tanker, Gt. Lakes Drive

BY RAY WHITE

NORFOLK — Shipping has slowed up considerably in Norfolk for the time being. Only two ships payed off here last week, but in spite of this fact we shipped quite a few men to ports south, and to ships in transit.

The Moran tugboats still hit Norfolk pretty regularly, although two or three of them are now on foreign voyage.

The Hood River, Pacific Tankers, came in April 23rd for pay-off. In boarding her I found that quite a few of the freight ship boys were aboard. That is good.

As the Isthmian drive is over, with a sweeping SIU victory, we now have to turn our power on other unorganized fields.

The main object of this drive on the East and Gulf Coasts will be tankers. In order for this to be a successful operation, as was the Isthmian drive, it will be necessary for each and every member to take an active part.

The first and main thing is to sail tankers, organized or unorganized, reporting your activity to the Union Hall or Organizer in whatever port you hit.

This will help build up a nucleus of tanker men of which, at present, we are somewhat short of. Of course you will have to forfeit some of the conditions and wages that are enjoyed under SIU contracts, but the object is to bring all unorganized companies under the banner of the SIU, so that we all may enjoy a secure future.

As the membership knows at present, the SIU is in an all-out drive to organize the Great Lakes, and we have some of the most capable organizers in the field in that area.

If any of the Brothers plan to take a Great Lakes cruise, upon arrival there be sure and contact the Organizer as your assistance will be a great help in this drive.

Passenger Ships Next Target For SIU Organizers In Chicago

By HERBERT JANSEN

CHICAGO — Shipping this week is again on the upgrade. Quite a few of the boys are showing their faces around the Hall after hibernating in the Chicago area for the Winter months.

During the next couple of weeks, the outlook is that shipping will be very good around the Windy City in all departments.

Paying it's first visit to this port for several years, the SS Penobscot was at South Chicago during the week. She came in without any beefs, and cleared for Erie, Pa. with a load of corn—but only after quite a bit of delay at the shipyards where she was having some new plates put on her.

Now that the organizational drive is going full swing on the Lakes, all indications here are that the seamen are going for the Seafarers in a big way. They have learned what the SIU



Ship Chandlers In Tampa Are Still Learning Hard Facts Of Life—Do Not Scab On Seafarers

By SONNY SIMMONS

TAMPA—Shipping is still at a peak here with four ships in port, two for Waterman, one for Bull and a West Coaster.

The news is that we are due for eight more in the next two days, most of which will call for replacements.

If this proves true we will end up with an empty hall.

ABs are moving fast. As a result we have had to ship acting ABs on most of the ships that call for them.

Patrolman Dick Birmingham just got back from Miami and reports everything shipshape in that port. The Florida calls for very few replacements, as the present crew is well settled aboard.

It is only necessary to contact her twice a month now, which is a great relief and a big cut in expenses to us.

Since closing the Hall in Miami, the Tampa Branch has been able to remit quite a bit to Headquarters. The closing of the Miami Branch should net us a \$1200 monthly saving.

We just shipped Uncle Otto on the Rosario (formerly the Tristram Dalton) as Night Cook and Baker.

Some of the younger members will now have a chance to see a real oldtimer at work. They can get some good pointers from him.

COPS STILL AT IT

We're still having gendarme trouble in Tampa. These people are still stinging under the effects of the SIU General Strike. They haven't forgotten it, and any time a seaman has a couple of beers he is as good as in the cooler.

NO NEWS??

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

NEW ORLEANS
SAN JUAN
SAVANNAH
HOUSTON
JACKSONVILLE
CHARLESTON
MOBILE

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

The ship chandlers are having a bad time of it, too, since they went through our picketlines during the strike. Some of the ships coming in are taking on six months supplies of stores. This is true especially of Waterman.

But instead of buying from the chandlers, the Port Captain orders a truck and driver from a u-drive-it company and makes the rounds to buy everything needed. Needless to say, this makes the chandlers very unhappy.

Borden's Dairy and Watts' Bakery are the only ones doing a regular business here. These two companies were broad minded enough to see the writing on the wall and have benefited by it.

Too bad that Tampa Marine and Barrows Ship Chandlers couldn't be as smart. They made a few sales to the ships in port flying Honduran flags, but now they are unable to sell stores to the big ships.

YES, NO BANANAS

Mr. Saffold, Mr. Crenshaw and our old friends, the Hamilton



Brothers, never got to sell their bananas. None of their bananas have been put in our refrigerators or on our ships either.

At the moment we have one Panamanian ship in port. She is undergoing a big repair job in the Tampa Shipyard.

Also, Mr. Saffold and Hamilton Brothers have bought four LCIs from the government. These ships will be placed under Honduran registry as soon as they are converted.

Crenshaw, the other large banana importer, is still getting a lot of bananas in port from ships under foreign registry. A day never passes without at least 15 or 20 foreign flag ships in port, all carrying scab crews.

These people here feel safe in not having to do business with a union due to the anti-closed shop law in this state.

The anti-closed shop law is before the State Supreme Court now, but it is doubtful if a favorable decision will be handed down. When it hits the U. S. Supreme Court we expect it to be declared unconstitutional.

TUGS A PUSHOVER

Organizing the tugs in this area is no obstacle. We can knock them over in a couple of days, but it is no good as we can have nothing but an open shop contract, and that would be worse than no contract at all.

Patrolman Birmingham, reports that the CIO has taken hold in Miami. There has been little or no union activity in that city. The teamsters are wide open for a drive, as well as the hotel employees. There is not one hotel in Miami under a union contract, and only a few of the bars have signed up.

We will have a report to the LOG every week now. For a while we were going full speed day and night, but it looks like we'll have a breather for awhile.

Fires Put Out, But Texas City Is Ghost Town Of Smoking Ruins

By R. W. SWEENEY

GALVESTON—Texas City is a city of death and disaster. The fires have been extinguished, but the smouldering ruins still hide the bodies of over 100 persons listed as missing.

Confusion reigns. The dead number more than 500, and the job of identifying the bodies continues. A large funeral service was held last week, but even since then no day passes without a stream of funeral processions.

The business district is completely torn up. Some buildings have been designated as safe, but the majority have been marked condemned.

As to the future of Texas City, a town that mushroomed to amazing size as the result of the war boom, nobody could venture a guess. Oil companies state that more refineries will be built, and that Texas City will resume

Progress So Far Proves G.L. Men Want Seafarers

By FRED FUSS

TOLEDO — The fact that the SIU is able to petition the National Labor Relations Board for elections on several Lakes fleets bears out our repeated statements that the Lakes seamen want to be represented by the SIU in preference to any company union or the Lake Carriers.

The SIU is not attempting to sell the Lakes men a bill of goods that will later prove to be worthless. We are no Johnny-come-lately Union trying to sell the dreams of any group of Utopians, or any group of politicians owing their allegiance to a foreign power.

Our Union, the Seafarers International Union, is run by and for the seamen. No one group or clique controls the SIU policies.

Our policies are formed as a result of democratic union meetings, and our program is for the best wages, hours, working and living conditions in the industry.

Take a look at the SIU contracts. Compare them with any in existence on the Lakes. You will admit that they're the tops.

Today, the SIU is in the midst of an all-out drive to bring all unorganized Lakes seamen into the SIU as members. We want to bring the same kind of contracts and conditions into existence for all Lakes seamen as are now enjoyed by SIU members.

When the Lakes are organized under the SIU banner, you can walk into your SIU Hall and feel confident that when you register for a job that you will get that job without slipping some crimp a fin.

You don't have to worry about any cousins or friends of the boss cutting you out on your job.

SIU contracts and union representation cover you at all times when you're in the SIU.

Record Of Telephone Company Shows Operators Have Good Beef

By BLACKIE CARDULLO

MARCUS HOOK—The tempo of shipping has slowed somewhat in the past week, but what we lack in shipping we are making up for in contacting the unorganized ships in the area.

The organizing drive is going full blast with more and more of the Sun Oil boys coming in to our Hall on their own accord to join up. The organizing of Sun Oil looks very good and we hope, before long, to announce the progress in this long battle.

The Sun Oil drive has been keeping us busy, but not too busy to keep abreast of the most important labor activity of the day—the telephone strike.

Let's just take a look at the record of the Telephone Company, or shall we say, let's point out the record to some of these politicians who want to hang every member of the telephone union.

First, let's take the average telephone operator's wages and cost of living for one month and compare them. The wages average about \$130.00 a month.

BARE NECESSITIES

The living conditions and expenses next. Room rent and board figure out to about \$60 (unless 3 or 4 live together to make it cheaper), plus about \$30 for lunch and carfare. These are the barest of the bare necessities.

With the remaining \$40, there must be paid insurance, medical care, clothing, etc., which can-

On closer observation of these scabs, we noticed some of them were pretty shabbily dressed, run down heels and stockings with runs. As it happened to be raining, there were three girls under one umbrella and only two out of ten had raincoats.

FIGHT TOGETHER

You could quite well understand that they couldn't afford anymore — not on \$130 per month, yet these very same people can't see that by joining in the strike and fighting altogether they could get their wages raised enough to live like human beings instead of just existing.

Tell me what Bell Telephone big-shot doesn't spend \$130 per month just to operate his big limousine. Which reminds me—

I once worked one day on a farm. After a hard day's work I asked for my pay. The farmer gave me a dollar. When I asked why only a buck he said that was all he could afford.

I told him to keep the dollar as he needed it more than I did. I also told him that if he couldn't pay more than a dollar, he shouldn't hire anyone but should do the work himself.

The same can be said for the Bell Telephone. They say they can't afford a raise. Very well, then if they can't afford to pay a decent wage, they should do the work themselves and not hire girls at starvation wages.

On Overtime

Department Delegates should check to see that all overtime is turned in 72 hours before the ship is scheduled to dock. But this does not mean to hold the overtime until then.

As soon as penalty work is done, a record should be given to the Department head, and one copy held by the man doing the job. In that way there is less chance for things to get fouled up.

Branch Meetings Are A Must For Tripcarders And Permitmen

By EDDIE HIGDON

PHILADELPHIA—The steady stream of ships through the Port of Philly is still holding strong. Plenty of ships are crewing up here, but we seem to have enough men for most of the jobs except among ABs.

At the moment we seem to be having a slight problem with some of the tripcard and permitmen. Most of them never bother to come to the membership meetings, and on Thursday morning there is a grand rush to re-register.

This, boys, is not so hot. How do you ever expect to learn anything about the Union when you never attend the meetings? At the meetings there is always some kind of a beef on the floor, and by attending the meetings you will know the score when something comes up and it concerns you directly.

Let's get together on this. Get-

Needed: Rated Men For SIU Ships And Organizers To Aid In Drives

By JOE ALGINA

NEW YORK—Shipping is still maintaining a rapid pace in the Port of New York. Jobs are plentiful and a good selection of ships is offered.

With the tempo of shipping still on a high level, the number of men taking unorganized ships has fallen off. We still need men

to take the jobs on the unorganized ships — our organizing job has not ended and volunteers are still needed to finish the job.

Trying to get the men to take these jobs is an almost impossible task, so when in the Port of New York, drop in and see the organizers.

There's a job to be done, and the more men who turn out to take these ships, the better will be the future for all Seafarers.

The majority of Robin Line vessels are now paying off in Baltimore. If any of you hear Capetown or Durban calling, Baltimore is the place to get a ship.

The SS Currier, Waterman, signed on down south and headed for Europe. Somewhere along the line she broke down and was towed into New York for repairs. If she remains in port for any length of time, the crew aboard will be paid off.

NIP AND TUCK

With New York still short of rated men in the Deck and Engine Department, the ships calling for crews are finding it nip and tuck to have a full complement for sailing.

In addition to the good shipping, some of our newly organized companies are taking ships out of the boneyards.

