

# SEAFARERS LOG



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

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No. 32

## EIGHT SHIPOWNERS SIGN AGREEMENT WITH SEAFARERS FOR A 30 DAY PERIOD

### SIU Throws Full Force Into SS Helen Beef

NEW YORK—The Seafarers International Union drive for complete vindication of the eight men off the SS Helen, Bull Lines, gained momentum this week as two appeals were filed with the Coast Guard Board of Appeals in Washington by Ben Sterling, attorney for the men.

The first appeal was for the issuance of temporary papers to these victims of CG dictatorship so that they might be able to earn a living at their chosen work, and the second was an appeal to have the entire decision set aside.

#### RUN AROUND

Grounds for having the arbitrary ruling negotiated were outlined in the Log last week, but briefly, here they are. In the first place, the appeal states that the men were guilty of no crime since the vessel was undermanned and therefore unseaworthy, and secondly that the trial was carried on in an unfair and biased manner, and with a pre-

judiced Hearing Officer on the Hearing Board.

The importance which the CG attaches to this case is borne out by the fact that the appeal, which would normally be heard first by the New York Appeals Board, has been sent instead directly to Washington, where they can be

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### Washington Visit

WASHINGTON, August 7—John Hawk, Secretary-Treasurer of the Seafarers International Union, and Captain Martin, of the Masters, Mates and Pilots, today called upon Admiral Smith of New York and other ranking officers of the U.S. Coast Guard on behalf of the eight suspended members of the SS Helen crew. As of Log press time there was no decision announced.

### Bridges' New Orleans Raid Is Stopped By AFL Council

NEW ORLEANS—Proving that the attempted raid on SIU ships in Coos Bay, Oregon, was not a defensive action as claimed, Harry Bridges once again tried the same tactics. This time it was in New Orleans, against the Longshoremens and Teamsters, and this time it was another proof that raiding has become a definite CMU policy.

Five members of the ILA Local 1418 had shaped up to work the SS Robert Jordan, American

Export Lines, when the crew, all members of the NMU, informed them that they had received instructions to allow only members of the CIO-ILWU to work the ships, and that henceforth these instructions would be carried out.

Immediately, a large group of CIO warehousemen and seamen surrounded the five ILA members, and one AFL Teamster from Local 270, and threatened them with violence if they touched any cargo from the ship. This goon squad was reinforced with other bully-boys who were dispatched from the NMU hall.

#### FAST ACTION

The six threatened men stood their ground and notified the Union Hall. A hurry-up conference was immediately held between Steely White, SIU Agent, and A. F. Chittenden, President, ILA Local 1418. Within a matter of minutes, an all-out call for mass picketing was issued, and approximately 700 AFL Seamen, Longshoremens, and Teamsters formed at the Celeste Street Dock where the Jordan was berthed.

The CIO-CMU men took one look and beat a hasty retreat, leaving the AFL in full possession of the field. Several hundred CIO men were available to halt the AFL had they been so minded, but it was obvious that they had no stomach for this

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NEW YORK—The list of the "hold out" shipowners fell to practically nothing when eight operators came to terms late August 5, when an interim agreement was signed between the SIU and the following operators: American Liberty Lines; A. H. Bull Steamship Company, Incorporated; Seas Shipping Company

### Two Seafarers Still Missing As Tanker Burns

JACKSONVILLE, August 6—Two SIU men were missing and 31 others received injuries yesterday in a raging fire which swept the tanker Homestead after a bolt of lightning touched off the 50,000 gallons of gasoline cargo being unloaded at the Standard Oil docks here.

Reports from Deconhill Tankers, owners of the 10,000-ton vessel, gave the names of the missing Seafarers as Jack Bowman, and a crew member known only as Duckworth, who had signed on in Jacksonville.

#### WATER RESCUE

Most of those injured suffered minor hurts. One of the crew was hospitalized with a more serious injury. 15 of the men were picked out of the water by a rescue tug.

The Homestead's Skipper believed that only 33 men of the crew of 54 were aboard at the time of the disaster.

The 550-foot tanker was only

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Smith and Johnson; South Atlantic Steamship Company; Baltimore Insular Lines; Alcoa Steamship Company; and Eastern Steamship Lines.

The capitulation came on the heels of another breakthrough in the solid front presented by the shipowners. This breakdown started when the Mississippi Shipping and Waterman Steamship Companies agreed to the Union's terms, and was followed by an agreement being reached early on August 5, with the Newtex Steamship Corporation and the Overlakes Freight Corporation.

All agreements are the best so far achieved on the waterfront, and contain wage increases ranging from \$17.50 per month to \$50.00 monthly. In addition, overtime rates for all earning under \$200.00 per month will be in the amount of \$1.00 per hour, and men earning more than \$200.00 per month will receive \$1.25 hourly.

#### FINAL BREAK

The negotiations, which were finally brought to a successful interim agreement, began on May 11, and continued, somewhat fitfully, until August 5. At this time the operators who remained

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### Seven Unions Meet In Chicago To Set Up AFL Maritime Council

The Seafarers International Union will be one of the seven international unions affiliated with the American Federation of Labor which will attend the meeting in Chicago to set up a Maritime Council within the AFL. The SIU will have representation from both the East and West coasts.

The meeting will be held while the AFL Executive Council, which authorized such a maritime department at its last meeting, is in session in Chicago. The executive body will open its session on August 12.

The SIU has long recognized the need for closer cooperation among affiliate unions in the maritime industry. At the Port Agents Conference, which met in New York in March, a recommendation was made to contact the President of the AFL and the AFL maritime unions urging the formation of a maritime council.

Since that time the SIU has been instrumental in forming

several local councils in New York, New Orleans, Norfolk and other ports. At the Chicago meeting, the Seafarers will point up the solidarity and success which these councils have demonstrated in winning recent beefs, notably the picketline demonstrations in New York protesting Harry Bridges' ill-fated raiding efforts on West Coast SUP shipping, and this week's victorious AFL answer to Bridges' men in New Orleans.

Bridges' second failure in as many attempts to raid AFL territory is revealed fully in story and pictures elsewhere in this issue.

Organizations which, in addition to the SIU, have announced their intention to attend the Chicago conference are the International Longshoremens Association, Masters, Mates and Pilots, Brotherhood of Railway Clerks, Union of Operating Engineers, Brotherhood of Firemen and Oilers, and the Commercial Telegraphers Union of North America.

## Seatime Cut To 24 Months, To Be Lowered To 18 Months

By JOE VOLPIAN

New draft regulations which vitally concern all seamen of draft age went into effect as of July 15, 1946. Since that time, hundreds of questions have been pouring into your Special Services Dept., and we've attended a meeting at the WSA offices in order to secure more information on your rights and obligations under Selective Service. The purpose of this bulletin is to pass that information along to you, so that you may be governed accordingly.

Your service in the Merchant Marine is a voluntary civilian occupation, which you may terminate at any time without obtaining a release or discharge. However, you're still subject to

draft under Selective Service provisions.

No laws or directives provide for discharges to be issued to merchant seamen such as those which members of the Armed Forces receive upon their release from active duty. Under Public Law, 87, the only papers available to seamen upon the completion of their wartime service is the Certificate of Substantially Continuous Service.

This Certificate can be used to confirm wartime service, and can also be used to secure re-employment rights granted to seamen under Public Law 87. Not every seaman is automatically eligible for a Certificate, and certain pro-

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

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

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## NMU Ship Is No Place For A Sick Man Or A Union Man Either, For That Matter

Maybe it's really a good thing Bill Manley was a sick man when he made that Pacific crossing aboard the NMU ship Marine Arrow. If he hadn't been . . . Well, here's the way things worked out, since he was.

Bill is an oldtimer. He holds Gulf Book No. 69, and, except for a hitch as ironworker, has been sailing since 1922. He's a man of convictions. Back in 1941, for instance, his ship was tied up at Weehawken, and Bill, feeling in a gay mood, was singing Dixie. A couple of NMU men aboard told him he couldn't sing that "damned Rebel song" up north. They both landed in the hospital. Bill landed in jail.

But Bill Manley was a sick man when he went aboard the NMU ship in Singapore last April. He'd just come out of the hospital, had missed his own ship, the Mesa Verde, and was anxious to get back to the States. The NMU Deck Delegate had told him that the Captain of the Marine Arrow was a good egg, and that it would be a good trip.

### RECEPTION

The Captain was informed that he was sick, and should be on light duty. So the first day out, the Bosun handed him a chipping hammer.

"Hey," said Bill, "doctors say I'm supposed to be on light duty."

"Captain's orders," said the Bosun.

So Bill went to work and stuck with it. He vomited regularly after every meal, and was barely able to hold his head up. But he kept at it.



BILL MANLEY

But the thing that impressed Bill most about the ship was the fact that the crew revered the Captain, and considered him a fairly good Joe, rather than a Simon Legree. Several of the crew members asked Bill his opinion of the Captain. Bill was non-committal.

Then there was the matter of the Delegates. The biggest draw the crew had had after four months out was \$15 in Japan. Going into Bahrein in the Persian Gulf, the crew held a meeting and decided it wanted a \$40.00 draw.

### CRAWLING

Manley was on the bridge when the Delegate came to the Captain. This is what the poor man said:

"Captain, I'd like to come up

and talk to you—if you won't get mad. Now don't hold it against me, I'm just saying what the crew asked me to. They'd like to draw \$40. I think they'll understand if you haven't got the money that you'll do the best you can."

The Captain turned the Delegate down flatly. Later, however, he relented and gave them the draw.

Among other things, the Delegate told the crew they'd have to work overtime — because the Captain wanted them to, and that he'd restrict them aboard ship entirely if they didn't put in overtime in port.

### DISILLUSIONED

Bill says that the crew of the Arrow didn't know what the word Unionism meant, had no idea of militant action, and cussed their own officials to a fareye-well, especially Curran for letting the commies get control.

But the upshot of his quiet assumption of his duties, even though sick, his obvious efforts not to preach SIU and his straightforward answers to their questions when they asked about Seafarers contracts and conditions, was complete acceptance of the SIU viewpoint on the part of most of the crew. Nineteen members of the crew came to Manley when the ship paid off in New York, and asked about membership in the SIU.

"Like I said," Bill remarked, "they were real nice guys, most of them, but there were only two real seamen in the crew that I'd propose for membership."

## What's What On Our Rent Control

In view of the restoration of rent under OPA control, James L. Meader, Regional OPA Administrator and Piet H. Hofstra, New York District Rent Executive, today released the following answers to questions regarding the OPA ceiling rents in effect June 30, and the eviction controls in the New York rent control area.

Q. Is there now a rent ceiling on my home?

A. If you live in a rent control area, effective July 25, 1946 your home is under the same federal rent controls it was on June 30, 1946.

Q. The ceiling rent for my apartment on June 30, 1946 was \$60. On July 1 my landlord raised my rent to \$75 a month. Now that rent control has been reestablished must I continue to pay \$75 a month?

A. No. Effective August 1, 1946, your rent goes back to rent of \$60.

Q. I signed a new lease on July 1 calling for \$75 a month instead of \$50, the ceiling rent on June 30, 1946. Must I continue to pay \$75?

A. No, after July 25, 1946, the landlord may collect no more than the ceiling rent in effect on June 30, 1946, regardless of the terms of the new lease.

Q. I live in a rooming house. In June my ceiling rent was \$45 a month. On July 1, my landlord changed the rent to \$5 a day. Must I now continue to pay the daily rate?

A. No, effective July 25, 1946, rent will be on the June monthly rental of \$45 a month. Landlords who changed their rental basis contrary to the rent regulations, such as from monthly or weekly to a daily basis during the interim period when federal controls were off, must return to the rental period in effect for the unit on June 30, 1946.

Q. On July 1, my landlord raised my rental from \$30 to \$45 a month. I paid \$45 for July. Can I get a refund for the \$15 difference?