The Bloomfield Steamship



Company is taking one out next week, and several other of the new companies will follow suit shortly.

This means more jobs for the SIU, and will increase the shortage of rated men. When these ships start calling for men, it will be any one's guess where the necessary rated men will come from.

A large number of letters have been coming in lately from crewmembers complaining about fellows quitting ships at the last minute without getting a replacement from the Hall.

This is of real concern to the other crewmembers, for it results in a hardship on those left holding the bag. It not only makes for more work for them, but gives the shipowner a chance to put his own men aboard.

This practice has been discussed, shouted about and condemned. It has to stop. It's no use to continue hollering about it, it's up to the members to take it upon themselves to put an end to it.

Send Those Minutes

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



not be done. This anyone can see, but not the Telephone Company.

I've often wondered how telephone operators keep their girlish figures, now I know.

Let's look at the Bell Telephone Company's record:

Thousands of telephones being installed, added work for the operators, added money for the Company, but no added pay for the operators.

Telephone tolls have been doubled since the war, which all goes to show that Bell Telephone can well afford to give these girls a raise.

We were up in Chester, Pa., observing the telephone striker's picketlines. There were six girls on the line and we saw operators walking right through the line—out-and-out scabbing.

Attention Agents

All applications for SIU burial benefits must be mailed to:

JOSEPH VOLPIAN
Special Services Dept.
Seafarers Intl. Union
51 Beaver Street
New York 4, N. Y.

Mistakes In Interpretations Of Shipping Rules Are Clarified

By PAUL GONSORCHIK

NEW YORK—Recently I pointed up the fact that a large number of Seafarers are unaware of the provisions of the shipping rules, or are laboring under a misunderstanding of their application.

To clear up some of the difficulties and give the correct interpretation, it is necessary to illustrate some of the rules most frequently misinterpreted.

Probably the most misunderstood shipping rule is number 14, which reads:

"Members who have shipped, or later quit or get fired, and who do not report back to the Dispatcher within 24 hours after shipping, shall lose their original date."

The statement, "members who have shipped and later quit," means, naturally, that you take a job off the board from the Dispatcher, clear with the company office, and report to the ship, where after working a few hours you decide to quit or get fired.

In order to get your shipping card back, you must report back to the Dispatcher within 24 hours or lose your card.

Some men think there is a three day trial period, during which a man can return to the Hall within 72 hours and reclaim his shipping card, as long as he reports back within 24 hours of quitting the ship.

This is not so. The shipping rules state that you must return to the Hall within 24 hours of being dispatched to the job,

and not within 24 hours of quitting or being fired.

ASSIGNMENT CARD

In addition to shipping rule 14, the back of the assignment slip lists four rules pertaining to reporting aboard, and if dissatisfied with the job or fired, how to regain your shipping card.

1. You must report to the ship with gear within four hours after clearing with the medical examiner.

2. If dispatched between 8 A.M. and 4 P.M., rejection of the job must be reported to the Dispatcher within one hour after boarding the ship.

3. If dispatched after 4 P.M. or on week-end and the job is rejected, watches must be stood until Dispatcher's office opens and receives notice of your rejection of job.

4. Failure to observe above rules, means that you will be dropped to bottom of the shipping list. Second offense will bring a ten dollar fine.

Most members observe the rules and report back to the Hall within a few hours, but there are others who don't. When shown the rule, they say: "Gee, I didn't know anything about it."

When this happens, it is too late to do anything about it. So my suggestion is read the shipping rules, and understand them. If all of us do this, there won't be any hard feelings of unnecessary loss of shipping cards.

The application notifies the office where you want the book sent. If no application is made, you will never receive a book, as headquarters needs the slip to issue the duplicate.

BON VOYAGE

Brother Bush, Patrolman here in Philly, quit last week and shipped out as Bosun on a Waterman scow. Good luck, Charlie. Everybody wishes you the best and that includes the girls at Sonia's.

Brother Walt "Nose" Gardner paid us a visit last week. We sure were glad that he came in as the mail rack was beginning to sag with his correspondence.



About 29 letters came for him in about 5 weeks.

The Deck Department of the Henry W. Beecher: The beef regarding the Skipper working stowaways has been settled. You can collect eight hours each by applying to the Waterman Office, 19 Rector Street, New York.

Waterman Line also has money waiting for Brother Julio Perez of the Haiti Victory, which can be collected at the same office.

Well, the newspapers report that the cost of living has gone up another two percent. And some people wonder why Labor is not satisfied with wages as they are.

Question On The Interpretation Of Contract Comes Up In Boston

By JOHN MOGAN

BOSTON—Shipping continues to be excellent in the port of Boston, although business fell off somewhat over the last few weeks.

The SS Tonto (Pacific Tanker) paid off in Portland, Maine—this ship was out six months, had plenty of beefs, loggings, etc.

The Coast Guard was eliminated from the situation and the Patrolman and the Skipper managed to iron out the beefs without outside assistance.

In Boston the SS Madaket (Waterman) paid off, with the only disputes arising in the Deck Department.

These were ironed out satisfactorily; but an argument developed on this ship with respect to the right of the Stewards Dept. to do any painting aboard.

As a result of this argument, the members of the Stewards Dept., who could have picked out plenty of work painting out officers' quarters, did no painting—and the Deck Dept. didn't have the time during the trip.

PAINTING PROBLEM

Now the basis for the argument was this: some time or

other the various members of the Deck Dept. had been told by some Patrolman that the Stewards Dept. could not paint, that they could sougee only.

And Article 5, Section 13 of the Agreement was quoted in support of the argument. This was held by the Patrolman to mean that the members of the Stewards Dept. can refuse to paint, but that they could paint if they choose. Like the clause in the Agreement about the Bosun being high man in the Deck Dept. (referred to in these columns last week), this clause about who is eligible to do the painting might also stand some clarification in the LOG.

(Editor's note: The question has been put into the hands of Headquarters' experts, and the matter will be clarified in next week's LOG.)

It seems as though the number of performers are increasing with the spurt of good shipping and the Union will have to clean house. Nearly every ship nowadays is carrying one or two so-called "tough guys" who figure their Union books are licenses to bother their shipmates.

ON CHARGES

The Steward on the Stone River was apparently one of these. It is strongly recommended by the crew that this Brother not be allowed to ship until the SS Stone River gets back to the States and the boys get the opportunity to press their charges.

(Note to Brother Mogan and the crews of the SS Fort Frederica, SS Tonto, and the SS Stone River.)

In line with established policy, we have deleted the items referring to charges placed against the Chief Electrician of the former ship, the member on the SS Tonto, and the Steward of the Stone River.

Too many times, the LOG has discovered that charges against an individual have not been pressed and, therefore, guilt not established—or that the charges have been dismissed.

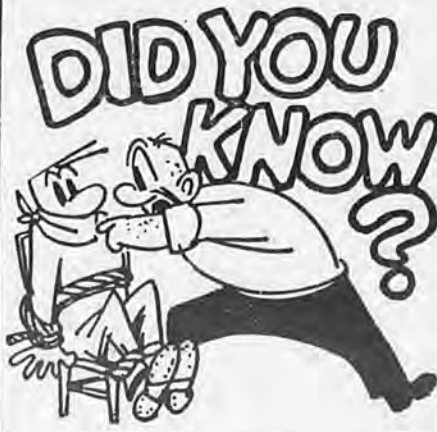
A Brother's reputation and character may very easily be ruined forever by a public notice that charges are placed against him; and notice that the charges were dismissed or not entirely substantiated may not be noticed by all the members who read the first item.

Whenever charges are proved and punishment set by the membership, the LOG will gladly publish the finding as a warning to the membership to beware of the anti-union characters involved.)

Note to the crews of the SS Niantic Victory and the Wacosta: Deck Department members have division of overtime for stowaways and Mate working on deck, respectively.

This overtime, although approved, was not paid on the regular vouchers, as most of the crew assumed. Therefore, all those sharing in this overtime may obtain their money by writing to the Waterman office, 131 State Street, Boston, attention of Mr. E. Kiernan.

The Evangeline is delayed once more, and the most optimistic estimates have her coming out of the shipyard around May 5.



By JOHNNY JOHNSTON

Although she looks only slightly better than the wreck of the Hesperus, the four-masted schooner SS Chiquimula has become the best-known landmark on the old Spanish Trail, popular southern link between Florida and California.

Among the last of what was once a huge and colorful fleet of sailing vessels plying the waters of the seven seas, the Chiquimula is now moored close to the shore at the Eastern end of of Cochran Bridge, which spans Mobile Bay.

The Chiquimula was originally an auxiliary schooner, one of three such vessels built by M. C. Keith, of the United Fruit Company, in 1917. Launched in Seattle, Washington, she was put into service hauling railroad rails and steel to the Company's banana plantations in Central America.

In 1921 she was ordered to St. Andrews Bay, Florida, where her motors were removed and she was converted to full sail by installing topmasts.

She weathered many storms and hurricanes during the years she was in the West Indies trade, and finally laid up in Mobile Bay after steam ran the sailing vessels off the seas.

Captain James Buffett, who is well-known by the oldtimers who sailed out of the Gulf, was the Skipper of the Chiquimula from 1924 to 1927.

The port of New Orleans ranked fourth in the nation in the amount of waterborne trade during the year 1946. Only New York, Baltimore, and Philadelphia, in that order, exceeded the tonnage of shipping weight handled at N.O. during the year, giving the Crescent City clear title to leadership in the Gulf. The total tonnage handled was 5,286,400 long tons.

Baltimore Branch Offers Members A Variety Of Ships And Runs

By WILLIAM RENTZ

BALTIMORE—We have plenty of shipping and no takers, and that's where the rub comes in. Lots of rated men are on the beach, but they do not want to ship unless they get a certain run, or they insist on going with a certain Mate or Chief Engineer.

As a result we have to take in tripcard men to make sure that the ships sail on time. With shipping as good as it is, the membership doesn't give a hoot about the new men coming in, but when shipping gets tight, as it will, then there will be plenty of howls about having to sweat out a shipping list.

The best way to prevent any such thing is to start taking those jobs now, without being too particular. It is for the good of the Union, since we do not want to be overloaded when the boom is over.

WATCH SCAB CABS

The Admiral Cab Company in this town is on strike, and the company has hired scabs to keep the taxis moving. That means that no Seafarers would ride in



the scab cabs, and as far as the drivers are concerned—well, let it go, the LOG Editor would only cross out any words I could use about those strikebreakers.

I would like to say a word about the performers we have in the outfit. Something should be done to these people to see to it that they straighten up and fly right.

They are strictly no benefit to the Union, and they exist solely to get themselves and others into trouble. If they are on a ship, someone else has to do their work, and when they are ashore, they get gassed up and try to tear the city apart.

They show up for the payoff smoked to the gills, and promptly proceed to foul everything up. If they are paid off one hour short, or even fifty hours short, they don't even notice it, but a few days later they come howling to the Patrolman to collect their money.

This wastes a lot of time that could be put to better use in seeing that other members get everything that is coming to them.

We have eliminated some of these characters, but there are still more around that have to be weeded out. Don't get the idea that I am a Prohibitionist. All I'm trying to bring out is that if men want to drink, they should do it away from the Hall, and not on shipboard.

When they come in from a trip, let them wait until after the payoff before they start investing in whiskey stock.

To show how busy the port is, here are listed a small portion of the flock of ships that hit this place during the past week, and where they are heading:

Warrior Point—Pacific Tankers, Aruba and Antwerp; William Clagett — American Pacific, Holland; Mae — Bull Line, Tampa and Boca Grande; R. Lowery — Pope and Talbot, Antwerp; Nelson Aldridge — South Atlantic, Italy; William Allen White — Quaker Line, Denmark; Ben Dixon—Bull Line, Puerto Rico; Canton Vest—Pope and Talbot, Intercoastal; Arizpa — Waterman, Coastwise and then Europe; Roswell Victory — Robin Line; South and East Africa.

You can get an idea of the activity from just these few ships listed. Come down to ship out of Baltimore, if you have a rating, and choose your run.

Collisions And Accidents Mar Week In Duluth

By EINAR NORDAAS

DULUTH—Shipping has definitely started at the head of the Lakes, but it is by no means good as yet. We find ourselves short only of Wheelmen, with unrated men here in large numbers.

The ice, which is still greatly in evidence, and the strong currents have been the cause of several accidents at this end of the Lakes. Several ships have limped in here, badly in need of repairs after a tussle with the Lake Superior ice.

The ice isn't solely responsible for the damages done some of the ships up here, as the Joseph Wood and the International are both in for repairs following their collision in the area of Whitefish Bay.

Another accident occurred when the steamer James A. Farrell struck the west end of the north pier of the Duluth ship canal as she was leaving the harbor.

She was still feeling the effects of her crash with the wharf, when along came the Sonora and plowed into her.

SHIPYARDS BUSY

Both ships then had to unload their cargoes and proceed to the shipyard for repairs. As a result of all the knocking around the ships are taking, the shipyards are being kept busy.

The ships that spent the winter in Duluth have all pulled out for the season's trade with the exception of the barge Magna, which is due to pull out at the end of the week.

Organizer Christian Fuss arrived in town during the week and has been busy contacting the unorganized ships in port. He reports excellent response from the seamen to our organizing drive.

There are, however, a few men, mostly beginners, who are not aware of the excellent record of the SIU. They seem totally indifferent to the fact that

times are gradually changing and soon jobs will not be so plentiful.

TIME WILL COME

They will begin to see the light when the shipowners start laying them off and hiring non-seamen friends and the friends of friends in preference to the regular seamen.

Here's hoping they won't have to wait that long before they get the score.

When all seamen are organized under an SIU agreement such practices will be eliminated. All jobs will come off the board with each man taking his turn on the shipping list whether he registers at the various halls on the Great Lakes, or at the deep water halls.

When the election comes up on your ship in the near future, and you want to choose good conditions, security and top wages, cast your vote for the union that will get you everything that's coming to you—the SIU.

Lakes Seamen Are Signing SIU Pledge Cards

By ED LARKIN

MILWAUKEE—Things here in town are shaping up okay, and the men on the ships we have already petitioned are damn glad that they are finally going to have a chance to vote for the SIU as the union of their choice.

Having talked this over with a number of the men topside, I know how they feel when it comes to the SIU. They know that they won't have to ride the crew in order to get work out of them. Especially, not when they are paying legitimate overtime to the men who are entitled to it.

Here's the case of an Oiler. He has to wash rags, mop the decks, and if he has any spare time, he paints, sougees, chips, and bosses the Coal Passers. Under an SIU contract, that Oiler would get a nice little piece of cabbage for his legitimate overtime.

The poor Oiler has to make 20 minute rounds, work his head off, and for what? Not even thanks from the shipowner.

The only thing he gets is his 10 per cent bonus at the end of the year, provided he rides the ship for at least six months. And he really deserves that, when you consider how much overtime he has lost over the sailing season!

Now is the time to sign those SIU pledge cards! Now, is the time to apply for membership in the SIU! Sign and join, and the provisions of an SIU contract will follow in short order.

Then, when the Great Lakes are solidly SIU, it'll be the end of the Lake Carriers halls and of all open-shop conditions on the Great Lakes.

Then, and only then, will the Great Lakes seamen become full fledged recognized citizens, and not the orphans of the labor movement that they are today.



CULVER STEVENS

Some weeks you have to beat your brains out trying to get a story from the many Seafarers who have sailed as volunteer organizers on the steamship lines which the SIU has organized.

In fact, that's the usual story. Last week it was different, and four men off the SS Argonaut, Isthmian Steamship Company, came into the LOG office to tell their stories.

Only three of them are really volunteers. The other is a young fellow who has sailed Isthmian before, and realizes that with SIU representation, sailing on that company's ships will be a much more pleasant task.

Right after the MM&P strike was over, Culver Stevens, DM, and George Meaney, Bosun, were undecided about what to do. It took only a short discussion, before they both came to the same conclusion.

And that's how they happened to go down to the Isthmian office to ship out.

"When we saw how the strength of our Union won our strike," said Meaney, "and then how we helped out the MM&P, we wanted to do even more for the benefit of the SIU. So we made believe we were anti-union, and soon we were on the Argonaut."

It was a good act they put on, and they convinced the company shipping agent that they wouldn't have anything to do with unions, especially the SIU.

OLD STORY

Sailing Isthmian was an old story to Brother Meaney, since he started with the company as far back as 1924. Brother Stevens also has a few Isthmian scows behind him.

On the ship they met up with John Egga, who sails as AB. John started going to sea because his friends spoke so well of a seaman's life. Now, after eighteen months, he agrees with them.

It didn't take him long to figure out the difference between the SIU and the NMU, or between SIU men and NMUers.

NEW HOURS

Due to the large number of ships in New York calling for crews during off hours and on Sundays, the New York Hall is now operating on a new schedule of hours for registering and shipping.

The new hours are: From Monday through Friday from 8:30 a. m. to 9 p. m.; Saturday 8:30 to 5 p. m. and Sunday from 10 to 3.

MEET THE SEAFARERS

Volunteer Organizers



"It was obvious from the beginning," he said, "that the SIU is a much more democratically run Union, and that SIU members are much better seamen and shipmates."

The fourth member of the party, William Adams, Wiper, came aboard in Colombo, from which he was repatriated. He had been part of the crew of the Beaver Victory, and after an appendicitis operation waited on the beach for another Isthmian ship.

SUP MAN

Adams is an SUP member, and has sailed as volunteer organizer twice before in his two years of sailing time.

But Meaney and Stevens are the real oldtimers. Meaney started sailing in 1909, following in the tradition of the rest of his family.

During the war, he sailed headlong into the danger waters. When questioned about this part of his life, he brushed it aside impatiently with the remark, "Just put down that I made three trips to Russia, three voyages in the South Pacific, and four in the Mediterranean. SIU members will know what that means."

Stevens served for awhile in the Army, getting his training in Field Artillery. He was discharged to go back to sea, and got plenty of fighting in when his ship was attacked in the Mediterranean.

Before going into the Army, Stevens had been a member of the NMU. When he was discharged, he made one more trip on an NMU vessel, and that broke the camel's back.

He complained about how the communists were running the union for their own benefit and not for the good of the membership.

COMMIES ATTACK

He got the regular answer reserved for those who criticize the NMU leadership. For weeks he was the subject of all sorts of attacks, so he finally gave up in disgust and came over to the SIU.

"I've never been sorry I made that decision," he claimed. "At the beginning I felt bad about leaving some of my buddies who don't have any use for the commies either, but now I realize that if they want to clean up their union, they can do it. So I'm happy where I am."

About the trip on the Argonaut, all four are in complete agreement. They think that it was a hard-time ship, and that only an SIU contract can help the men who sail Isthmian.

"We did the work, all right," said Brother Stevens, "but getting paid for it was another story. The day men only averaged 56 hours overtime for the trip, and the ABs averaged 125 hours OT. That's like when I first started shipping on Merchant and Miners ships back in the 1930's."

STINGY SKIPPER

The Captain of the Argonaut made an impression on the crew, and it is doubtful that they will

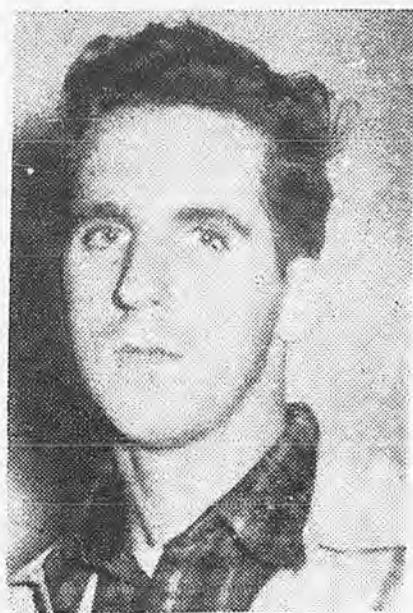
ever forget him. He acted like Isthmian was going broke, and couldn't afford to pay overtime.

His officers were afraid of him, and always asked him before making any decision. For that reason, the ship was usually disorganized, and no one knew what was actually happening.

"The officers acted like kids in kindergarten," was the way George Meaney put it. "If the Mate wanted to break out some men he would first go to the Skipper. The Skipper would refuse, and that would be that."

The tales about the voyage could go on for hours, and in fact they did in the telling. But they all add up to just one thing — It will all be changed when Isthmian goes SIU officially.

During most of the conversation, Adams and Egga sat quietly, listening to Meaney and Stevens. As the interview drew to an end, we popped out our



JOHN EGGA



WILLIAM ADAMS

NMU Has Plenty Of Slogans About Other Things But Not A Word On U.S. Ships Russia Won't Return

NMU seamen who read the Pilot, and those that read the LOG for real news about what goes on in a seaman's life, know that the Pilot has been saying some few things about the transfer of U.S. ships to Panamanian and Honduran registry.

Of course, they have a good beef there, but on another beef they have fallen down miserably. For anyone who knows the history of the NMU, and its tie-up with the communist party, such a fall down is understandable.

It seems that Russia, the country to which many of the NMU officials owe their first allegiance, also has a number of American ships, running under just the same conditions that Panamanian and Honduran ships are prey to. But do the comrades question this? You know the answer to that one.

For over a year now, the U.S. State Department has asked the Soviet Union for the return of 95 ships which were loaned to Russia for wartime use—part of lend-lease. These were to be bought or returned by Russia at the end of hostilities.

They haven't seen fit to do either one, but the NMU has remained strangely silent about that. And the Russians have answered all American questions on this score with stalling or silence.

RUSSIA QUIET

On four separate occasions, beginning with last March 18, the matter has been brought to the attention of the Russians. On that date, the then Ambassador to Russia, Walter B. Smith, wrote a letter to Russian Foreign Minister Molotov, asking for a reply "as a matter of urgency." There has been no reply as yet.

Nor have there been replies to any of the three subsequent queries.

Meanwhile, the Russians are apparently using American ships, Russian crewed, to compete with American crewed vessels.

In fact, at one time, the Russians attempted to bust an SIU-SUP picketline in Baltimore during the height of the SIU strike against the Wage Stabilization Board.

There's a lot of howling going on about Panamanian and Hon-

Rescue Tug Is Battered By Hurricane

Bearing scars sustained as she successfully battled her way through a roaring hurricane, the sea-going tug Farallon limped into the Port of Falmouth, England, last week, with several injured, one of whom, Seafarer Harold Mitchum, was rushed to a Falmouth hospital.

The Farallon was battered as she was going to the rescue of another SIU-crewed vessel, the 7,176-ton SS Caleb Strong, whose rudder had been swept away. The Caleb Strong cancelled her SOS two hours after having sent it.

The Moran tug ran into the hurricane's fury 250 miles off Landsend. The small craft's bridge and navigational instruments were smashed by the 100-foot waves whipped up by the hurricane.

Mitchum and the tug's skipper, Capt. Ralph Thompson, were injured when the first of two waves cascaded over the whole superstructure, smashing windows and admitting tons of water.

The captain remained at the wheel house until he had to be carried below because of heavy loss of blood from severe cuts inflicted by the flying glass.

Brother Mitchum suffered a fractured rib and severe cuts.

As the water swept over the 1,117-ton tug, Seafarer Donald Lupton was washed through the ship's corridor for 15 feet and down an eight foot companionway to the main deck with the steering wheel still in his hand. William Miller, the Third Officer, recovered the wheel and restored it to the steering column.