A. Landlords who charged more than their ceiling rents for the interim period, when penalties for violations of OPA controls were necessarily suspended, are not required by OPA to refund the amount

collected in excess of ceiling rents for that period. However, they are subject to New York State Housing Rent Regulation, and the penalties therein provided.

Q. I was evicted in July. A new tenant now occupies the premises. Can I now regain possession?

A. No. Tenants who were actually evicted during the interim period when penalties for violations of OPA regulations did not apply, cannot regain possession under the Federal Act. However, in New York State they may have recourse under the State Housing Rent Regulations for unlawful eviction during this period.

Q. My landlord has given me an eviction notice but has not notified OPA. Can he proceed to evict me?

A. Landlords are now prohibited from proceeding with eviction actions without complying first with all OPA requirements covering evictions. The requirements are the same as those in effect on June 30, 1946. Any incomplete eviction proceedings contrary to the regulations may not now be completed. Consult your nearest OPA Rent Office for advice.

Q. In July the local court issued a judgment permitting my eviction but I have not been put out. Can I now be evicted?

A. No, unless your landlord complied with OPA regulations. Landlords who complied with OPA eviction requirements and then were given an eviction judgment in the local court during the interim, may proceed to evict legally.

Q. I rented by apartment to a tenant for the first time on July 15. How soon must I register the apartment with OPA?

A. You will have 30 days after July 25, 1946 in which to register your property.

Q. I rented an apartment on July 1, 1946, and was required to give my landlord a security deposit of \$100. Is that legal?

A. Your landlord must return this deposit to you within 30 days after July 25, 1946. Otherwise, he is in violation of OPA regulations and subject to penalties.



## Men Now In The Marine Hospitals

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

### STATEN ISLAND HOSPITAL

- W. HUNT
- S. J. SOLSKI
- L. L. OWENS
- P. R. DEADY
- C. G. SMITH
- L. A. CORNWALL
- W. B. MUIR
- J. L. WEEKS
- R. J. TURNER
- R. YOUNG
- J. S. SEELEY JR.
- F. TOKORCHUK
- D. A. WARD
- T. L. KEITH
- T. J. DAWES
- J. E. VILLAFANA
- T. L. SIMONDS
- N. TSOAUSKIS
- R. G. MOSSELLER
- E. ORTIZ
- C. W. SMITH
- F. GAMBICKI
- R. LUFLIN
- L. L. MOODY
- M. C. BROOKS

### ELLIS ISLAND HOSPITAL

- D. McDONALD
- J. W. RUBEL
- M. BAILEN
- H. KARLSON

### SAN JUAN HOSPITAL

- R. GAUTIER
- P. PAGAN
- B. DEL VALLE
- P. PEDROSA
- T. C. LOCKWOOD
- J. VANDESSPOOLL

### BALTIMORE HOSPITAL

- BENJAMIN THOMAS
- MATHEW LITTLE
- STANLEY BUZALEWSKI
- ALBERT COMPBELL
- HARRY BENNETT
- PETER LOPEZ
- E. J. DELLAMANO
- JAMES KELLY
- WM. SILVERTHORNE
- THOMAS CARROLL
- MORSE ELLSWORTH
- MOSES MORRIS
- FLOYD LILES
- ARMAND RIOUX
- HERBERT SEIRY
- LONNIE TICKLE
- JAMES LAWLOR

### NEW ORLEANS HOSPITAL

- JOSEPH WALSH
- ARTHUR MITCHELL
- J. W. DENNIS

### Hospital Patients

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

### Staten Island Hospital

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

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

- R. M. NOLAN
- W. F. LEWIS
- J. GAHAN
- JOHN ANNIL
- D. C. ZERRUDO
- EDWARD CUSTER
- ROY PINK
- J. L. KELLEY
- LEWIS McCOY
- JAMES LEWIS
- WILBUR MANNING
- JOHN E. GOMEZ
- W. BROCE JR.
- D. D. DAMFIER
- FRITZ GRANGER

### BOSTON HOSPITAL

- P. CASALINUOVO
- A. CHASE
- T. MOYNIHAN
- M. GODBUT
- H. STONE
- M. KOSTRIVAS
- T. DINEEN
- S. KELLEY
- W. SILVERTHORN
- E. JOHNSTON
- R. MACK

# CLEARING THE DECK

By PAUL HALL

It is poor consolation to be told you were right in your beefs, when you have to get dumped to prove it.

For months the Seafarers stood alone in the battle to keep the Coast Guard from getting permanent control over merchant seamen. We point out, from the Coast Guard's own actions during the war (as far as their control of seamen was concerned) that brass hats would place seamen under increasing military rule, and that the seamen's status as civilians would soon disappear.

The NMU, which had backed the Coast Guard all through the war, during their "all-out-aid-to-Joe-Stalin" period, had even used the Coast Guard as its own unofficial gestapo to weed out the anti-commie rank and file who were questioning the CP leadership.

The shipowners welcomed the Coast Guard, hoping to turn it into an anti-union strike breaking agency.

Recent beefs have tended to prove us right. In the case of the eight Seafarers off the SS Helen who had their papers lifted because they refused to sail an undermanned ship, the Coast Guard proved that it had been waiting for an opportunity to proceed at once in a campaign of intimidation against union seamen, especially at a time when the Union was negotiating with the shipowners for a new contract.

All seamen now realize that the Coast Guard, through its kangaroo courts—where it is judge, jury and prosecuting attorney—can deprive a man of his livelihood and throw him on the beach to starve miserably along with his family, and thinks nothing of it.

The Helen case is not over. The Seafarers are going to fight this up and down the line with all the means at its disposal. If settled the Coast Guard way, the fate of the seamen is sealed. The Seafarers will see to it that this does not happen.

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The recent beefs that the Seafarers have gone through—the work-stoppage; the defeat of the commie raid on the AFL longshoremen; the defeat of Harry Bridges' attempted raid on the SIU-SUP—have done more than won us victories, and increased our prestige on the waterfront. They have welded our membership into a group of experienced unionists. These beefs have given us the necessary know-how in job action. What, to many Seafarers, had only been a theoretical learning has now become knowledge. Now we have the experience to know what to do, and how to do it without those beefs that come when you don't know the score.

The willingness to fight was there before. Now to that has been added the savvy to do the job. It was good experience!

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Elsewhere in this issue is the report of the Seafarers Negotiating Committee on the new contracts signed with the shipowners. The membership will show their ideas on this report when it is submitted for approval.

What should be said here is that it has been a damned good pleasure to work on this committee, knowing that the membership was 100 percent behind the beef and was willing to take any kind of action (as proven by the overwhelming passage of the strike referendum) to back the fight with the operators.

Sitting in meetings with shipowners is not a hell of a happy job at any time, and at best can accomplish nothing at all if a negotiating committee does not have the full support of the membership. For example we see the deal that Curran, speaking for an outfit that was going through an internal war on the commie question, had to take from NMU companies. To understand this just compare the SIU contracts with those of the NMU.

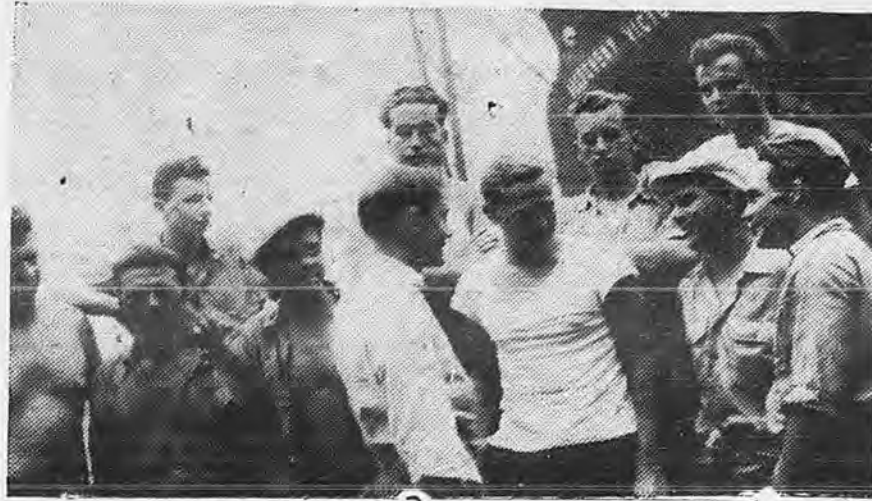
When the membership of a union is solidly behind such a beef it makes a hell of a lot of difference. It means the difference in winning and losing.

## Waterman Adds To Services

The North Atlantic, Continental Europe service will be stepped up by the Waterman Steamship Corp. with weekly sailings from New York and fortnightly trips from the outports of Boston, Philadelphia, Baltimore and Hampton Roads, Va.

Fast new ships, built in the Waterman yards in Alabama, will be used in the new services. The vessels are capable of attaining 17 knots, and are of 9,300 deadweight cargo with bale capacities of 56,300 feet. There will be modern passenger accommodations for 12.

## ISTHMIAN MEN LEARN SCORE



Gathered around shoreside organizer Whitey Lykke, this group of Isthmian seamen from the Allegheny Victory learn the Union facts of life. They are: S. Greenblatt, S. Hollstedt, R. Hallis, J. Vincent, E. Hall, D. Boyne, R. Annold, A. Lamanna, H. Stallones and D. Nichols.

## Time Is Ripe For All Seamen To Join Against Coast Guard

By LOUIS GOFFIN

We're saddled with the Coast Guard because the U. S. Congress blindly approved the President's Reorganization Bill even when it was pointed out to them that CG rule had only resulted in dictatorship and chaos on the waterfront. Reams of evidence was introduced to prove that the CG has in no way added one single bit to the efficiency of the way work is conducted by seamen.

On the contrary, it was brought out that seamen resent the brass hats, and refer to them as the "Hooligan Navy," with good cause.

Just how long they will remain in control is the question. If we sit by and take it, they can make a good thing out of this, for themselves, for a long time. But if we organize a good fight against them, it might be possible to eliminate them much faster than we ourselves believe. The time is ripe for an all-out campaign against Kangaroo Courts, and shyster lawyers who represent the CG.

### VICIOUS SELL-OUT

It is a well known fact that the commie leaders of the NMU used the CG to keep their membership in line. Under the constant threat of having their papers yanked, the rank-and-file of the NMU was afraid to raise a voice against the leadership, and so they sailed even when they realized that they were being sold out to keep lend-lease flowing to Russia.

Now that the war is over and the NMU leadership has reverted to the old commie line of super-militancy, it stands to reason that

the NMU should be dead set against continued CG interference in the affairs of civilian workers.

### PRIVATE GESTAPO

Of course, the NMU leadership may still have ideas about using the brass hats to regiment the membership and in that case the NMU will put up little or no fight against the waterfront gestapo.

It is high time for the membership of the NMU to be heard from. It is time for them to demand that union take an active part in helping to unload the CG. With complete cooperation on the part of all maritime unions this could come to pass.

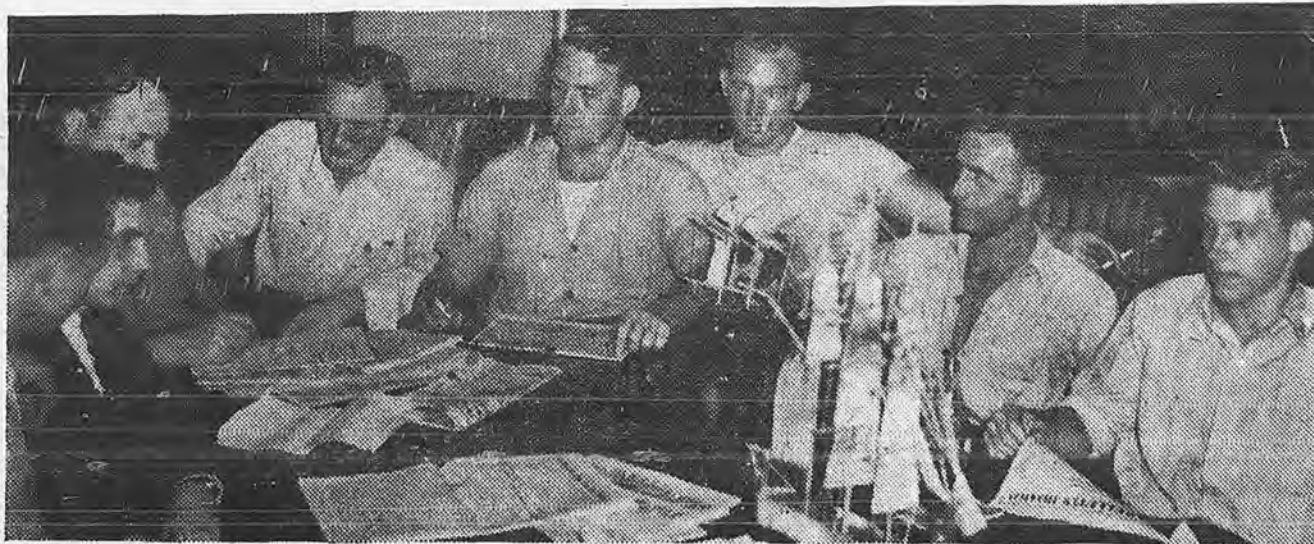
Without complete cooperation, the SIU will continue to carry the ball, as we have in the past, and we will fight this through to a successful conclusion. Wake up NMUers, join in this struggle for your own benefit as well as the benefit of all other seamen.

## Attention Members!

### Seafarers Sailing As Engineers

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

## TELLING IT TO THE LOG



Several seamen from the Isthmian scow, William B. Ogden, dropped into the Log office to tell their story about the logging Skipper on their ship. Reading from left: J. Hansen; R. J. Maher (ships organizer); Log staffmember; S. Gellatly; J. F. Luddy; W. B. Saylor; C. McQuary, and L. Trudeau.

## SIU Seaman Cuts Logs On Isthmian Ship

As a result of prompt action taken by the SIU, a number of crewmembers from the Isthmian Lines ship, William B. Ogden, had some unjust logs lifted and a number of heavy logs cut considerably. The SIU representative appeared with the Isthmian men before the Shipping Commissioner after the men had signed off under protest, and is scheduled to re-appear in several other cases.

Action originated as a result of several Isthmian men dropping into the Log office to have a chat and tell their story. In their opinion, Captain Henry Dawson was the logginest Skipper they ever sailed under. This brass-hatted individual never logged officers, only the unlucky unlicensed seamen, and when he logged 'em it was nice big logs like 2 for 1, 3 for 1, or even 4 for 1.

Among the Ogden seamen who blasted the Captain, were J. Hansen; ship's organizer R. J. Maher; S. Gellatly; J. F. Luddy; W. B. Saylor; C. McQuary, and L. Trudeau. Their picture, taken while telling their story to a Log staff member, is printed in this issue.

The Ogden was on a 3½ months trip from Boston to Trinidad, Santos, Bahia, Fortaleza, Antwerp, and return to New York. During the trip, the Chief Mate and Bosun painted the messhall and passageways rather than pay overtime to the Stewards Dept. men, and the Skipper continuously rode the devil out of the Messmen. Even had them sougeeing, with no overtime rates.

Chief Cook Simpson was logged 4 for 1 for reputed failure to return in time for duty. This, in spite of the fact that another shipmate substituted in doing his work while he was gone.

### HUNGRY SHIP

In addition to the outrageous brasshatting on the Ogden, seamen were forced to put up with lousy mess conditions. They were never served juices, ice cream or fresh milk (in ports). Night lunches, as a rule, were made of bologna sandwiches which never lasted long enough to go around and green poisonous salami. Bread was also of a very poor quality.

Any little infraction or seeming infraction would cause Captain Dawson to get out his log book. On top of the excessive logging and poor food conditions of the Ogden, legitimate overtime was time and again denied by the tight-fisted Skipper.

Slopchest prices aboard the Ogden were on a par with the logs—high. Men were rationed one carton of cigarettes per week until 5 days before the trip ended. Then they each got 6 cartons.

Crewmembers asserted that they were signing off under protest, and the SIU agreed to send a representative to the payoff in order to see that these Isthmian men got a fair deal.

As this goes to press, the men have been represented before the Shipping Commissioner at one hearing, and a number of the logs have either been lifted or cut considerably. Balance of the logs is still to be considered by the Commissioner, and the expectation is that they'll all be cut.



# Work Of Rank And File Seafarers Made The Difference In Isthmian

By EARL SHEPPARD

We've been talking for two weeks about the Isthmian election and organizing drive nearing the final stages. Now, it's almost reality. Eighty-two ships have voted, and only seven remain unvoted.

This is the complete total up to date including the Kathleen Holmes and Sea Hawk both of which voted twice this week and about which further details are printed in other Log items. Wires received from these two vessels indicate that the SIU is the majority's choice.

Let's look at the scoreboard now. With these eight-two Isthmian ships already balloted, the Seafarers is leading by a nice fat margin. Even if the seven remaining ships all voted NMU, the final count would not be changed appreciably. However, they won't vote NMU by any higher percentage than the others. Yes, the Isthmian election is over to all intents and purposes. All over, but the final shouting when the election returns are confirmed by the NLRB.

We owe a vote of thanks to all who participated in the election—ashore or at sea. We owe additional thanks to those who are still sailing and organizing, ship's crews and ship's organizers, and still doing a job for the SIU. Their additional votes for the Seafarers in the next few weeks will only nail the lid on the NMU's coffin that much tighter.

### WE ARE PROUD

We're not bragging, fellows. But, we are proud—damn proud—of the way Seafarers sailed Isthmian, talked Isthmian, and organized Isthmian. With that kind of teamwork, we can line up any unorganized outfit. Sure, we had a bunch of fellows as shore-side organizers. But, they only coordinated the job. The real job was done by the average rank-and-file Seafarers who knows that he belongs to the best seamen's union in the world. He knows that, and he tells the entire world, including Isthmian. When it comes to SIU advertising, the satisfied members do the best job themselves. And, you can say that double.

The entire membership of the SIU has shown how whole-heartedly they supported our organizing drive, and the taste they have had of it so far has only whetted their appetite for more unorganized seamen to be brought into the Seafarers.

### NMU SOFTENS SHOCK

In various ways, officials of the NMU have been preparing their members for the shock of finding out that the NMU lost the Isthmian election, especially after bragging so much about how they were winning! They lost in spite of the huge sums of money supposedly spent on organizing, and in spite of the numerous commie stooges which they sent out to cover the waterfront.

Joe Curran, in one of his recent exposes appearing in the July 5 issue of the Pilot, stated, "Our organizing department at that time put on a number of organizers, even where there were no Isthmian ships. I don't know what they were organizing, but they were certainly not organizing Isthmian ships."

No-Coffee-Time continued in his report, and again we quote, "We have a tremendous payroll right now, and all you have to do is give a good name, or have somebody know you, and you're on it." Mind you, this statement was made by the president of the NMU who supposedly directs that union by the wishes of the members.

First, Curran admitted that the NMU organizers had not organized Isthmian ships. Then, he admitted that he had no administrative control over the payroll of the union. And this poor tool of the commies is supposed to be president of a union! Is it any wonder that the NMU lost the election? The wonder is that the few Isthmian men who voted NMU could do so when they had a chance to vote for a real, democratically run, rank-and-file Union like the SIU.

### CONTRACT NEGOTIATIONS

Since the recently concluded contract negotiations with the Waterman and Mississippi SS Companies, and the signing of the best contracts in the maritime industry, the SIU has signed a 30 day interim agreement with a number of other companies guaranteeing the same high wages and overtime rates for seamen who sail the ships of these companies.

Among the companies signing

the interim agreement are the American Liberty Lines, A. H. Bull SS Co., Inc., Seas Shipping Co., Smith and Johnson, South Atlantic, Baltimore Insular Lines, Alcoa, and Eastern SS Lines. In addition to agreeing to the same wages and overtime as set forth in the Waterman-Mississippi agreement these companies have agreed to operate under the South Atlantic General and Working Rules, which are recognized as the best now existing. By or before the conclusion of the 30 day interim period, the companies and the SIU will continue negotiating so that all questions regarding manning scales and working rules will be worked out satisfactorily and new contracts signed.

Newtex and Overlakes have both signed the Waterman agreement, and the Seatrain Lines have agreed to the same wage increases thereby maintaining differentials and wages above all other companies.

When the Isthmian wages, overtime rates, manning scales, general and working rules become the subject of collective bargaining between that company and the SIU in the near future, Isthmian men are assured that their contract will contain the same high wages and conditions. The best contracts in the industry, that's the Seafarers' slogan.

**QUESTION:**—What red tape have you run up against in connection with the Marine Hospital?



MARIANO ARROYO, Bosun:

I ran into enough red tape to last me the rest of my life. On May 5, I went out there to see what they could do about a bad tooth that was giving me trouble. Well, first they made me wait for a couple of hours while CG people and their families were taken care of. Then when they finally did get to examining me, they told me that it would be impossible for them to treat me for at least two or three weeks, and that it would be better for me to go to a private dentist. So I did, and he pulled the tooth in two minutes.

HUBERT SELBY, FOW:

In December, 1945, I was taken off a ship in Baltimore with a bad case of shingles. It was so bad that I couldn't eat, couldn't breathe, and was in such pain that I was afraid to move. I was taken to the Baltimore Marine Hospital, and there I was told that there was very little that they could do for me. I had to make my way to New York, where I was treated by a private doctor for six weeks. It cost me between 50 and 60 bucks before I was finally cured, but what was worse was the fact that they got rid of me without trying to do anything to help me.



LORENZO J. GRANDIN, Deck Maint.:

What red tape have I run into? Boy, that's a good question. I went to the Hudson and Jay Clinic with Charlie Watson because I had a couple of cavities that needed attention. The dentist who took care of me was a swell guy, and it seemed that most of the doctors and office personnel were really trying to do a job. But, oh, that Coast Guard red tape! It takes longer to get emergency treatment at a Marine Hospital that it does to get plain treatment. We shouldn't have to stand for stuff like that.



CHARLES R. WATSON, Asst. Elect.:

In September, after a payoff in New Orleans, I came here to New York and went to the Hudson and Jay Clinic to have a tooth pulled. From 11:00 a. m. until 4:00 p. m. I had to wait, and then they finally took care of me. I know that they are busy at these clinics, and I really didn't mind waiting, but it did burn me up to see the families of the Coast Guard boys treated out of turn, and before I could get waited on. To top it all off, I had to go to a private dentist the next day to have a part of the tooth pulled out that they had missed the day before.



## Seafarers' Full Force Thrown Squarely Behind Helen Seamen

(Continued from Page 1)  
assured of more favorable treatment.

Shipowners and the WSA are also vitally interested in the fate of the men of the Helen. When the hearings were held, which resulted in the lifting of the men's papers, representatives from the WSA and the shipowners were there to lend moral support to the CG action.

These interests are concerned to see whether or not the Coast Guard officialdom will be allowed to continue in their present policy of dominating merchant seamen. In this way they will be able to gauge Coast Guard effectiveness as a strike-breaking agency in the event that such activity becomes necessary.

To the Union, the case of the Helen presents the same ques-

tion. Seamen everywhere would like to know if the Coast Guard bureaucrats have sufficient powers to break a waterfront strike. That, in a nutshell, is the situation, and that is why the CG will go to almost any lengths to make the tyranny against the Helen men stand, no matter how just their position is.

### MEN GET SIU AID

In the meantime, the eight men are not starving. At the present time they are receiving subsistence payments from the Union, and these payments will be continued until these men are once more able to earn a living at their own trade. The Seafarers International Union has resolved to fight this through to ultimate victory, but these men will not be forgotten in the interim.