"The vessel answered to her helm and the ship was turned stern to the sea while we counted our damages and casualties," Miller said.

Canadian Seamen

Members of the SIU have a long record of supporting other unions in a just beef. For this reason, all Seafarers are urged not to purchase the Vancouver Daily Province, a scab newspaper, set up and printed by non-union labor.

The Vancouver, B. C., SIU Branch is supporting the International Typographers Union, AFL, both morally and physically in their eight month old strike.

When in Vancouver show your contempt for the scabs by refusing to buy a newspaper put out by strikebreakers. This will help the ITU members to win their strike for better wages and conditions.



SHIPS' MINUTES AND NEWS

New London 'Breeze' Blows News Straight To Crewmen

The Breeze that the lads aboard the Pacific Tanker SS New London receive from time to time is not a wind current — it's an appropriately named, refreshing little news sheet published "by and for the members of the crew as time permits and news accumulates."

Each edition of the Breeze generally carries from four to six pages of news and banter about the crew and its activities, the ship, and interesting items about the various ports of call. It is printed on 8½ by 13½ inch paper and is apparently run off by the hectograph process—a hectograph being a gelatin pad for making multiple copies.

MARCH 4 ISSUE

The March 4 issue, which was distributed at sea as the New London was off the Azores Islands, gives a detailed description of the makeup of the Azores, its climate and principal products and the major points of interest. Although at press time the particular port of discharge in England wasn't known, the Breeze, anticipating it to be London, released a first-rate roundup as a guide for the crew in the event they hit that port.

Not having a society editor, the Breeze nevertheless reported one of the shipboard top social events—a birthday party tendered in honor of one of the crew. In language and style that would make reporters of the swank goings-on of the shoreside society stiffen green with envy, the Breeze recounted breezily the high-

in the latest creation of robin's egg blue denim, prepared by the Houston Tent and Awning Company, and wore a lovely corsage of oil stains courtesy of the No. 5 tank."

The account concludes with mention of the singing of the inevitable "Happy Birthday" vocal, which the Breeze says "was out of this world—it was hell."

Other features of the March 4 issue dealt with the storms and heavy seas encountered in the current voyage, crew advances in foreign ports, notice of Sunday night bingo games for the crew, etc.

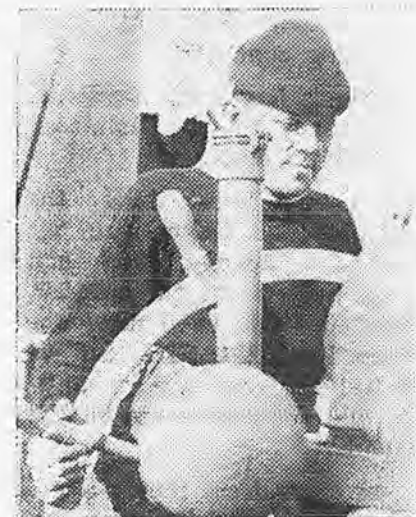
Each issue gives an "orchid" to a New London crewmember for doing a bang-up job." Deibert Jetton, Saloon Messman received this honor in the March 4 Breeze.

WORKING AND RELAXING ABOARD THE MEREDITH VICTORY



All was serene on the voyage which ended at the payoff in Baltimore on March 5, reported Gilbert Parker, OS, shown at wheel in photo at right. ABOVE, three of the Deck Gang handling lines as the Meredith prepares to go through locks in Antwerp, Belgium, the Meredith Victory's destination.

Mugging with coffee mugs, from left to right, Pete, Sam and LaChance obligingly hold still for the cameraman in photo at left. Much of the good photography aboard the Meredith Victory stems from the skill of Brother Parker, one of the SIU's lens enthusiasts.



lights of the affair, which took place in the "elaborate Gag and Vomit Grill of New London."

REAL FORMAL

The reports says, "While the entertainment was supposed to have been informal, a number of Mr. Chadbourne's (his party) friends insisted on formality and washed their faces for the occasion.

"The host," continues our shipboard society story, "came attired



Cold, Ice Slowed Down The Thomas Hyde And Put The Freeze On Crew's Romancing

By GEORGE LEIDEMANN, AB

Crewing up in New York on Jan. 3, the SS Thomas W. Hyde, an Overlakes Liberty, shoved off for Newport News to pick up 8,300 tons of coal for delivery to Oslo, Norway.

This was the beginning of our nightmare. We passed the frozen port of call at Oslo and called

instead at the open ports of Haugesund and Kopervik. The first American ship to dock in these two small ports in over a year, the arrival of the Hyde caused something of a stir, and the crew received a warm and cordial demonstration of friendship from the townspeople.

Winter being at its peak, the

Brothers all agree the atmosphere wasn't exactly ideal for romance. But despite the cold, the fair sex was friendly and understanding. Both towns were dry, but leave it to the Seafarers to find his "aqua vitea" (booze to you!).

Our cargo discharged, we

(Continued on Page 11)

Crawford Men Propose Plan To Remove Slopchest Evils

The growing storm of protest against the abuses and inequities of shipboard slopchest rumbled more loudly as crewmembers of the SS F. Marion Crawford voiced unanimous approval of a resolution calling for posting of "a

Manifest listing all slopchest articles" in the crew messroom before the slopchest is supplied and signing of the Ship's articles."

Declaring that their experience has shown that seamen have been victims of the inadequate supplying of slopchest, the Crawford crew said the move was designed to effect better balanced stocks "and insure the quality of supplies."

AN AMENDMENT

The action stemmed from a motion of Brother Kordakis seeking effective action on slopchest supplies. The resolution reached the floor following an amendment, introduced by Brother Burns, that the original motion be reworded for action at a regular New York membership meeting. All hands agreed to his proposal.

It was brought out further at the Crawford meeting that the plan for posting of the slopchest list would implement enforcement of the motion made at a recent New York membership meeting that all slopchest supplies bear the union label.

Text of the Crawford crew's resolution follows:

TEXT OF RESOLUTION

"Whereas, Experience has shown that seamen have been victimized by inadequate supplying of the slop chest, and also by paying unreasonable prices for shoddy materials, and

"Whereas, In order to insure equal distribution of sizes, and in the quality of supplies

"Therefore, Be It Resolved, That prior to supplying the slopchest a Manifest listing all slopchest articles be posted in the crew messroom for crew inspection, before signing of the ship's articles."

SIU Ship's Minutes In Brief

CAPE BRETON, March 20—Chairman James Humphries; Secretary Mandagoc. Motion carried that each man clean laundry and lounge after using. Motion carried that a special meeting be called in case the laundry is found dirty and to find out who did not clean it up after using. Good and Welfare: Discussion was had on the shortage of cups and glasses. The steward promises to order some as soon as possible. Suggestion that the men clean up the pantry after using the night lunch.



WALTER COLTON, Feb. 1—Chairman J. Cerda; Secretary P. G. Fox. Delegates reported everything in order. New Business: Motion carried to have all hands try not to leave any dirty linen laying around. All soiled linen to be put in bin down below in linen locker. Suggest standby to clean up messhall and all hands to return dirty cups to sink in scullery. Messboys to be more careful with cups, glasses and dishes, also sink outside of galley is not to be used as ash tray.

SEATRAN TEXAS, March 30—Chairman Ed. Gibbs; Secretary D. Dragoo. Motion carried that the delegates check with the union and the company as to why the ships are sailing short handed. Motion



carried that the heads, quarters and mess be painted when needed. Motion carried that water tanks be checked for fuel oil and rust. Motion carried that suitable rooms be made for Stewards department.

SNAKEHEAD, April 15—Chairman G. Stroicher; Secretary E. Tari. Delegates reports accepted. Everything reported okay in their departments. New Business: Motion carried to contact N. Y. Hall concerning the pier head jump made by a trip card. Good and Welfare: All hands pledged their support in cleaning laundry and mess room.

NIANTIC VICTORY, Dec. 21—Chairman D. J. Sheehan; Secretary W. H. Chadburn. Suggestion made that all food-stuffs be kept out of crew's lockers as going into hot climate will draw flies to the food. Motion carried to make Saturday linen day. Motion carried to see that crew and officers

are treated alike at the slop-chest. Good and Welfare: All present stood in silence for one minute in respect for departed Brothers. Suggestion that Steward secure nuts and candies in Panama for Christmas Dinner.

NIANTIC VICTORY, March 15—Chairman Morris Norris; Secretary Danny Sheehan. Delegates' reports accepted and field. New Business: Motion carried to give the Electricians a vote of thanks for taking care of toasters, fans and percolators. Motion carried to give the Steward a vote of thanks for ordering fresh stores and taking care of the men in the hospital. Engine Delegate states much overtime is being disputed by the Captain after being okayed by the First and Chief Engineers. Good and Welfare: Discussion on everything in general. Feeling was that cigarette ration should be increased as there are plenty of cigarettes and they will get stale.



MIDWAY HILLS, March 5—Chairman Wagner; Secretary Charles Johnsen. Good and Welfare: Motion carried that the same rulings of the previous trip be retained concerning fines and offenses. Ships' delegate was requested to see the First Assistant Engineer about the water conditions in the 12-4 cabins. Crew was given a warning about smoking on deck.

MIDWAY HILLS, April 5—Chairman Wagner; Secretary E. Spear. Deck Delegate reported requisition for repairs to be ready for submission to proper authorities. Engine and Stewards delegates reported all running smoothly. Good and Welfare: Motion carried that all linen be turned in on pay day before the crew leaves the ship. Motion carried to stand firm and not sail the ship until all repairs are made.



JOLIET VICTORY, Feb. 25, Chairman Joe Wright; Secretary Ray McCannon. Numerous complains registered on the food situation. Steward charged with catering to the topside. Good and Welfare: Motion made that duplicate repair list be secured for the head of each department and a slip be placed in each messhall calling for additional repair items.

MOLINE VICTORY, March 9—Chairman Milina; Secretary Corriher. Several members spoke on the fruit juice situation complaining that during the trip they had fruit juices only six of seven times. Steward produced the bill of fare to prove that juices were served more times than stated. Delegates reported all smooth in their departments. All hands stood in silence for one minute in memory of lost brothers.

SEAFARER SAM SAYS:

DON'T MAKE IT TOUGH FOR YOURSELF!



BRING UP YOUR BEEFS AT THE PORT OF PAY-OFF; DON'T TAKE THEM TO ANOTHER PORT WHERE THE UNION OFFICIALS ARE NOT ACQUAINTED WITH YOUR PARTICULAR SET-UP AND HAVE TO SPEND MUCH

MORE TIME BEFORE THEY CAN GET EVERYTHING SQUARED AWAY. IT'S YOUR TIME AND YOUR MONEY—SO SETTLE YOUR BEEFS AT THE POINT OF PRODUCTION!



CUT and RUN

By HANK

Every week that this LOG comes out there's plenty of information important to every Brother—information which is essential to his job as a sailor and to his job as a union man. This is why we urge every Brother to read every page. Don't miss anything. Don't depend on the other guy to tell you what's cookin, etc.—he might be just like you because he forgot to read every week's LOG or lazily missed a few pages. So, while you're resting your dry anchor in port to be sure to read your Union paper, new pamphlets, etc., and when you've grabbed a ship just wrap your arm around a few week's bundles of the latest LOGS and save them for distribution in those foreign ports—for SIU ships, all those unorgnized ships and those favorite bars. Furthermore, to coil a phrase—your ships are your homes—keep them clean at all times—even when the Old Man doesn't make a daily inspection. You won't have all kinds of beefs, fines, and roaches on your ships if you perform your jobs—doing your work which always includes keeping your quarters, passageways, clothes, etc. in clean shape. If you guys want to make a home on those coast-wise ships then here's two varieties. Pan-Atlantic Steamship Company will have three Victory ships operating exclusively from New York, sailing every Friday afternoon for Miami, Tampa, New Orleans then to Mobile, Panama City and Port St. Joe.