### WATCHFUL WAITING



These longshoremen lined up near where the SIU-SUP picketed the North River docks on July 13, and waited for some communists to start trouble. None did.

# THIS TIME N.O. BEATS BRIDGES

## Mass Action By New Orleans AFL Maritime Council Beats Bridges' Latest Attempt To Raid Waterfront Unions

(Continued from Page 1) Teamsters Local 270. Other officials and rank-and-file members of the participating unions were also heard.

Following their defeat, the CIO waterfront unions issued a flimsy statement that meat on the ship was to be transferred to the Swift Company plant which is on strike. No mention was made of the statement by the crew members that only the CIO-ILWU would be allowed to work the ship. They also failed to explain why no picketlines had been set up in front of the Swift Company plant.

### SCABBING

Worst of all, the statement gave no reasons for the NMU willingness to man a ship carrying "hot cargo," and the eagerness of the CIO longshoremen to work the same cargo.

The whole maneuver was obviously another of the infamous Harry Bridges raids, similar to ones which took place along the New York waterfront, and in Coos Bay. As in those cases, this attempt was also defeated by prompt action. In New Orleans it was stopped before it had time to gain headway; stopped by the militancy of the AFL maritime unions affiliated to the AFL Maritime Council of New Orleans.

At the height of the beef, mass meetings of pickets were addressed by the leaders of the waterfront unions, all active in the N. O. Maritime Council. Among those who gave the correct score to the pickets, were: Steely White, SIU Port Agent; A. F. Chittenden, President, ILA Local 1418; Paul Lanzetta, from the same Local; and James Schwahn,

Teamsters Local 270. Other officials and rank-and-file members of the participating unions were also heard.

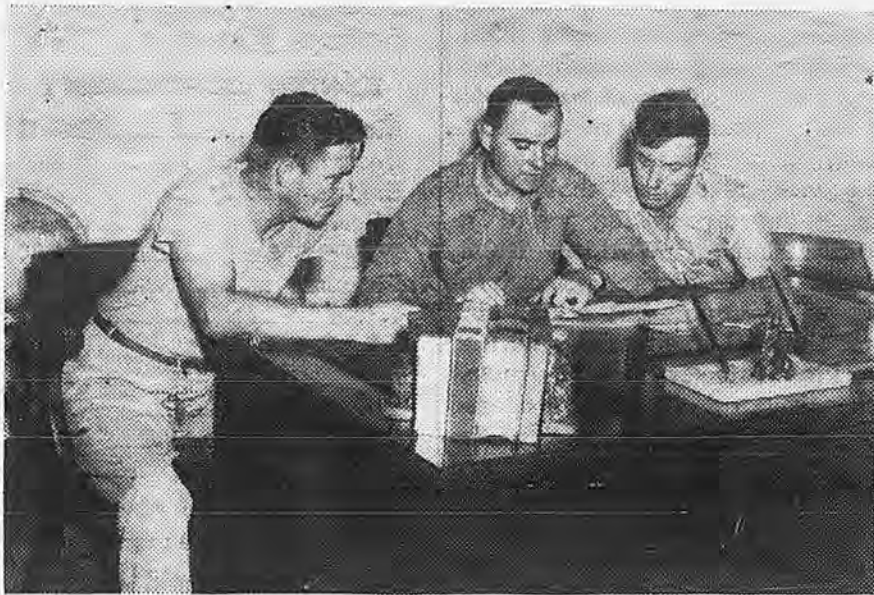
### CELEBRATION

Following the defeat of the raiding attempt, and the retreat of the CIO goons, the victorious members of the AFL Maritime Unions were invited to the ILA Hall to cool off and celebrate. Both the cooling off and the celebrating were accomplished with plenty of free-flowing beer. The Hall was packed, and a good time was had by all.

As of this writing, there has been no report as to how the CIO-CMU comrades drowned their sorrow.



As soon as the call went out for men to man the picketlines, they showed up by the hundreds—seamen, longshoremen, teamsters—all ready to take on the entire CMU at one time if necessary. As it turned out, just a show of strength was sufficient since the CMU raiders had no stomach for a real test of strength.



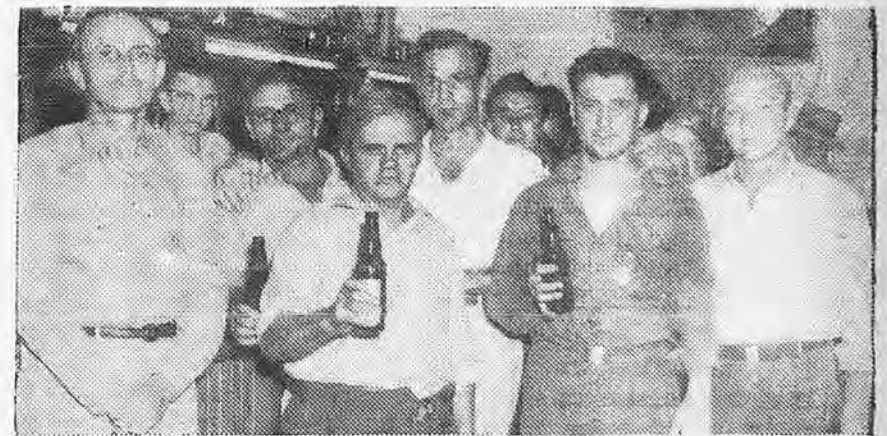
The top leaders of the New Orleans AFL Maritime Council were in constant communication until the beef was settled. Left to right: James Schwahn, Delegate Local 270, Teamsters; A. F. Chittenden, President, ILA Local 1418; and Steely White, N.O. SIU Port Agent. It was cooperation between all three unions that stopped the CMU.



Here are the men who answered the call for pickets. They came from all three unions, prepared to do their damndest to defeat Harry Bridges' attempt to set himself up as the communist dictator of the waterfront. By this time Harry should have gotten the idea—the American waterfront unions want no part of him or his philosophies.



The New Orleans AFL Maritime Council has definitely proven itself by the work done in this fight. It is only because the affiliates of the Council are interested in trade unionism, and not in a foreign political philosophy, that they are able to function well and quickly. We don't want to point any fingers, but we think the CMU could learn a real lesson from this group and groups like this one. Here are the members of the Action Committee who planned and carried out the strategy that rocked Bridges back on his heels. In the usual order: Joseph Doane, ILA 1418; Louis Born, Teamsters 270; Paul Lanzetta, ILA 1418; James Schwahn, Teamsters 270; A. F. Chittenden, ILA 1418; Ivy Boudreaux, ILA 1418; Lindsey Williams, Paul Warren, Steely White, Joe Boyd, and Buck Stephens, all SIU.



ABOVE—Good union men deserve a celebration. These men are proud of the job that they did in driving the communists from the N.O. waterfront. This shindig was held at the ILA Hall, and the beer flowed more freely than water. Good beer and good fellows.

On every front on which we have fought the commies, the AFL Maritime Unions have always won a complete victory. This is something more than luck, and it proves that adherence to trade union principles will pay off 100 percent.

Formation of a National Council of Maritime Unions of the AFL, which will be undertaken in Chicago starting August 12, will add new power to the already strong AFL Maritime Councils which are already functioning in most ports. The need for such national coordination has been proved. Now let's get it!

Even before the AFL Maritime Councils were formed there was cooperation between AFL Maritime Unions. Harry Bridges found this out in October, 1945, when he and his comrades cast greedy eyes at the New York ILA, and were repulsed by united AFL action. In many other ways the AFL unions have proved they are mutually dependent on each other, and that each gains strength from the activities of the other.

# SHIPOWNERS SIGN INTERIM AGREEMENT

(Continued from Page 1)

steadfast against the Union's demands were being deserted left and right by the shipowners who saw the validity of the SIU position, and were willing to play ball.

Up until that time, conferences were marked by much stalling on the part of the operators, and it was these tactics that forced the Union Committee to walk out of negotiations on more than one occasion.

The ad interim agreements provide for the wage increases to go into effect as soon as approved by the Wage Stabilization Board, and WSA/GAA contracts are also subject to approval by

the WSA. However, the contracts are retroactive to April 15 on contracts calling for \$17.50 increases, and to June 15 for all others. Thus in the long run, nothing will be lost by this slight concession.

All of the contracted companies have agreed to the wage and hour provisions, but only Mississippi, Waterman, Newtex, and Overlakes, have agreed to a set of General Rules and Working Rules. The period of thirty days, during which the interim agreement is in effect, will be used by the operators committee and the Union committee, to agree on General and Working Rules, plus manning scales and other collat-

erals. During this period of time, the General and Working Rules now in effect between the Union and the South Atlantic Steamship Company will cover all ships included in the contracts signed late on August 5.

In addition to the contractual gains made, other matters were settled. As a result of the negotiations the foreign transportation rider will be in effect on all bauxite runs; men who have signed coastwise articles have the right to pay off in any port if they have given 24 hours notice; and the beef concerning the SS Eleanor, Bull Lines, was settled and the men will be paid off.

## Report Of SIU Negotiating Committee

Your Negotiating Committee has met with the following operators: American Liberty Lines, A. H. Bull Steamship Company, Inc., Seas Shipping Company, Smith and Johnson, South Atlantic Steamship Company, Baltimore Insular Lines, Alcoa Steamship Company, Eastern Steamship Lines, and have signed, subject to membership approval, an agreement covering the following points:

1. The existing Collective Bargaining Agreement between the parties hereto is hereby cancelled.
2. The ad interim agreement between the Mississippi Shipping and Waterman Steamship Companies and the Union reached on July 24, 1946, shall become effective.
3. As of this date, the general rules and departmental working rules contained in this agreement between the Union and the South Atlantic Steamship Line shall become effective. As to vessels not now in a continental United States port, disputed overtime prior to the date of this agreement shall be settled on the basis of former agreement any disputed overtime after the date of this agreement will be settled on the basis of the South Atlantic agreement.
4. As to the WSA/GAA vessels, this agreement is being signed subject to the approval and authorization of the WSA and a joint request by the Company and the Union will be submitted to the WSA for acceptance by that Agency.
5. It is understood and agreed that this agreement shall remain in effect for a period

of thirty (30) days from this date hereof, or such other period as the parties shall mutually agree upon. It is further understood that the parties shall in the interim promptly negotiate in good faith the terms of a new Collective Bargaining agreement to be effective at the earliest possible date and with the further understanding that this agreement shall in no way prejudice the position or contention of either party, in connection with the consummation of a new Collective Bargaining agreement.

6. In the event the Company operates any vessel on Coastwise Articles, any member of the unlicensed personnel will be allowed to pay off the vessel in any port in continental United States or Puerto Rico, upon twenty-four (24) hours notice to the Master, prior to the scheduled sailing of the vessel; in like manner, the Master shall be allowed to discharge any member of the unlicensed personnel upon twenty-four (24) hours notice. If the seaman exercises his right to be paid off, as provided for in this paragraph, transportation provisions shall not be applicable; if the Master exercises his right to discharge a seaman, as provided for in this paragraph, transportation provisions shall be applicable.
7. In consideration of the above, the Union agrees to immediately make every effort to release any and all vessels which are presently tied up because of action of the members of the unlicensed personnel.
8. Freight vessels in the Baux-

ite Trade will sign on foreign articles containing the transportation rider agreed upon between the parties.

**NOTE:** — Newtex Steamship Corporation and Overlakes Freight Corporation signed Waterman and Mississippi interim agreement covering wages and overtime increases and Waterman General Rules and Working Rules.

Seatrains Lines and Illinois Atlantic Corp. agreed to same wage increases and will thereby maintain the same differentials and wages above all other companies.

Your Committee recommends that this agreement be accepted. It is to be recognized that during the 30 day negotiating period for clarification of Working Rules, Shore Gang Work and enlarging of the manning scale, etc., that the SIU membership will be working effective as of August 5th, 1946, on all ships covered by this agreement under the South Atlantic General and Working Rules, plus the new Waterman and Mississippi wage scale. This represents a large gain, although it will not be final as we will have this 30 day period for the completion of negotiations covering Working Rules.

It is to be pointed out to the membership that the new wage scale (below), as signed by Waterman and Mississippi Steamship Companies, and also agreed to by the above companies, who are signatories to this contract, will not be attached to the articles on which the crews sign for a short while. Inasmuch as these wages, overtime scales, etc., are all retroactive, it means that our membership will not lose anything in the short delay of putting into effect the new wage and overtime scale. This amount of money is dough in the bank and will be paid to all men in the near future.

## Seatrains Contract

### Agreement

between

Seafarers Int. Union of North America

and the

Seatrains Lines Inc.

The wage scales and overtime rate and addendums thereto, now presently in the contract between Seafarers International Union and the Seatrain Lines Inc., covering Seatrain type vessels, are hereby cancelled and the wage scales and overtime rates set forth herein shall be substituted. All other terms and conditions of the existing agreement except as herein amended shall continue in full force and effect for a period of 30 days from the date hereof, or such other period as the parties shall mutually agree upon.

#### DECK DEPARTMENT

Bosun .....	\$212.50
Carpenter .....	212.50
AB Maintenance .....	195.00
Quartermaster .....	180.00
Able Seaman .....	180.00
Cardeckman .....	180.00
Ordinary Seaman .....	157.50

#### ENGINE DEPARTMENT

Electrician .....	\$240.00
Deck Engineer .....	240.00
Engine Utility .....	212.50
Oiler-Steam .....	185.00
Watertender .....	185.00
Fireman .....	175.00
Wiper .....	167.50

#### STEWARDS DEPARTMENT

Chief Steward .....	\$232.50
Chief Cook .....	212.50
Second Cook .....	192.50
Messman .....	157.50
Utilityman .....	157.50

Overtime to be paid to all members of the Stewards Department on Sundays and Holidays at sea. No member of the Stewards Department to be laid off in port or at sea on Saturday, Sunday or Holidays.

The overtime rate for unlicensed personnel receiving less than \$200.00 per month shall be \$1.00 per hour. For all ratings receiving \$200.00 or more per month, the overtime rate shall be \$1.25, per hour.

To reduce the straight time, work-week in port from 44 to 40 hours per week and pay overtime

The Committee further points out that when crews are shipped, it is imperative that they be sure and take on board each vessel copies of South Atlantic contracts so that they will be able to keep an accurate record of overtime.

Your Negotiating Committee takes this opportunity once again to thank the membership of the SIU for the splendid manner in which they supported the committee in their demands. This support has been the principle reason that has allowed the SIU to top the entire industry in wages and conditions.

#### SEAFARERS INTERNATIONAL UNION OF NO. AMERICA NEGOTIATING COMMITTEE

- JOHN HAWK  
J. P. SHULER  
EARL SHEPPARD  
PAUL HALL  
ROBERT A. MATTHEWS  
DANIEL BUTTS

for work performed in excess of 40 hours per week; for the purpose of this paragraph Saturday and Sunday in port shall be overtime days.

Pay overtime at sea for all hours worked in excess of 48 hours each week to all unlicensed personnel whose basic work week is 56 hours or more; for the purpose of this paragraph Sunday at sea shall be considered the overtime day and all work performed on Sunday shall be paid for at the overtime rate.

Under no circumstances shall there be any duplication or pyramiding of overtime.

All basic wage scales increased by \$17.50 per month shall be retroactive to April 1, 1946 and all increases in excess of \$17.50 per month and the overtime rate shall be retroactive to June 15, 1946.

The provision of the Agreement dealing with hours of work at sea and in port, and with respect to the overtime rates of pay, shall be retroactive to June 15, 1946.

Room allowance shall be \$3.00 per night and meal allowance shall be \$1.00 for breakfast, \$1.00 for dinner and \$1.00 for supper.

Standby rate of pay shall be \$1.45 per hour straight time and \$2.17½ overtime.

The Union agrees to make every effort to immediately release any and all vessels which are presently tied up because of action by members of the unlicensed personnel. Negotiating committee for the operators and the negotiating committee for the Union shall continue negotiations so that a complete agreement can be reached covering general rules and working rules within the 30 day period.

#### SEATRAINS LINES INC.

R. C. Chapdelaine

#### SEAFARERS INT. UNION OF N. A.

John Hawk, Sec.-Treasurer; J. P. Shuler, Asst. Sec.-Treas.; Robt. A. Matthews, Headquarters Eng. Dept. Rep.; Paul Hall, New York Agent.

## Two Seafarers Still Missing

(Continued from Page 1)

in port two hours after arriving from Savannah when the lightning struck. The gasoline poured into the St. John's River and caught fire. The flames quickly spread to the pier. The flames and billowing smoke rose hundreds of feet and were reported visible for more than 20 miles.

#### 3 ALARM SIGNAL

The searing flames brought 11 city fire companies to the scene in response to a three-alarm signal. Two fire boats joined in the efforts to quench the blaze.

The Homestead listed to port about an hour after the fire began. Later its stern settled.

At the hospital where the rescued men were treated for their burns, one of them said he saw several other men standing on the deck. He said that he begged them to jump, but they wouldn't because they said they couldn't swim.

DECK	
Bosun .....	\$205.00
Bosun's Mate—	
Day Work .....	192.50
Bosun's Mate—Watch....	180.00
Carpenter .....	205.00
Storekeeper .....	197.50
AB Maintenance .....	187.50
Quartermaster .....	172.50
AB Seaman .....	172.50
Watchman .....	172.50
OS Seaman .....	150.00

SIU new overtime rates for all companies shall be as follows:

Under \$20.00 a month, \$1.00 per hour, over \$200.00 a month a month, \$1.25 per hour.

ENGINE	
Chief Electrician .....	\$294.50
2nd Electrician .....	—
Asst. Electrician .....	227.50
Unlic. Jr. Eng.—	
Day Work .....	230.00
Unlic. Jr. Eng.— Watch	205.00
Machinist-Plumber .....	237.00
Deck Engineer .....	205.00
Chief Reefer Engin'r .....	269.50
1st Reefer .....	237.50
2nd Reefer .....	218.50
Engine Storekeeper .....	197.50
Engine Utility .....	205.00
Evaporator Maint'ance..	190.00
Oiler—Diesel .....	195.25
Oiler—Steam .....	177.50
Watertender .....	177.50
Fireman-Watertender ..	177.50
Fireman .....	167.50
Wiper .....	160.00

STEWARDS	
Chief Steward .....	\$220.00
Chief Cook .....	205.00
Night Cook and Baker..	205.00
Second Cook .....	185.00
Asst. Cook .....	175.00
Messman .....	150.00
Utility Man .....	150.00

All members of the Stewards Dept. will be paid overtime for all Sundays and Holidays in port. No member of the Stewards Dept. will be laid off Saturdays, Sundays, or Holidays at sea or in port.

(NOTE: Stewards Dept. negotiations are not completed.)

# AROUND THE PORTS

## "Hell Ship" Skipper Is Changed Into A Mild And Meek Character

By JAMES "RED" TRUESDALE

PHILADELPHIA — This is not a tale out of fiction, it is the true story of the cruise of the SS Roger Sherman. An indication of how bad the trip was is found in the fact that the crew nicknamed the ship "SS Hell Ship."

Under the command of the infamous Captain "Castor Oil" Lille, Jr., the vessel left Galveston headed for Messina, Sicily. As soon as the boat cleared the harbor, this character started to show the crew what kind of a high pressure guy he was. He carried with him a closet full of high class uniforms, each one with enough gold braid and medals on it to make two uniforms for Herman Goering.

Besides his purty clothes, the Skipper claimed that he had been in more battles than the Russian Army claimed victims. On the whole, he could have been used for moving pictures without changing him one bit.

### CASTOR OIL KID

He got his name because he prescribed a double dose of castor oil for five members of the crew "as disciplinary action." He held the crew in a state of fear with his threats. One typical threat was to tell the men that he would have them all sent to jail as soon as the ship came back to an American port. Another was to write letter to each man's draft board, and then make a ceremony out of reading these letters aloud.

When the ship hit Philly, this bold, bad, man, sent for the FBI, the Narcotic Squad, the Coast



Guard, and everything but the Marines. He claimed that there was dope aboard, which was proved to be a lie when the ship was searched and given a clean bill of health.

### CHANGED MIND

Topping all this off, he had the nerve enough to call the Union Hall and start telling the Patrolman what a bunch of "no goods" were aboard the Sherman. The Patrolman hurried down and got the crew's side of the story.

First of all, the Skipper sheepishly admitted that he had not sent the letters to the various Draft Boards. Then the charges against two men by the FBI, and against four men by the CG, was beaten in true SIU fashion. So

in the long run, this Skipper had his ears pinned back, but good.

Incidentally, this crew was a fine a group of Union men as you could find anywhere. They said that the Purser was tops, and that he did everything in his power to make the miserable trip as pleasant as possible.

## Savannah Oldtimers, Remembering Past Conditions, Praise Work Of Seafarers Negotiating Committee

By ARTHUR THOMPSON

SAVANNAH — We started the week off with a beef on the SS George Walton, an SUP ship. It used to be an NMU ship, but was taken over on bareboat charter by W. R. Chamberlain & Co.

The NMU left this ship in the usual filthy condition. The new deck which was sent from the Hall in New York, being AFL seamen, did not like the condition of the ship and wasted no time in letting me know about it.

I immediately contacted Mr. E. K. Meredith of the Strachan Shipping Agency about it, and he went to work right away. This is one outfit who has always played ball with us 100 per cent. A shore gang was hired to soogie the ship; new mattresses and springs were put on the bunks; fifty-four wind chutes for port holes were made practically overnight, since none could be bought ready made, and fans were bought for galley, pantry and messroom, and a dozen other minor repairs were made.

### SHIPPING SLOW

This was all accomplished in a couple of days and the crew left Savannah satisfied. We had another SUP ship in transit, but it only stayed one day and we still have the DePauw Victory, but we expect it to sail soon. The only other ships in port are South Atlantic ships which have been here for some time. Shipping has been rather slow and we haven't had any payoffs.

A local item which should be of interest is the news that a coral is being constructed near the ACL docks for cattle to be shipped to Europe. It is expected that from 60,000 to 90,000 head will be shipped from Savannah this year. More will probably go next spring.

We had a special meeting here when Waterman and Mississippi signed the new agreement. The membership here went for it 100 per cent. Other companies take notice.

The OPA is back again, much to the discomfort of my landlady, and maybe we'll be able to live easier if controls aren't taken off too many items.

### CAREFUL PLANNING

I wonder how many of our members actually realize what our Negotiating Committee has accomplished and what careful thought and patient study was

## NO NEWS??

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

- HOUSTON
- CHARLESTON
- MOBILE
- SAN JUAN
- BALTIMORE
- NORFOLK
- PORT ARTHUR

required of them to bring about the present new wage scales.

A careful study of the comparative breakdown of wage scales, which was recently released, not only shows the greater increase we got, it also shows that our Committee considered every individual rating.

The NMU and their satellites brayed out to their misguided members that they would get a blanket increase of 30 per cent for all ratings regardless of the then existing inequalities in their wage scales. I'm not blasting them for not carrying out their program as promised (that's to be expected of them), but I do want to bring out the fact that their negotiating committee proved themselves to be utterly incompetent.

Our committee took into consideration the fact that a man on day work would lose out on the weekend overtime, and had his increase jacked up accordingly. Little details such as this shows a committee's worth and it also speaks well for the rank and file members who put up the committee there.

### INCREDIBLE GAINS

Some oldtimers were discussing the outcome, and one stated that the gains made by our Union since it started are incredible. I can't say we have not made unbelievable progress, but to my mind the incredible part is what we used to get.