The four vessels now in this trade will operate to the Gulf from Boston and Philadelphia for the following ports: Miami, Tampa, New Orleans, Mobile, Panama City and Port St. Joe.

Well, we're not going to beat around the bush about it. We'll just say that Brother Pete Bush, one of our shipmates and an oldtimer, is anchored in our town. Another shipmate in town right now is Edgar Kurz. So is Bosun Bera Smyley, just back from a trip to Lisbon, Portugal. Brother John Murray, who just came in from a five week trip confessed that he'll be grabbing the first job he can—no matter where the ship's going—coastwise or foreign. Well, there's a brother who doesn't waste his time on the beach, waiting for those special trips. Brother Frank Szczepanski is now sailing up there in the Lakes. Bon season to you Frank! Meanwhile, the LOG will be going to your home up there every week, as you requested.

ODD STREETS AND TOWNS SOME SEAFARERS LIVE IN; James McFarlane—in the town of Rice Lake. Frank W. Christy—on Tuxedo Avenue. Joseph F. Schumsky—on American Avenue. John H. Stone—in the town of Cocoa. Gordon Dalman—on Cherry Street in the town of Holland. We appreciated receiving a postcard from Brother Steve Girolmo while his ship took a breathing spell down in Capetown, South Africa. Steve writes: "Just arrived and am having a good time. Give Paul and Benny my regards. Tell Benny I'll drop him a line in the next port. So long for now." Brother Raffaele Garofalo is in this town right now—all ready for a voyage. Deck Engineer Weaver Manning arrived two weeks ago. Brother Weaver asked us to let his shimate Joe James know about his presence in town and to look him up. However, if we recall correctly, Brother James shipped recently, forgetting to tell us what ship, though. To oldtimer John L. Cobb down in New Orleans: Your LOG is now being sent weekly, as you requested.

NEWS ITEM: Only prompt government action will prevent complete cessation of merchant shipbuilding in the next 12 months in the U. S., H. Gerrish Smith, president of the Shipbuilders Council of America, declared recently. He said that on the basis of present contracts, not a single ocean-going merchant vessel will be under construction after the first quarter of 1948.

Cold, Ice Make Going Tough For The Hyde And Her Crew

(Continued from Page 10)

steamed through the ice-bound port of Kristiansand, where we loaded sand ballast below and on deck in preparation for the voyage home. As we inched our way out of the harbor the thick ice caused some damage to the old girl. An inspection revealed a bent rudder and a broken propeller.

The Hyde's skipper, Captain Christensen, changed her course and we headed for the Clyde River anchorage to undergo re-



pairs. However, the Glasgow shipyards were unable to accommodate us. So we were sent to Liverpool, where we got the good old runaround for 22 days.

The crew did its best to give the Lime Street glamour girls a run for their shillings. Later, however, these dolls developed somewhat of a dislike for the Hyde's men—or the men's hides—being that we had learned the score. All hands agreed that most of these Lime Street "commandos" are only looking for some sucker and a one-way ticket to the States.

On the business side, the Deck Department had its hands full with the Chief Mate, who was often referred to as "the eager beaver in the eager beaver coat," because he was seen so frequently on deck working in a fur coat. The Deck gang had to show Mr. Mate from time to time that it could take orders from Bosun Ed Callaghan and do its job in seamen-like fashion.

Schiavone, the Bellyrobber, did the best he could to make the two months' supply of stores, plus the small amount purchased in Liverpool, last a long three months. In keeping the crew contented, he had the able assistance of Frank "Baby-Baby" Rosso.

Under the supervision of the First Ass't., J. G. Sidlo; the Second, Jack Pierce; and the Third, Palmer, John Molini our Engine Delegate, calmly took everything in stride when he wasn't bucking the pangs of the North Atlantic and the sneers of the Chief Engineer—a Calmar character. Enough said!

Cooperation of the Black Gang was tops, bringing the ship into New Orleans in better condition than they found it.

A clean payoff was the Hyde's answer on April 17. Hank Adamowicz, the Deck Delegate, reported all beefs settled satisfactorily, as did Brother Moline, Engine Delegate, and Dan Clifford, Stewards Delegate.

We're hoping that in the future the older members of the SIU will explain a few things on the advantages of strong unionism to trip carders and non-union men. The Union is growing. Let's keep it growing.

THE MEMBERSHIP SPEAKS



Captain And Catfish Cause Ruckus On Bauxite Vessel

To the Editor:

This letter is from the Deck Department of the SS Roy K. Johnson, Alcoa Steamship Company, at present shuttling bauxite from Paranam, Dutch Guiana, to Port of Spain, Trinidad, and is concerned with the exploits of the vessel's skipper, nicknamed by the Deck Gang, "King Catfish."

BALTIMORE MARINE HOSPITAL GRUB CALLED BAD

To the Editor:

After reading the write-up in the Log about the New Orleans Marine Hospital, and what a job the Union did in getting all the beefs there straightened out, I figured it was about time that something was done about this one in Baltimore.

The patients who go to the messhall for their "garbage" can verify this. Anytime you ask for seconds and thirds here you are informed that there isn't any. If you blow your top, the dietician tells you to try and get the same meal on the outside for less than a dollar.

The doctors and nurses, here, however, are the best. They're always ready to smile. Of course, now and then they may give a patient a snappy answer, but that's to be expected because they're really overworked the same as the galley gang.

(Name withheld on request).
Marine Hospital
Baltimore, Md.

He had his feelings hurt about a week ago, when he had discovered that some character had thrown a dead catfish into his ventilator, causing a very bad smell within a couple of days.

Calling up the three Delegates, he issued his verbal proclamation that if we didn't go below and find out who threw the catfish into the ventilator he would not only be extra rough with the Deck Department but he would refuse the whole crew a draw while at anchor.

Then he came out with the latest of sob stories, impressing us with the fact that while in port he had been letting the Deck men knock off to wash up, sometimes as early as 4:30 p. m. on day work, and that they then turned around and put down overtime for the Second Mate knocking himself out doing sailor's work.

Thus far, this skipper has been an ideal Captain. He has been so kind as to inflict nine logs on five sailors. He has hired Dutch shoregangs to wash down the decks when leaving port, so as to beat us out of overtime. He has made the round of the foc'sle to grab the sailor's refreshments; and he has done about every other petty thing that a man of his caliber can dream up.

We should pay off in New Orleans about May 5, at which time we will have quite a few of the Captain's escapades to talk over with the New Orleans Patrolmen.

J. W. Horn, Deck Del.
C. Brewer
T. Kiiski

TWO OF THE HOSPITALIZED SEAFARERS



Above, John Dykes lifts his head from stretcher at London airport a few moments before he took off on last lap of 11,000 mile trip from Karachi, India to U. S. for medical treatment. Brother Dykes, a Cook on Isthmian's SS Henry Gluckman, developed a spinal paralysis in Karachi in December. In a plaster case from his hips down, he was flown the entire distance and is now in Staten Island, N. Y., Marine Hospital undergoing treatment.

Smiling and in good spirits, Victor Placey, (photo right) AB, spends his 27th day in Rouen, France, hospital. He fell 21 feet from deck of the SS Benjamin Goodhue to stone dock below, sustaining a broken hand and elbow.



Log-A-Rhythms

The Legend Of The 3rd Engineer

By BILL ROBINSON

On the good ship A. A. Roney
Sailing up and down the coast,
There was one who was a phony—
My God! How he could boast!
Third Engineer was his handle,
And Jonesy was his name—
Though he couldn't hold a candle
His boasting was his fame.

REFRAIN:

I'm just the ornriest engineer that's in the fleet,
Just to watch me work is quite a treat,
I can handle any throttle
(Just as long as I've my bottle)
There's not a ship afloat I can't beat.

Oh, the night was dark and dreary
As the Roney lay in port
And the Third was mighty weary
As he took another snort,
And his thoughts grew slower madder
'Til he's sure he heard a bell;
As he staggered down the ladder,
You could hear our hero yell:

REFRAIN:

"Half-astern!" old Jonsey shouted,
"Stop!—Slow—and Full Ahead!
"I swear I'll not be routed!"—
But the bells were in his head;
The dock lines strained and parted—
Through the night of wind and rain,
Out to sea the old ship started,
While one heard this wild refrain:

REFRAIN:

Quick the AB and the Oiler,
Jumped out upon the dock;
The Fireman left his boiler—
And the Night Mate died of shock
So Jonesy sailed the old tub out,
Alone on board was he,
While faintly you could hear his shout
Come back across the sea.

REFRAIN:

At times when stars are hiding
And you're far away from land
You can see the ship a'gliding
Steered by an angel's hand;



And when that ship comes sailing
With ghost-lites on the mast,
You may hear that eerie wailing
From the far distant past.

REFRAIN:

I'm just the ornriest engineer that's in the fleet,
Just to watch me work is quite a treat,
I can handle any throttle
(Just as long as I've my bottle)
There's not a ship afloat I can't beat.

Brothers Mold SIU Good Will

To the Editor:

Just got back from Puerto Rico, where Brothers J. A. Rodriguez, Miguel Torres and myself have been since we paid off a ship in Ponce about a month ago.

We owe thanks to Facundo's Airways ticket office, which occupies the office topside of our Union Hall in San Juan, for the excellent service and attention the owner and his wife gave in arranging passage for the three of us back to New York.

They secured places for us aboard one of the best planes they have, for they always give merchant seamen a break. They also paid my wife's taxi fare from the airport back to our home in Puerto Rico. Words are not adequate for the service and attention shown us on board the plane.

We had everything we wanted at the stopovers in Mayaguez, Miami, and in North Carolina. At the airport in North Carolina, where we arrived late at night, all the passengers were taken to the restaurant. The proprietor had to be awakened and his help

had all gone home. The 30 passengers had to be fed and fed quickly, so when the guy threw up his hands you couldn't blame him. That's where we jumped in.

We took off our coats and started serving everybody everything they wanted from eggs to steak. And we let them know they were getting SIU service. They were all very thankful, because some of them didn't speak English. We told them not to thank me, but that they should thank the Seafarers International Union. Of course, we also gave them a bit of a pep talk, building the SIU's good will.

George Litchfield
Miguel Torres
J. A. Rodriguez



Suggests Union Expand Educational Facilities

To the Editor:

The crew of this vessel, an Alcoa Liberty on the "rum and bauxite" run, recently became acquainted with the six per cent wage and overtime increase. We wish to acknowledge such with a vote of thanks to the negotiating committee. Such increases in wages and overtime mean more pork chops to offset the rising cost of living.

The crew, furthermore, protests such bills introduced in Congress by such labor haters as Ball, Case and Taft. Also the tax bill introduced by Knutson, which will have little effect upon the working man, but will reduce the taxes paid by Capital to an enormous extent.

NEED FOR EDUCATION

Trade union education is needed in our ranks very seriously. The Educational Department should gear itself to a new high. It is the writer's belief that the SEAFARERS LOG should be expanded and many new features added.

In addition, trade unionists should be hired as writers, or more articles from our officials on all points of the labor situation. It is not the writer's wish to complain to the Editor as to how the LOG is compiled, but lessons should be learned from other labor papers and journals. I am unhappy to state that in many aspects the LOG is like a high school paper. If necessary funds are not available to enlarge and improve the LOG, an assessment should be raised by the membership to do so.

Times like these are when we need to educate some of our newer members who do not even understand trade union terms and the machinery of such. Even the newer members added during the war are not entirely enlightened as to the pitfalls of the situation now facing them.

A suggestion to the Editor, would be to print the New York meeting in the LOG. The following week's editions could print one of the ports' meetings, based upon the value of the meeting, then a return to the main branch's meeting for the next edition.