And don't get the idea you've been given a belated Christmas



present. The cost of living being what it is, your money can't go very far and none of us will be much better off financially than we were before the war. There is another angle, however, which we must also consider. We have our end of an agreement to uphold. During negotiations the companies continually remind us of any failings on our part.

When we dispatch men who

## Shipping Rise, Organizing Work Keep Seafarers In Boston Busy

By JOHN MOGAN

BOSTON — The long-expected comeback of shipping finally arrived in this port, with three pay-offs in Boston the last three days of the week, and a like number in Portland.

In Boston, the SS William Patterson and the SS Nicholas LaBadie paid off, together with the tanker Fort Winnebago.

In Portland, it was two tankers and one dry cargo vessel. Plenty of jobs were available and the shipping list looked better than it has for many weeks.

Then, too, the Berea Victory, formerly under a West Coast contract, was turned over to Waterman this week. The Berea took a full crew except for the few

members already working in the Deck Department.

Along with the increase in jobs was an increase in business that keeps the port out of the red. Moreover, there is every indication that the next few weeks will be as good or better than the week just past.

The local organizing has been proceeding pretty well. With the Nantasket boats under contract, attention was focussed on the Wilson Line, and negotiations begin today on the agreement between this company and the SIU.

At the special meeting held last week for the purpose of ratifying or rejecting the wages and hours section of the contract being negotiated with the shipowners, it was voted unanimously to ratify and to express to the Negotiating Committee the gratitude and complete confidence of the membership.

It was felt that the increase in wages won by our committee will eventually fall to NMU also; but it was felt that now, if never before, the entire industry will



appreciate the fact that SIU is the Union for the rank and file.

### NO MORE LAUGHS

By next week, we will have heard the last of the wisecracks from the out-of towners regarding our Hall. Ever since the Union began to acquire property in other ports our visiting brothers would give that supercilious look around every time they hit the port, with an accompanying crack about the "dump."

However, thanks to the membership, we now have a spot second to none. Brother Fergie, a Chief Electrician, installed our public address system this week; our committee shopped around and bought some nice furnishings; and there remains only some final touches and installations before the old SIU sign goes up on our new building, signifying to all and sundry that the Seafarers are a growing outfit.

The crew of the SS Donald Wright, one of the first American Pacific Company dry cargo vessels to be crewed up on the East Coast, returned to Boston after what they described as a good voyage. It couldn't have been a bad trip because the crew was an exceptionally good one, and a good Union crew makes a good ship.

### HOSPITAL DONATIONS

When the boys returned they donated a dollar each to a fund for the members in the hospital who for one reason or another are ineligible for Union benefits. The crew of the SS Nicholas LaBadie contributed \$6.00 to the same fund.

To both of these crews goes the hearty appreciation of their brothers in the hospital not fortunate enough to be holding books. They are shipmates and, as such, cannot be allowed to be forgotten in their period of hospitalization.

turn out to be performers we hear about it. If we try to collect phony beefs we hear about that, too. And if we send out incompetent men they remind us of this in no uncertain tones. Everytime you break the agreement you are giving your Committee another obstacle, and I can say from experience that they already have plenty.

Now that we have a better agreement, with some companies at least, let's do our part as Union men and live up to it.

### SENATORS REPLY

Among other things I sent a letter to each Senator from Georgia along with a clipping from the Log complaining about the treatment accorded Merchant Seamen in Marine Hospitals. Here are the replies.

From Senator Walter F. George:

"Dear Mr. Thompson:

"Let me acknowledge your letter and enclosure of the 24th, relative to Merchant Marine Hospitals.

"I am pleased to bring this matter to the attention of the proper authorities and shall advise you when a report is received.

"With good wishes, I am,  
Sincerely yours,  
Walter F. George."

From Senator Richard B. Russell:

"Dear Friend:

"Permit me to acknowledge and thank you for your letter of July 24th.

"I have noted with much concern the article which you sent from the 'Seafarers' Log.' In an effort to see what can be done about the discrimination against Merchant Seamen being admitted into Merchant Hospitals, I am

(Continued on Page 8)

## BROTHER INJURED IN AUTO CRASH

Brother Leo Burns, AB, is in the Union Memorial Hospital, Baltimore, with severe injuries suffered in an automobile accident on July 4.

An emergency operation on Burns' broken legs was performed at the hospital Aug. 1. His condition is still serious, but he is expected to recover, it was reported.

## Coast Guard Already Pulling Its Rank On Merchant Seamen

By JIMMY HANNERS and JIMMY REDDEN

JACKSONVILLE — Not much to report from this fair city of sunshine as far as business and shipping is concerned.

This week we paid off an Alcoa tub, the *Cyrus W. Fields*. She tied up here after a two month trip, and upon boarding her we were informed that there were no disputes concerning overtime. Therefore we looked forward to an early payoff.

After warming the seats of our trousers for a few hours waiting for the Shipping Commissioner, we got tired and contacted him in his office. We were told he was checking the payroll and overtime sheets.

When asked, in a gentlemanly way, what his reason was for checking the sheets in his office, he replied to the effect that he was the Shipping Commissioner in this port, and would pay off all ships his way. We were then informed that the ship would pay off the next day.

### PULLING THEIR RANK

Well fellas, it looks like the Coast Guard is starting to use and enforce some of the new authority that was given to them by the so-called law makers in Washington.

Things began to pop the next morning when the payoff started. . . . Instead of disputing the overtime involved, the Company took it upon itself to strike all overtime from the sheets and not include it in the payroll.

When the crew found they had

had been shorted they really began to beef. Immediately we went to work on it. The Company, when contacted, claimed they had no knowledge of what had happened. It seems rather strange as the overtime was turned in, and on payoff day there was no record of it on the payroll vouchers. The Company, however, agreed to pay the money that was due the men involved in this little mishap.

### KEEP RECORD

So men, in order that you will collect all the money due in the future, we advise all members of ships crews to keep a record of all money and overtime that is due them from the company.

The *Cyrus W. Fields* will be around this port for a few weeks as she is undergoing repairs. She will then be turned over to the South Atlantic SS Co.

Shipping should pick up in this port in a few months, as we understand the fair city of Jacksonville is going to spend a few bucks and have the harbor dredged so the bigger ships can come in and out of this port. So we will be looking forward to a few coastwise runs popping into this city of sunshine.

Well, that seems to be all of the news that we have to report from this branch at the present time. If any of you old salts would like to turn poet we sure have some nice material down here. Any type that you may ask for can be found around this town.

## Attention Seafarers

Word has come to this office that the *Seafarer Log* is not to be found in some of the seamen's Clubs in foreign ports.

**Whenever in a foreign port go to the seamen's Clubs and see if the Log is displayed. If you don't see it, ask for it. Find out why it is not put out, and leave some of your ship's copies of the Log there.**

**Notify the Seafarers Log of all Clubs where you do not find the SIU paper.**

## The Patrolmen Say...

### Clean Payoffs In Philly

PHILADELPHIA — We've heard of good skippers but our hats are off to one of the finest Captains who ever sailed the seven seas — Captain Carl Norman of the *SS Pecham*.

We paid off this vessel without a beef, and the crew had the highest praise for both Captain Norman and the Chief Engineer,

G. H. Deagle. May both of these men always sail with SIU crews.

The *SS Antinous* came into Port with no beefs and made a clean payoff, which is very unusual for a Waterman steamship. But this oddity was due to a fine Skipper and Chief Engineer working in perfect harmony with a good crew.

It just goes to show what perfect harmony can be attained aboard ship when you have a right Captain, Chief Engineer and a crack crew. Our hats are off, with a word of thanks, to Captain W. P. Adams and Chief Engineer W. Dick of the *SS Antinous*. May they always come into Philadelphia the same way.

"Blackie" Cardullo  
Tony Forgione

## MEET THE SEAFARERS

### Michael Feeheny



It doesn't take a very smart man to look at Mike Feeheny and figure out that he comes from sturdy Irish stock. That he does, emigrating from the Erin Isle at the turn of the century. And a fine broth of a man is he, with a record as a Union militant that could be envied by many other workers in many other unions.

Michael Feeheny is from the Black Gang, and damned proud he is of the men who labor below decks to keep the vessel moving. Mike knows whereof he speaks because he has been sailing as FOW since he first started in 1910, as a Wiper on the old *St. Louis* of the American Lines.

Like many other Americans of Irish descent, Mike was one of the first to fight in World War I, and when the *Atlantic Sun* was torpedoed and sunk 300 miles off the coast of Scotland, Feeheny was aboard her. Not only that, but he got his ribs crushed in the action and was eight months on his back before he could sail again.

### JOINED ISU

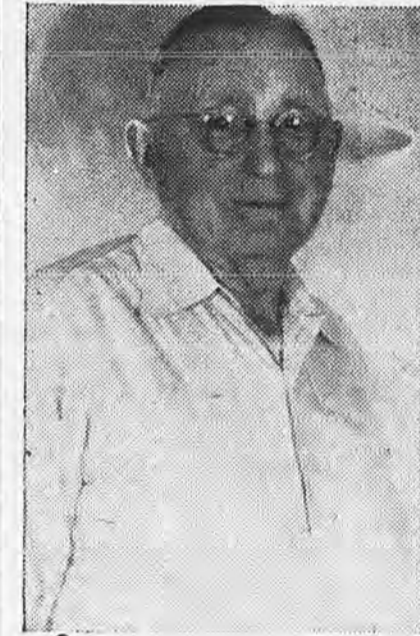
In the period between wars, Mike took out his love for action by sailing and by working as a volunteer for the Union. He joined the old ISU, and was on the picketline during the troubles that marked the seamen's fight for their rights during 1921-1922.

"We got off the *SS Artemus*, the largest freighter of its kind at that time," he says, "and we walked off in a body to join the line. The finks tried to make the ship after that, but they sure ran into loads of trouble."

The period after that was uneventful. Mike sailed regularly as possible, spent his time ashore in the historic tradition of merchant seamen everywhere, and found life too pleasant to think seriously about getting married or raising a family. So as a consequence, he is theoretically a bachelor.

In 1936 and 1937, Brother Feeheny went up to the Great Lakes to try his luck as an inland sailor, and also to do what he could to organize the seamen in that section. He was firmly convinced that the area was strongly pro-SIU, and events have borne out his contention.

This war saw Mike in a slightly less precarious position than that which he occupied in the last one. Of course, he had his share of battling subs and bombers, but he never took a dunking as a result of enemy action. When asked about the 1941 Bonus Strike he says, "I was on the picketline in that one, too. I started picketing when I was young and just kept right at it."



I sort of figured that it was the only way that we could ever get anything."

So that is the story of Michael Feeheny, an Irishman who didn't want to become a policeman and became a seaman instead. And wasn't satisfied with just being a seaman, but insisted in becoming a militant trade union seaman. He has always done a good job for his adopted country and for his Union.

## Gold Coast Stays Busy Settling Beefs And Winning Victories

By W. H. SIMMONS

SAN FRANCISCO — In the port of Frisco none of the companies get away with any monkey business. We handle the beefs, large and small, as they come, and we have been fortunate enough to settle practically all of them.

Just recently we won a victory for the crews of the *Richard W. Dixey*, *Waterman*, and the *Eben Linnell*, South Atlantic. These ships sailed for Japan and were left there, then the men were repatriated on the *Marine Swallow*. The *Waterman Steamship Company* tried to pull a fast one, and refused to pay the full subsistence for each day that the men were on the beach in Korea. We took the matter up with them, and after applying a little pressure, they agreed to pay the money due.

All members of the *Richard W. Dixey* crew can obtain this money by writing to the company, care of Captain Coleman, 310 Sansome Street, San Francisco.

### WIN THEM ALL

*Waterman* also had to back water in the case of the *New Zealand Victory* which paid off last week with the men getting transportation back to the east. This started to become a major beef, and it was only the solidarity of the crew members that made it possible for us to win this one without even more fuss.