Also a "Letters to the Editor page" where individual letters which deal with the improvement of conditions, wages, etc., could become known to the membership.

Such letters should be accepted on their ability, not only on improvements, etc., but on trade union principles, and the political situation relating to the labor unions.

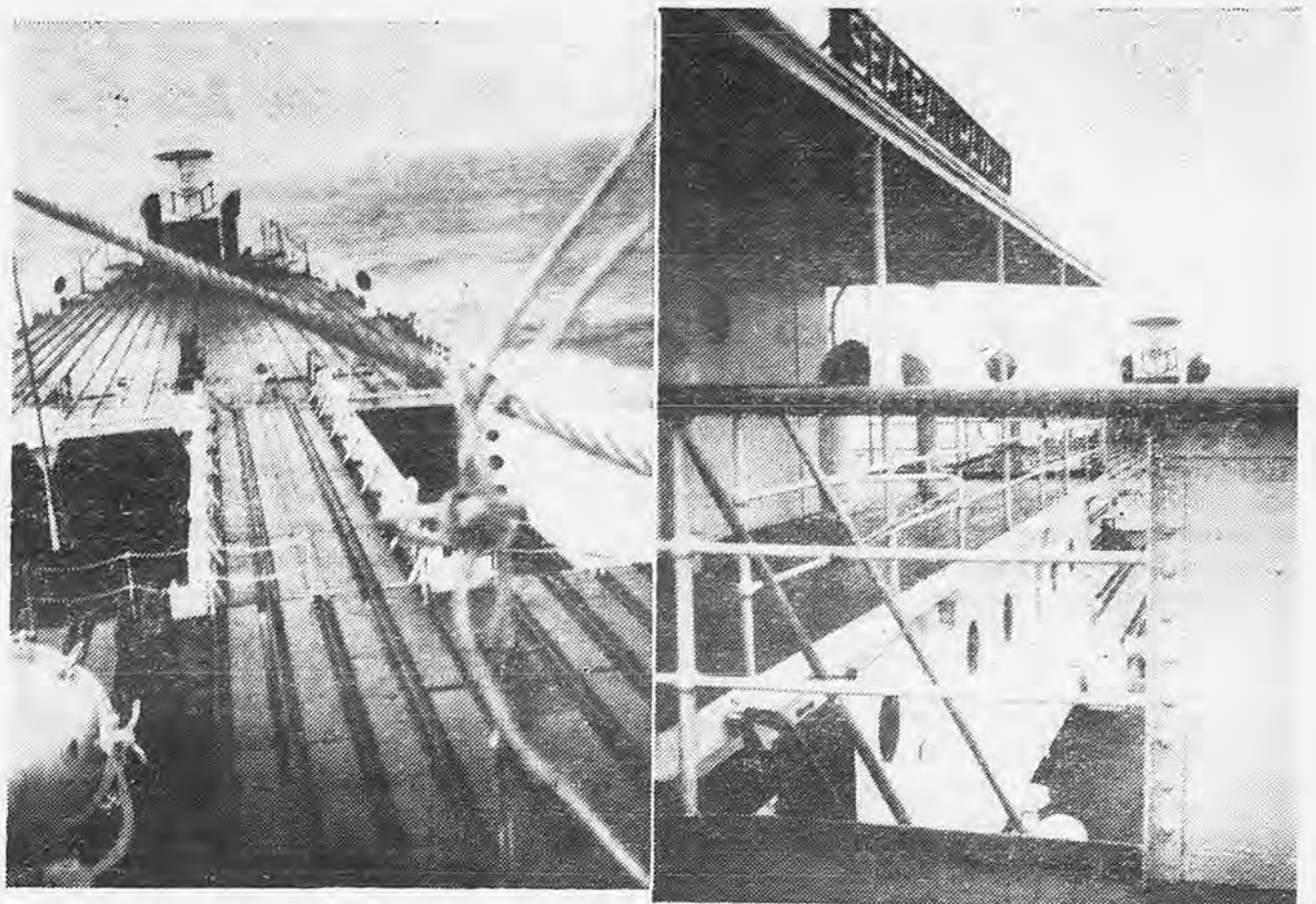
I think there would be a quick reaction from the membership to let off steam and encourage improvement.

Lee DeParlier,

SS Charles A. Warfield

(Ed. note: The LOG already has a "Letters to the Editor page"—in fact, two pages (12 and 13) are invariably devoted to letters from the membership. LOG policy is to encourage such letters from the Brothers. Brother DeParlier evidently agrees with this principle. So, what do you say, fellows, let's keep those letters rolling in.)

SS SEATRAN HAVANA RE-ENTERS THE GULF



Two views aboard the Seatrain vessel, which recently called at the Port of Galveston on its first trip to the Gulf since termination of its war service. Seafarer A. Van Dyke, Deck Delegate on the Havana, one of the four new Seatrain ships, stated that he and shipmates "can sure say we have had the best representation given by a Union, barring none."

Factional Split Spells Disaster For NMU

To the Editor:

I have read in the columns of the LOG letters written by former members of the NMU. I was particularly interested in the reasons given by some of them for their desertion of the unholy outfit.

From the statements of these men, and from what we see in the press, all is not harmonious in the Moscow camp. And there is other evidence that unionism is not the only doctrine preached from the alters of Joe Curran's red temple.

The misleaders of the NMU have too long been using labor's cloak to conceal their real purpose, which is to tear down all American institutions and destroy our way of life. No wonder decent citizens are becoming nauseated and are deserting in droves.

The SIU is first, and all the time, strictly an American organization. We have had labor disputes in the past, we will have them in the future. We

have settled the past ones, and the future ones will be settled in the good old American way.

SIU HELPS

Anyone with an ounce of grey matter knows that the American standard of living is the highest on earth, so far superior to the

and we got to gabbing. He said that he and hundreds of others didn't like their officers.

When asked why the membership did not vote incompetents out of office, he said, "We can't, they are the big bosses."

Imagine our SIU tolerating any big bosses!

This NMUer also told me they had to play ball with a few big shots otherwise they would be discriminated against. What kind of a setup is that?

Well, it won't be long. A house divided against itself must surely fall. Soon there will only be left Harry Bridges, Earl Browder, little Joey Curran — oh yes, and Joe Stalin, the real big boss.

Joseph J. Malone, Steward
SS John Gibbon



next best that a comparison is absurd. And it is the aim of the SIU to do its part to maintain these standards.

When in France last voyage, an NMU Steward came aboard my ship (he wanted something),

Rotary Shipping Menaced By Congressional Measure

To the Editor:

An anti-labor Congress is at present engaged in making bills designed to ruin the free American labor movement.

These bills would ruin rotary shipping by abolishing the closed shop. The shipowners would be free to pack the ships with flunks and destroy union solidarity.

It would outlaw many strikes for decent conditions. Workers would be stampeded back to

lars profit. In the first three months of this year they made 22.5 millions in profits.

While basic prices are sky-high by business profiteering, a big-business Congress is trying to destroy the ability of the worker to maintain his economic needs. With the workers it's a question of bread and butter, not diamonds and mansions.

A. Goldfarb



substandard conditions by threats of fines or imprisonment. Labor is on the verge of losing its hard-won liberties.

The SIU should take the lead in effectively protesting the unfair methods of Congress. Literature and petitions should be passed out all over. Congressmen should be informed that the SIU will print lists of their voting records in labor legislation. These lists should be sent to unions in the various Congressmen's districts.

In a previous wartime year, U.S. Steel made 45 million dol-

SS Charles Warfield's High Pressure Man Aims To Crack Whip In All 3 Departments

To the Editor:

I'm writing to the LOG to let the rank and file know about the high pressure Chief Engineer we have aboard the SS Charles A. Warfield, an Alcoa ship.

Although he goes out of the MEBA Hall on union wages, he is an anti-union man. He goes into the engine room with his high pressure and a chip on his shoulder. And I thought high pressure went out with the end of the War era.

This Chief Engineer is forever talking about and against the union, and he is bad medicine to young men just starting to sea. He also has his say all over the ship, which makes for a miserable trip. Not only does he try to run all three departments, but he also wants overtime cut down in each of them.

I have had a few words with this character, as well as with the First Assistant Engineer,

who is anti-union, too. The engine room has not been painted for sometime, probably to keep down the overtime, and it is a very filthy looking engine room. Maybe the reason he is having



it painted now is that the company told him to clean and paint it up this trip.

The First turned the Firemen to painting the fire room and about one week later, he asked

the Oilers to start painting the overhead in the engine room. Proper equipment for the staging could not be found. So I told the First that asking the men to work under unsafe conditions was out. I told him the Oilers would be willing to paint if they had planks for the staging, but that we couldn't take a chance on breaking a leg. First replied that if the men wouldn't take the chance on painting the overhead, they couldn't paint at all.

With that phony remark, I told the Firemen not to paint any more either. In this Union we work together as good union men and seamen should, and not against each other.

This is an example of how an engineer, who is against labor and all the conditions we have fought for and won, attempts to destroy good unionism by anti-union talk and action.

Frank J. Kane

Let's Have 'Em

This is it, Brothers!

Right on these pages is a good place to blow your top. If you've got a beef or some suggestions you think will be of benefit to your Union and your Brothers, why not have it printed in the LOG?

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

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

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

Supplemental Agreement

Between

Seafarers International Union Of North America

ATLANTIC & GULF DISTRICT

and the

United States Maritime Commission

Moran Towing & Transportation Co., Inc., General Agent

This supplemental agreement made and entered into this 30th day of April, 1947.

The wage scales and overtime rates now in the contract dated February 1, 1944 and the addendums thereto, between the Seafarers International Union of North America, Atlantic & Gulf District, and the United States Maritime Commission, Moran Towing and Transportation Co., Inc., General Agent, covering V-4 Ocean Towing Vessels are hereby cancelled and the wage scales and overtime rates set forth herein shall be substituted. All other terms and conditions shall continue in full force and effect pending completion of negotiations to amend the general rules.

1. **Wages.** Effective January 1, 1947, the monthly rates of pay of Unlicensed Personnel, when the respective ratings are carried, shall be as follows:

Deck Department	
Boatswain	\$251.75
Able Seaman	198.75
Ordinary Seaman	161.65
Engine Department	
Electrician	\$312.17
Oiler-Diesel	212.27
Wiper	188.15
Stewards Department	
Steward Cook	\$241.15
Second Cook	225.25
Messman	161.65

2. **Overtime.** The overtime rate, effective January 1, 1947, for Unlicensed Personnel receiving less than \$200 per month, shall be \$1.17 per hour, and for those receiving \$200 or more per month, \$1.43 per hour.

3. **Inequity Increases.** The following inequity increases shall be

Green Backs Drive To Admit 400,000 Displaced Persons

Two top leaders of the American Federation of Labor, President William Green, and Secretary-Treasurer George Meany, have both gone on record as favoring House Bill 2910, which provides for entry of 400,000 displaced persons over a four year period.

The bill is based on a resolution adopted unanimously at the last AFL Convention in Chicago, and is an emergency measure which will not change existing immigration laws.

In announcing his support, Mr. Green stated, "It is my firm conviction that the United States Government should admit at least 400,000 of these people-victims of all forms of religious and political persecution. This is even less than half of the number of immigrants who could have legally entered our ports, but did not do so because of the war."

granted, retroactive to June 15, 1946, to continue through December 31, 1946:

	Monthly Increase	New Base Pay
Able Seaman	\$10.00	\$187.50
Wiper	15.00	177.50

4. **Utility Man.** As soon as quarters are made available, a Utility Man shall be added to the complement of the Stewards Department, the rate of pay to be the same as that of the messmen. This addition will not be made later than:

- (a) June 15, 1947 on coastwise employed V-4 Ocean Towing Vessels.
- (b) On foreign employed V-4 Ocean Towing Vessels at the time of the next signing of articles.