Right now this place is booming with the *Eagle Wing Victory* in from a six month trip,

the *Blue Ridge Victory* in from France, and the *Benjamin Chew* from practically around the corner—Baltimore. With so many ships here, it gives us a chance



to renew acquaintance with some men whom we haven't seen in years.

The news of the contract signed with *Waterman* and *Mississippi* made a big splash out here. After reading the new wage scales, all the men out here went on record as saying that "the finest Negotiating Committee in the world" is representing the SIU in the negotiations in New York. Keep up the excellent work, men.

## ATTENTION!

**If you don't find linen when you go aboard your ship, notify the Hall at once. A telegram from Le Havre or Singapore won't do you any good. It's your bed and you have to lie in it.**

## Some Observations On Recent Operations

American newspaper publishers had an additional reason recently to believe that they could not exist under a Fascist dictatorship. Spain's Generalissimo Franco announced that newspapers and magazines would be prohibited from printing pictures of girls in bathing suits. Next on the schedule is expected an order decreeing that both participants in a bull fight must wear pants.

§ § §

Labor editors are frequently critical of the manner in which the daily press constantly distorts labor news. West Coast labor editors were agreed, however, last week that they had finally come across one story (it appeared in the *Los Angeles Times*) that didn't distort the labor angle a bit. The crucial sentence of the story read: "The Wage Stabilizations Board announced that henceforth its official policy in connection with disputes and strikes of this kind would be cmfwyp rtsqngd ETAOIN SHRD LU from Seattle to Southern California."

## Savannah Oldtimers Praise Seafarers Negotiating Committee

(Continued from Page 7)

taking this matter up with officials here and will advise you further as soon as I have an official report.

"With every good wish, I am Sincerely,  
Dick Russell"

### KEEP ON WRITING

These answers are results. The Senators must turn these complaints over to the proper committees. They themselves are already on committees (Russell is on the Committee on Immigration and George is on the Committee on Finance), therefore they can't give the matter the personal attention they would like to.

Their answers are not just double talk. The thing to bear in mind, however, is the fact that one or two complaints don't mean a thing. It is the duty of every seaman to write to his Congressmen and let them know how conditions are. Since they don't use these hospitals themselves, they only know what they are told.

These Congressmen are your representatives just the same as the officials of this Union are, only in a different category. As you would bring beefs to your Union representatives when they

pertain to Union affairs, so you must bring beefs to your Congressmen when they pertain to your personal welfare.

When you read this article, no matter where you are or what you are doing, stop everything and take out enough time to write your Congressmen. If you don't know their names we'll find out for you and if you don't know how to word the letter we'll help you.

### COAST GUARD AGAIN

If we had bombarded the Senate with letters on the Coast Guard beef we would have got results. At is it we are now saddled with them for life. Let's not lose this hospital beef.

And remember also, that this is another beef against the Coast Guard, which is mostly responsible for the conditions that prevail today in our Marine Hospitals.

Incidentally, if it's possible, I believe it would be a good idea to post the names of the Senators who voted on Truman's Reorganization Plan and let us know how each one voted. We should know who are for us and who are not, so that we can vote accordingly when these people go up for reelection.



# New Orleans Wins 1338 Hour Beef For Flagstaff Victory Crew--Plus

By C. J. (BUCK) STEPHENS

NEW ORLEANS — A major overtime beef was squared away here this week with the crew of the SS Flagstaff Victory, Robin Lines, netting the cash equivalent of 1338 straight hours for overtime performed during the voyage to Greece and return. Several hours at the rate of \$3.00 for longshore work were also gained.

The demand for the longshore rate of pay came about at sea on Memorial Day when one of the horses, which the vessel was carrying to Greece for UNRRA, kicked the bucket. For the work involved in the disposal of the carcass, the Mate okayed payment at the rate of 90 cents an hour, but the crew contended it was working cargo.

We settled the beef at the Hol-



iday longshore rate, and everyone was happy, except the company official who stated that the Robin Line could have bought Man-O-War or Assault for what it cost to throw the dead horse over the side.

## CASH FOR COOKS

With nine cattlemen aboard the ship, the company failed to put an extra man in the Stewards department. Our demand won 14 hours for each day, which was split up among the members of the Galley gang, plus 45 extra hours for the 2nd Cook and Baker.

The slopchest squawks were highlighted by the report that of the 20 white shirts brought aboard the Skipper took 14. But he was a fair-minded man. He put up the remaining six shirts to be raffled among the crew.

I collected a few bucks for the Seafarers Log, with a \$5.00 donation coming from Louis Basle, an UNRRA cattletender, who stated that he never met a better bunch of men than this SIU crew. Before leaving the ship in Greece to go to school, he gave the Deck Delegate the money to give to the Log fund, where he thought it would do good.

There are no beefs hanging fire on this ship, now. The crew was a good one. Delegates were: James Connors, Deck; John Lemken, Steward; and Joe Kelly, Engine.

Most of the crew flew to New York, and from latest reports one of the gang got air sick on the way up.

## OREGON FIR ARRIVES

But the Flagstaff Victory was not the only vessel paying off here this week.

Loaded with beefs, the Smith and Johnson MV Oregon Fir came into this port after cruising around all the God-for-saken outports where no Patrolman was able to contact the vessel.

The First Assistant was a Bucko who disputed all the overtime that he decided the men were not entitled to. He refused

to turn it over to the Purser as disputed. He disputed and refused to turn in the overtime for the Oiler on the 8 to 12 watch who had relieved for supper the Oiler on the 4 to 8. But this Bucko was straightened out. The company relieved him of his duties.

The crew had a list of 23 items for repairs and requisitions. This in addition to the five disputed items in overtime. The men were on six-months articles, but 11 of the crew paid off under mutual consent. Strange as it may seem, the 11 replacements would not sign on until I had okayed the scow's stores, repairs, disputed overtime, etc. The repairs were made, overtime squared away, and all requisitions made, with the exception of the mattresses which the company was unable to procure at the time, but promised to have for the following voyage.

The Oregon Fir then sailed with all hands contented that the job was well done, and that the Skipper had been taken down a notch or two. They felt reassured that no First Assistant could run any SIU ship as the rejected First had attempted to.

# Chicago Has A Good Week

By HERBERT JANSEN

CHICAGO — Shipping as a whole has been pretty fair for the last two weeks. As a result there are not many rated men around. The Sand Ship American should be calling for her crew in the very near future. She was scheduled for operations June 1st, but lack of materials held her up. As she will come off the ways forty three feet longer, the boys will have to rearrange their timing of mess call.

An invitation from Joe Curran was received here asking us to attend a meeting in Cleveland to work out the problem of a forty hour week for the seamen on the Lakes. If memory serves me correctly it wasn't too long ago that we were fighting with our backs to the wall to secure seamen's benefits while Curran's boys sat back and looked the other way.

## FREE LOADERS

Of course, when we emerged victorious they wailed loud and long that they were sold down the river, and immediately asked for the things we won. We have in the past, and will continue in the future to carry out our own fight for seamen's rights. History has proven that the policy set by the SIU has always been the pacemaker on the Great Lakes.

The SIU lost a very good member with the passing of Brother William Lewis, Book No. 2719. He died July 9th, of a heart attack, while ashore. He is survived by his wife Anna and two children.



## Young Oldtimer



Richard Martinez looks pretty young to be an oldtimer. But he is. He has been shipping for more years than he like to remember or admit to.

# Shipowners' Clipsheet Spiels Fairy Story Of Ship Slopchest

By JOE ALGINA

NEW YORK — Honestly, fellows, I didn't know what a swell deal we have going to sea until I read an article in the American Merchant Marine News, put out for the benefit of newspaper editors by the American Merchant Marine Institute. Most of the articles in this issue, dated July 29, 1946, play fast and loose with the truth, but one in particular stood out as either comedy or plain barefaced lying.

Did you know that the slopchest on board ship offers "a wide variety of better goods at cheaper prices than are available on shore?"

Did you know that at the slop-

chest you can purchase white broadcloth shirts at \$1.92 each, white cotton shorts at prices from 46 to 58 cents a pair, or rubber raincoats at \$4.89 each?

Other bargains include ink at nine cents a bottle, pocket combs at four cents each, shoe polish for seven cents a can, and candy bars for three cents each, 75 cents for a whole box.

## JUST NOT TRUE

All this is very interesting to the merchant seamen because we are all looking for the ships on which these prices are charged. It has been the experiences of every seaman that I have talked



to that the articles sold on shipboard were of inferior quality, and were sold for much more than their real worth. Not only that, but there is always a scarcity of goods, and what there is usually grabbed by the officers before the unlicensed personnel can even get close to the slopchest.

We wish that what the AMMI tells the world was really true. It is about time that the companies stopped taking advantage of seamen merely because they are away from land, and therefore unable to drop down to the corner store for anything they need. We don't want to call names at the AMMI, but maybe they can tell me why seamen carry as much stationery, shaving cream, razor blades, etc., with them when they go aboard, if prices are so low aboard the vessels.

The AMMI can fool the world as much as they want to, and as much as they can get away with. But they had better make sure that their slopchest doesn't fall into the hands of seamen—we know the score.

## WINDING UP THE STRIKE TALLY



The SIU Tallying Committee which announced this week the results of the referendum vote on the strike question. Seafarers voted 95.5 percent in favor of strike action should the current negotiations fail to produce a satisfactory agreement.

Seated at the table, from left to right, are J. Arabasz, P. J. McCann, and D. Whittaker. Standing, in the same order: J. McCullough, G. Suit and Lonnie Grantham.

# Count Of Strike Ballot Ends; 'Yes' Wins, As Operators Sign

In a record referendum vote, CIU membership voted heavily in favor of strike action if "a satisfactory agreement on wages and working conditions cannot be reached." Final results announced by the Tally Committee showed 95.5 per cent for the strike alternative.

The number of ballots cast was extremely heavy, with the proportion of "yes" votes being just about the same in all ports. Voting was heaviest in New York. New Orleans and Philadelphia were next in line in total numbers of votes cast.

The balloting began on July 1 and ended on July 31. All ports then transmitted their ballots to New York for tabulation by the Tallying Committee.

The question, to be voted as "yes" or "no," was phrased; "Are you in favor of authorizing your Secretary-Treasurer to call a strike in the event a satisfactory agreement on wages and working conditions cannot be reached?"

The call for strike action is, of course, contingent upon the progress made in the negotiations with the operators.

Thus far the Waterman, Mississippi and Overlakes outfits have already signed contracts with the SIU. The other companies have signed interim agreements for a period of 30 days. Should negotiations for a per-

manent contract with these companies not materialize, and strike action becomes necessary, the date will be set in a manner consistent with the democratic traditions of the SIU.

Members of the Tallying Committee were G. Suit, Lonnie Grantham, J. McCullough, P. J. McCann, J. Arabasz and D. Whittaker.

# Stick To Union Shipping Rules Is Advice Of SIU Dispatcher

By PAUL GONSORCHIK

NEW YORK — Shipping has slowed down somewhat in the past weeks, but no more than was expected with negotiations taking place. However, the interim agreement, which was signed earlier in the week with the operators, probably will step up activity.

The Waterman Company, already signed up with the SIU, is now plying its ships on regular runs between New York and Rotterdam, Antwerp and Bremerhaven. The Waterman vessels are also making several runs to Far Eastern ports.

## GET WISE

It appears that there are still some Chief Stewards who are unaware of the shipping rules, and that some clarification is in

order. I would like to point out that they are not to be running to company offices for jobs. Certain Stewards, apparently, don't know that some changes have been made, and believe that the practice is still being carried on.

My advice is that these men discontinue applying at the company offices. Your allegiance is to the SIU, and not to the company. The Union will place you men in jobs.

Ship's Delegates are requested to check all members aboard their vessels for assignment cards. If they come across any member who has shipped through the company offices, the Delegates are to notify the Union officials, so that formal charges can be brought against the violator.