5. **Travel, Subsistence and Meals.** Travel subsistence shall be at the rate of \$4.25 per day; and meal allowance shall be \$1.05 for breakfast, \$1.05 for dinner and \$1.05 for supper. The increase in travel subsistence and meal allowance shall be retroactive to March 11, 1947.

6. **Standby Work.** When men are hired by the Company for standby work in port by the day and board and lodging are not furnished to them on the ship, they shall be paid at the rate of \$1.537 per hour. Their regular hours of work shall be from 3 A.M. to Noon and from 1 P.M. to 5 P.M. Monday through Friday. Any work performed by them outside their regular hours of work shall be paid for at the rate of \$2.30 1/2 per hour. Men hired to perform standby work shall perform any work that shall be assigned to them by their superior officer, and they shall not be subject to any working rules set forth in this agreement unless they shall be required to keep steam in the boilers or oil winches. When standby work in any particular department is to be performed, an effort shall be made to obtain men with ratings in such department if they are available and are competent to perform such work.

Any man so hired for standby work that reports when ordered, shall be guaranteed not less than four hours work and shall be paid in accordance with the rates of pay outlined in this section.

Standby work shall be understood to mean work performed by extra men who are not members of a regular or skeleton crew.

7. This agreement is signed subject to the approval of the

United States Maritime Commission with a joint request by the parties thereto that it be approved by the United States Maritime Commission.

For—
UNITED STATES MARITIME COMMISSION
Moran Towing & Transportation Co., Inc.
General Agent
R. FOX, Vice President

For—
SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA
Atlantic & Gulf District
J. P. SHULER
S. CARDULLO

Date Set For Huron Election; SIU Helps NMU Get On Ballot

DETROIT, April 25—SIU International Representative Earl Sheppard today signed a consent election agreement at the Local NLRB office for an election to determine the union bargaining agent for the Huron Transportation Company's unlicensed personnel.

In a move designed to expedite the election and overcome any possible delays, Brother Sheppard agreed to the inclusion of the National Maritime Union—CIO on the ballot as the intervenor.

At a prior meeting in the NLRB offices on April 18, the NMU had requested that they be granted one week in which to prove that they had sufficient strength aboard the two Huron ships to secure a place on the NLRB election ballot along with the SIU. Both the SIU and company representatives agreed to this request.

On the 25th, the NMU representatives submitted what they claimed were 8 pledge cards and several membership record cards, purporting to be from members aboard the Huron ships. However, on checking these cards with a payroll list as of April 15, NLRB Field Examiner Robert Wiener found that none of these names were on that list!

Despite this lack of proof of any representation, the SIU agreed to allow the NMU on the ballot rather than have the election held up by any of their familiar stalling tactics. After all, what does the SIU have to lose with the NMU on the ballot, when better than 90 percent of the Huron seamen have already signed SIU pledge cards asking for the protection of SIU representation and SIU contracts.

ELECTION STIPULATIONS

After the SIU agreed to include the NMU on the ballot, the assembled group got down

Sometimes Characters Have Reasons For Being That Way

By LOUIS GOFFIN

I've sailed with all kinds of characters in my day. Good ones, bad ones, funny ones and some not so funny. In fact, aboard ship almost any guy who picks up his peas with a knife is called a character.

If a guy does a few things out of the ordinary, the label, "character," is quickly pinned on him, without any of us bothering to learn why he is a "character."

Who knows, if we were burdened with what may be on his mind, or lack of it, our actions might not be far different.

Such was the case with a Steward I once shipped with. He was a real character, at least that was the label we quickly attached to him.

It all happened aboard the SS Eglantine, sailing out of New Orleans in the early '30s. The Steward was new aboard, and as soon as the ship left port we all noticed there was something kind of queer about the guy.

He always kept to himself and when off duty he stayed in his room with the door locked.

He had a rough department to handle, for no one knew much about cooking. His Chief Cook was a lumberjack and all his food tasted like wood shavings. Things were rough, and if it hadn't been for the Second Cook and Baker, we would have starved.

SOMEONE AFTER HIM

When we hit our European ports, the Steward stayed aboard. He never went ashore, but spent his time off in his room. When the Skipper suggested that he go out and get some air, he refused, stating, "Someone is out to knock me off!"

We'd sailed with characters before, but when we heard this, we started keeping an eye on him. We were sure the guy was imagining things, so we began waiting for something to pop.

We weren't disappointed in that, for about 80 miles south of the Azores, on our trip home, we woke up one bright Sunday morning to find no Steward around.

We searched the ship fore and aft, and found not a trace of him. The Skipper ordered the ship around and we went over the course we had traveled during the night.

A few miles back we found what we were all afraid of: Floating on the water was his apron and somewhere way down deep he had joined thousands of other seamen who had found a grave in the deep waters of the Atlantic.

PUZZLED CREW

Naturally, we were all puzzled why the guy had knocked himself off. No one could get to him way out in the ocean to do a job on him, so we waited until the ship got into New Orleans, and there we got the story.

It seems that the guy had a beautiful doll for a wife, and he had found out she was two-



timing him while he was at sea. The guy pleaded with the babe to be good, but she was getting ready to dump him and just laughed in his face.

Can you imagine a guy knocking himself off over a dame? We couldn't either, so we looked up his widow.

She turned out to be a beautiful blonde, done to perfection. After our look-see, we could almost see how the guy couldn't live without her. In fact, we felt kind of sorry for the guy.

And, we found the answer to why this "character" acted as he did.

Final Dispatch

BROTHER MATTHEW CARSON
No. 7445

Born in Scotland, Oct. 1882, became full member of the SIU in June 1941. Past away on March 29, 1947 in good standing. Was buried by the Union.

Unclaimed Baggage — New York

Last week an article in the LOG called attention to the fact that there is a considerable amount of gear, not bearing the owners' addresses, which has been held in the 4th floor baggage room of the New York Hall at 51 Beaver Street for longer than the three-month limit.

Since then the addresses of the owners of several of these packages have been traced, and the gear has been sent to them C.O.D. However, gear is still being held that does not bear the names or addresses of the owners, and since all unclaimed baggage will be disposed of 30 days from last week, it is urged that all claimants write to the Hall immediately and give a complete description of their gear and where it may be sent.

Only three weeks remain before the deadline. Below is a list of names of those for whom baggage will be held for that period. If your name appears below, send a description of your gear, and the address to which it may be sent. If your name doesn't appear, and you have gear at the New York Hall, send the necessary information immediately.

COATE, N. V.
ARNOLD, GEORGE
STAMFORD, JOHN P.
FITZGERALD, JOSEPH
OVIAL, VALLY
BLUMLER, TED
MECHNEUMAZ
MARCIGLIO, ROBERTS
GRESHAM, ARTHUR L.
REARDON, CARL
SIMMONS, STEVE M.
WOLFE, W.
MACGAN, ROBERT
LAW, F.
SLY, RAYMOND
DAVIS, REUELL
STOVE, AGIL
B. F. R.
MANUEL, FLORES
GERNER, V.
DARUCO, D.
WATKINS, J.
LEWIS, JOE
DAVIS, P. H.
CASFAR, JOHN
NEUGENT, S. H.
DeVITO
SANTO, WALTER

ARMSTRONG, G.
HUNT, MERC
WERNICK, ABE
SMITH, A.
MICHUIEWICZ, JOHN
RARPOWICH, ADAM
PETERSON, ELLAR
ROMAIN, CHARLES
HARRIS, KEN D.
HARVY, DAVID R.
CHOWOZ, PAUL L.
McIVES, W.
BLACKBURN, ATHOL
WARD, W. L.
BURK, H.
PRULO, R.
DEFRANCH, SYRIL
DOTY, G. E.
MURRY
EDUE, JOHN M.
WESTPHEL EDWIN
JOHNSON, EDGAR
WARD, WILLIAM L.
DAVIS L.
AUGER, BOB
OLENO, JOHN
JENNINGS, NORMAN
RABITZ, H. J.
COX, KENNETH
MILLER, O. SEA
JOHNSON, ROBERT
LESS, TIMOTHY
MACALINE, H.
BECKLEY, RICHARD
WHITE, F. E.
BLUE, MONTE
DUBE, JOSEPH
LISTERMAN, CLARENCE
CABAN, JOSE
WATTIGEY, E.
NICOLL, GEORGE

SIU HALLS

ASHTABULA 1027 West Fifth St.
BALTIMORE 14 North Gay St.
Calvert 4539
BOSTON 276 State St.
Boudoin 4455
BUFFALO 10 Exchange St.
Cleveland 7391
CHICAGO 24 W. Superior Ave.
Superior 5175
CLEVELAND 1014 E. St. Clair Ave.
Main 0147
CORPUS CHRISTI 1824 Mesquite St.
Corpus Christi 3-1509
DETROIT 1038 Third St.
Cadillac 6857
DULUTH 531 W. Michigan St.
Melrose 4110
GALVESTON 308 1/2—23rd St.
Phone 2-8448
HONOLULU 16 Merchant St.
Phone 59777
HOUSTON 1515 75th St.
Wentworth 3-3809
JACKSONVILLE 920 Main St.
Phone 5-5919
MARCUS HOOK 1 1/2 W. 8th St.
Chester 5-3110
MILWAUKEE 643 South 2nd St.
MOBILE 1 South Lawrence St.
Phone 2-1754
NEW ORLEANS 339 Chartres St.
Magnolia 6112-6113
NEW YORK 51 Beaver St.
HAnover 2-2784
NORFOLK 127-129 Bank St.
Phone 4-1083
PHILADELPHIA 9 South 7th St.
LOmbard 3-7651
PORT ARTHUR 909 Fort Worth Ave.
Phone 2-8532
PORTLAND 111 W. Burnside St.
Beacon 4336
RICHMOND, Calif. 257 5th St.
Phone 2599
SAN FRANCISCO 105 Market St.
Douglas 5475-8363
SAN JUAN, P. R. 252 Ponce de Leon
San Juan 2-5996
SAVANNAH 220 East Bay St.
Phone 8-1728
SEATTLE 86 Seneca St.
Main 0290
TAMPA 1809-1811 N. Franklin St.
Phone M-1323
TOLEDO 615 Summit St.
WILMINGTON 440 Avalon Blvd.
Terminal 4-3131
VICTORIA, B. C. 602 Boughton St.
Garden 8331
VANCOUVER 144 W. Hastings St.
Pacific 7824

MONEY DUE

The three Oilers who paid off the Madaka in March can collect their overtime by writing, or calling at Waterman Steamship Company, 19 Rector Street, New York. The "imaginary line" beef has been settled.

HENRY W. BEECHER

The beef regarding the Skipper working stowaways has been settled. The Deck Department can collect eight hours each by applying to the Waterman Offices, 19 Rector Street, New York, N. Y.

HAITI VICTORY

Money due Julio Perez can be collected at the Waterman Offices, 19 Rector Street, New York, N. Y.

SS WARD HUNT

Six hours of overtime due the Deck Department can be collected at the Bull Line Offices, 115 Broad Street, N. Y.

SS DIXON

Luis German Figueroa and Federico Reyes can collect overtime money at the Bull Line Offices, 115 Broad Street.



NORFOLK

J. L. Arnolds, \$1.00; J. R. Willett, \$1.00; C. Johnson, \$3.00; C. E. Elkins, \$3.00; J. Coyle, \$3.00; I. L. Gentry, \$1.00.

BOSTON

J. Sanlouzans, \$2.00; B. F. Gordy, \$1.00.

INDIVIDUAL DONATIONS

SS TONTO
Headly, \$5.00; Smith, \$5.00; Arrowwood, \$2.00; Baker, \$2.00; Kerweide, \$2.00; McCormack, \$3.00; Woodruff, \$1.00; Kostivas, \$2.00; Anderson, \$5.00; Games, \$2.00; Noss, \$2.00; Warren, \$2.00; Kyle, \$5.00.

NEW YORK

SS BEAUREGARD
D. E. Worster, \$2.00; P. Read, \$1.00.
SS ETHIOPIA VICTORY
E. W. Auer, \$1.00; C. L. Downs, \$4.00; C. Shiner, Jr., \$1.00; J. A. Martin, \$1.00; P. N. Froom, \$1.00.
SS GOODHUE
S. A. Honorski, \$1.00; J. A. Pazhomski, \$1.00; W. A. Dedee, \$1.00; W. K. Terry, \$2.00; J. F. Delaney, \$2.00; E. Vlahos, \$1.00.

SS ANTINOUS
A Remijn, \$3.00; J. M. Harris, \$1.00.
SS W. F. PERRY
D. H. Carrigues, \$12.00; D. Wenger and crew of "SS W. F. Perry, \$10.00.

SS SPAN SPICE
Stanley Jandora, \$2.00; J. C. Steeber, \$5.00; R. J. Kipp, \$5.00; M. Katrasky, \$1.00; F. Szczepanski, \$5.00; L. Benitez, \$1.00; R. C. Wilhite, \$1.00; J. V. Brooks, \$1.00; T. W. Kendig, \$1.00; T. McNicholas, \$5.00; M. B. Franciose, \$2.00; R. J. Griswold, \$2.00.
SS PERDUE VICTORY
L. W. Borreson, \$1.00.

MONEY DUE Shepard Steamship Company

31 MILK STREET, BOSTON, MASS.

Philips, Lyle B.	3.66	Stray, Curtis E.	1.44
Posey, Otis	1.38	Siromme, Earl	3.13
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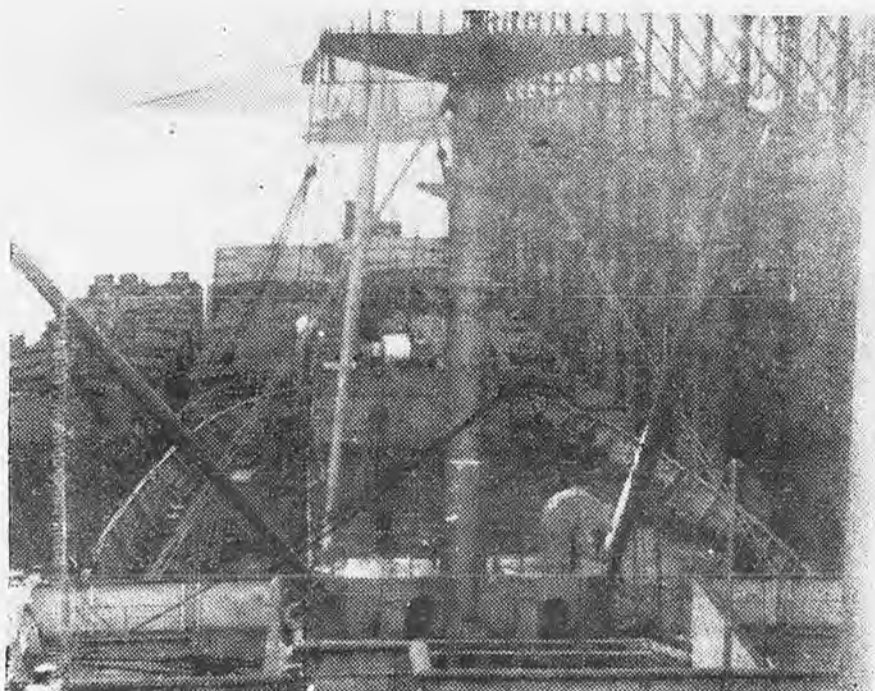
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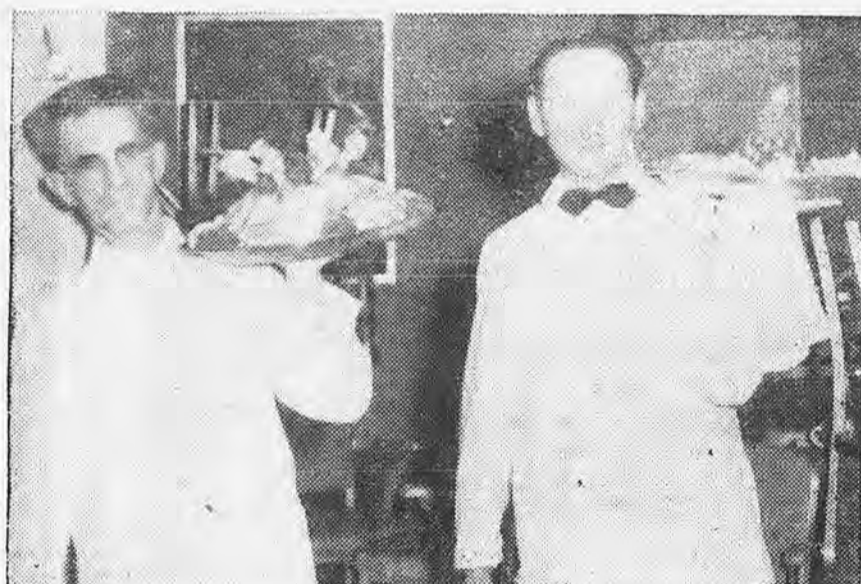
The LOG Visits The Cavalier Crew



This is the floating palace, the Alcoa Cavalier. The last word in luxury, and furnishing excellent quarters for the crew, too. The Cavalier will make the Southern cruise run, sailing out of New York on a seventeen-day schedule to the Islands. Sounds as though it will be a popular run with Seafarers. Ship leaves on first trip May 2.



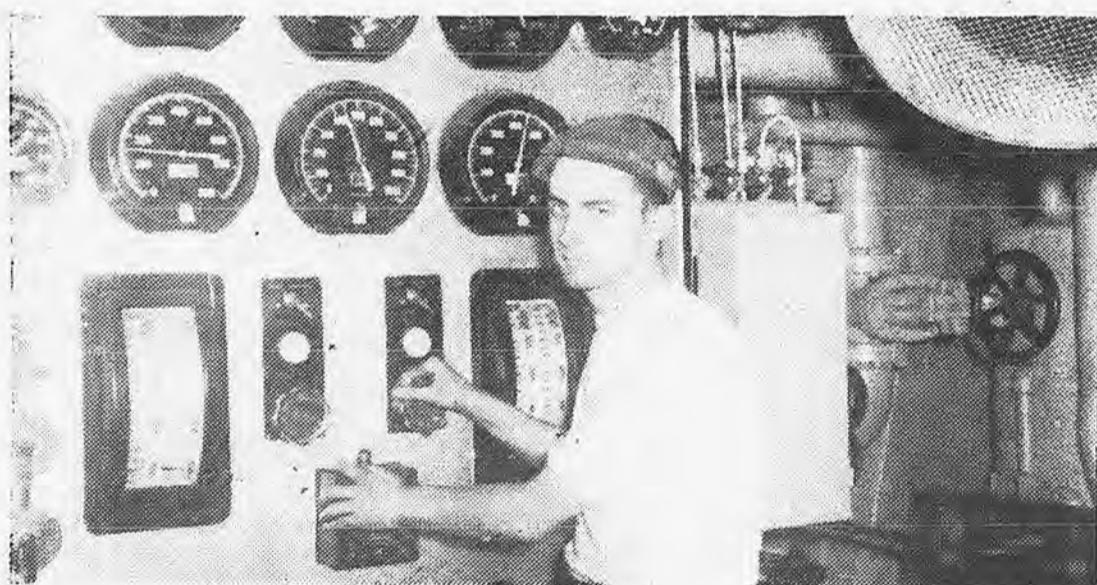
Coffee time, and some crewmembers gather in the Messroom to gulp a cup of java. Left to right: K. Ostling, Carpenter; Anthony Skillman, OM; Robert Larsen, AB; G. Bryan, DM; Alcides Lugo, MM; James Lupo, MM; and Richard Novak, Stewards Utility.



With trays held high, Waiters Carmelo Sousa, left, and Maxwell Brooks, right, show how they are going to carry the food to the dining room. Don't drop anything, Brothers!



How about one on the house? After going all over the ship to snap pictures, a long cold one would hit the spot. These men are experts in their field. That's Bill Benish with the polishing rag, Ray Griswold pouring a shot, and Ed Mocney mixing one.

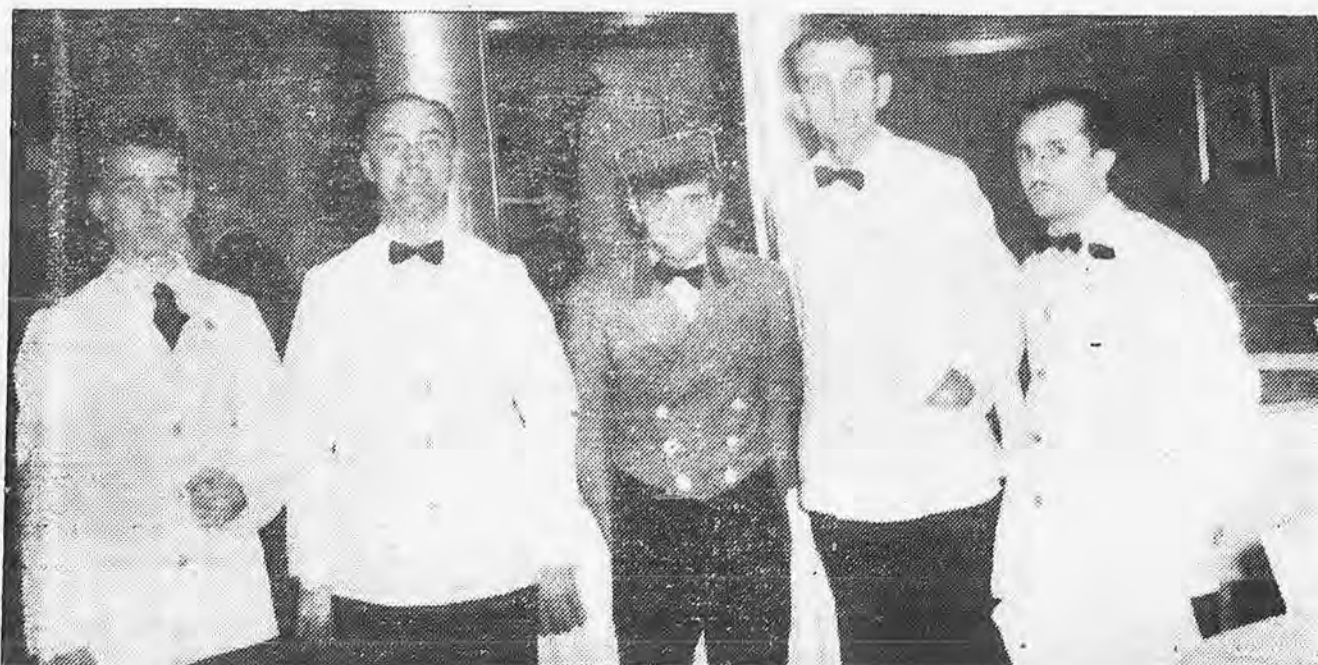


Above, left, Evert van Tongeren, FWT, watches his gauges and the camera at the same time. He was the only member of the Engine Department available when the picture was taken, but he won't have to do all the work himself when the vessel leaves for the first cruise.

~ ~ ~

Directly above is a view of one of the crew foc'sles. Two to a room, with double portholes and plenty of locker space. It's sure a far cry from the old days.

~ ~ ~



The Waiters and Bellboy lined up, left, in the Dining Room, didn't wait to have their names taken after the photo-flash went off. Anyway, they are part of the Stewards Department of the Cavalier, and from watching them in action, it is certain that the passengers will be well taken care of.