# SHIPS' MINUTES AND NEWS



## Gas-Laden Lee Winds Up At Arsenal

The trouble laden SS Francis Lee with 600 tons of leaking mustard gas will finally wind up at the Edgewood, Md., arsenal for disposal of her lethal cargo. The vessel, on which 19 SIU crewmen received burns from the German mustard gas carried from Antwerp to Mobile, has already been removed from two ports.

At Mobile, where about 50 longshoremen were burned trying to remove the dangerous cargo, the local citizenry raised a loud protest over the Army Chemical Warfare Service's decision to unload the ship there.



The Army had destroyed 120 large bombs—500 and 1000 pounders—on the beach of Horn Island, off Pacagoula, Miss., without mishap.

### MOVED TO CHARLESTON

Responding to the Mobile outcry, Secretary of War Patterson ordered the vessel moved to Charleston, S. C., in an effort to place the Lee somewhere so that the lethal gas could be unloaded into barges to be burned or sunk. The other alternative was to sink the 10,000 ton Liberty along with its cargo, which was German-made and confiscated from the Wehrmacht.

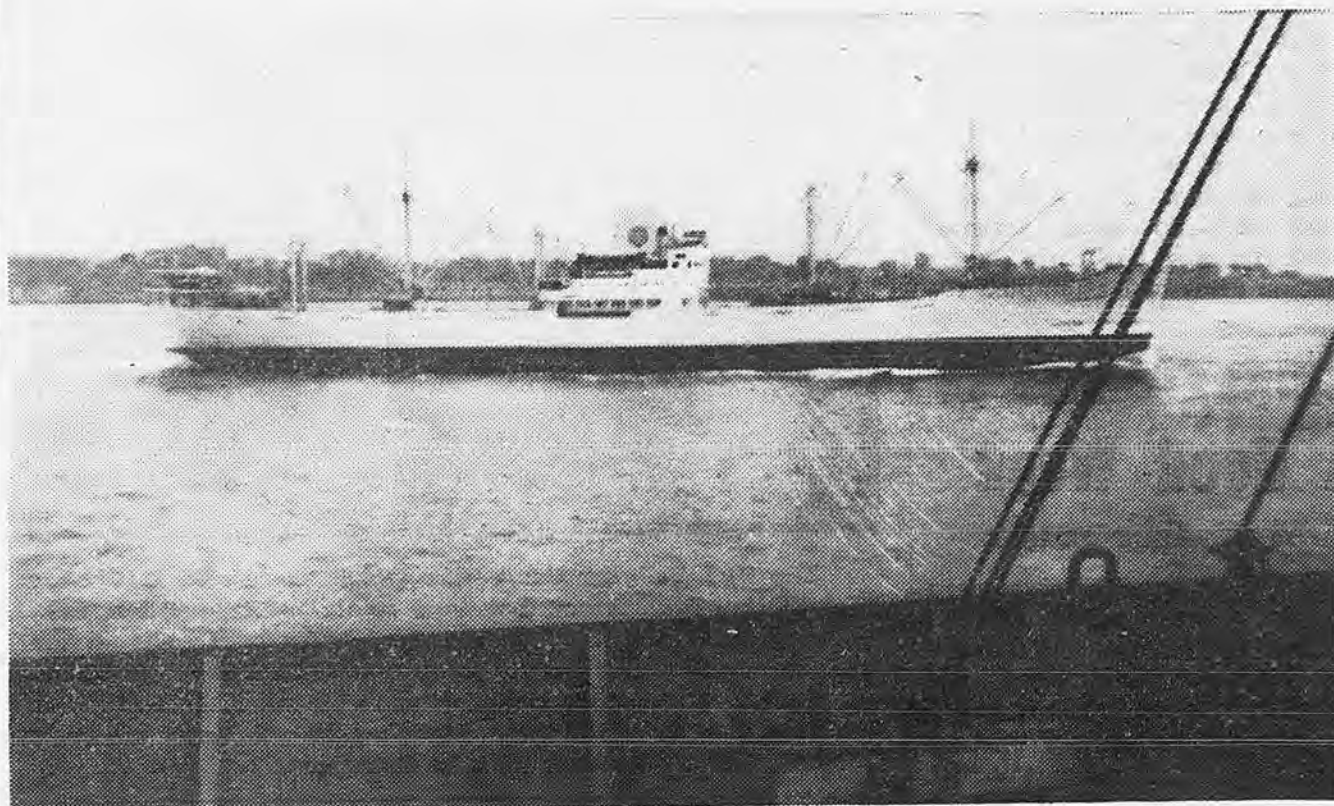
But at Charleston the crewless Lee was very unwelcome, and Senator Maybank appealed to Patterson to get it out of the South Carolina port immediately. Chemical Warfare Service, after an unhappy seven weeks of trying to find a spot for the job of unloading, then redirected the vessel from Charleston to the Edgewood arsenal on the Chesapeake Bay. At the arsenal the gas will be unloaded by experienced personnel and burned.

### WON RELEASE

The Francis Lee arrived in Mobile in June, when the crew reported the miserable conditions they experienced coming across in the gas contaminated ship. The SIU won for the crew a release from the articles, after the Seas Shipping Company had previously refused requests from the crew to be realed from the dangerous proximity to the noxious gas.

All the way over, the crew reported, fumes were leaking from the gas bombs, and penetrating the crew's foc'sles. The men were living in the gas atmosphere 24 hours a day.

## THE SS JOHN GIBBON GOES TO POLAND



Brother Luis Ramirez, Fireman aboard the SS John Gibbon, loaded his camera when the vessel made for Poland. These shots are some of the results. Top: Smoke billows from warehouse near where Gibbon was docked. The ship pictured above is the Swedish line, Gripsholm, as she steamed past the starboard side of the Gibbon. Directly above, at the left sitting alone, is a Seafarer identified only as Joe, "an oldtimer and good Union man." At the right is the Gibbon's Chief Cook, Brother Ramirez, and Smitty, the Ship's Delegate.

## Voyage A Real Hell With Kyska Skipper

With Captain Jacobsen aboard, the SS Kyska might be more aptly named the "SS Hell-On-The-High-Seas." He gave the crew a helluva bad time on its recent trip to Belgium and back, and the men want the Bucko bounced.

A letter to Red Truesdale, Philadelphia Port Agent, disclosed the Kyska men's feelings. The letter, signed by Charles Cramp and Cecil Rush, chairman and secretary, respectively, of the final shipboard meeting held at

sea July 28, as the vessel was nearing port, said, in part:

"... It (the crew) is open for advice from you, and will take any steps you may deem advisable for the betterment of conditions aboard this vessel. The crew is 100 per cent SIU, and 100 per cent cooperative in this matter... If necessary, they will hit the dock and remain there until the condition which existed on this trip are removed..."

"The key beef is the removal of J. Jacobsen as Master of this ship. The crew feels that he is the cause of all dissension to be found aboard, and will let you be the judge..."

### GOOD UNIONEERS

The crew signed on the Kyska June 19, with the vessel bound for Antwerp and Rotterdam via New York. The vessel was in good condition and the crew were good SIUers. On previous trips, said the Black Gang Delegate, the Captain apparently had a bunch of maritime school boys whom he could bull-doze. The staunch Union crew on this trip was discomforting to Jacobsen.

From the moment the Kyska pulled away from Philly, evi-



dences of the Skipper's hellishness began.

Here are some of the reasons for the crew's contention, gleaned from the Delegates' reports:

On the outbound voyage, the crew received a ration of three cartons of cigarettes, while the 12 passengers could purchase all they wanted, according to a notice posted in the lounge. In Flushing, Belgium, ten pilots boarded the ship. When they left, two ABs on watch noticed they were carrying cigarettes ashore.

In Antwerp, the Captain searched the crew's quarters. The delegates asked if they could accompany the searching party through the officers' quarters. The answer was a booming "No." Some cigarettes had been found in the forepeak, and the crew was, naturally, blamed. However, the Chief Engineer remarked the next day, that if Customs had been five minutes earlier, he'd have been caught with his pants down. But the officers' quarters were never searched.

### SPECIAL PRICE

The slopchest was opened out of New York. A 24-bar box of five cent candy was sold to the crew for \$1.25—cash only. The radio operator handling the chest said that the candy was the Skipper's little private business item. From the date of departure,

(Continued on Page 11)

## Wanted: One Contract Interpreter For Rutgers' Skipper

The deck crew that signed on the SS Rutgers Victory recently, didn't know they were supposed to bring along a valet, their own lunch and a copy of the wage agreement written in words of one syllable.

The Skipper started the ball rolling by telling the crew that Burns SS Co. had not notified him by any new SUP agreement and so as far as he was concerned the old wage agreement still held good.

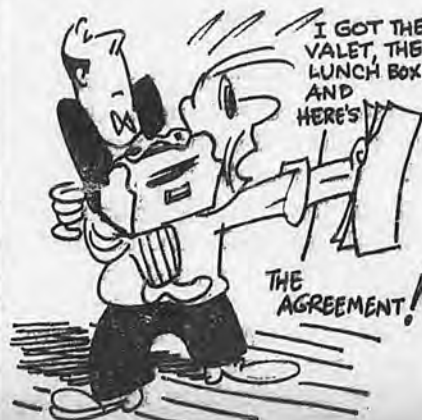
Before the men completely recovered from this "lulu," the galley range broke down and the

crew was told to eat ashore. No subsistence was paid and the

men who were broke went hungry. The Steward didn't even bother to put out a cold lunch.

The Steward, still batting 100 per cent, followed this up with stony silence to the charge that the Bosun's and Carpenter's quarters had not been cleaned or the bunks made from July 20th to July 29th.

If everyone is going to be happy when this ship weighs anchor, the Captain and the Steward had better get a copy of the agreement between the SUP and the Burns SS Co.



# Digested Minutes Of SIU Ship Meetings

**BRAZIL VICTORY, April 21**  
 —Chairman Terrington; Secretary Carlson. Accepted delegates' reports. Good and Welfare; Motions carried: Put radio and clock in PO Mess; Purser to stop rationing cigarettes; to find out why hospital was used for carrying passengers instead of being reserved for sick crewmembers; to have Patrolman present and check medical supplies before leaving home port; fumigate ship in New Orleans; notify Agent to take up with company question of having mail forwarded in foreign ports; repair bunks and lockers, and to get a grill for mess.

~ ~ ~

## No Noise Please, We're Off The Air

His Excellency, the Rt. Hon. Radio Operator of the SS Earham Victory just can't seem to get his sleep in. The vigors of da-da-de-da-da bruise his biceps so that he isn't fit for anything but plowing around in his sack.

To make certain his 24-hour slumber isn't disturbed, this ham shuts off the radio 24 hours a day, says the ship's minutes. Nice shift—24 off and 24 off. If it work, that is.

At the membership meeting, the crew voted to have the Ship's Delegate see the Skipper about the possibility of getting this 'round-the-clock-snooze into something approaching an upright position.

~ ~ ~

**TOPA TOPA, April 13** — Chairman Guy Whitehurst; Secretary N. Gillman. Ten hours disputed overtime for carpentry work. Good and Welfare: Black Gang cooperate with Wipers to keep their head and showers clean. Passengers interfere with men on watch by buying at Slop Chest same time as crew. Motions carried: that delegate see Captain about arranging hours for each, and having cake, candy and gum added to slop chest. Watch to be served first at a certain assigned table in mess; drinking fountain in mess to be repaired; crew make less noise during mealtime and when back aft while men off watch are sleeping.



**CECIL N. BEAN, June 23**— Chairman Fred Bura; Secretary Paul Nagy. Departments reported no overtime or beefs. Motions carried: that all members keep their books in good standing at all times by paying dues six months in advance; fines collected to be turned over to Seafarers Log; members donate \$1.00 to hospital fund. Good and Welfare: Things to be done before new crew signs on: New coffee urns be installed in pantry; toastmasters for use by crew; new or better refrigerator for mess; have messhall radio speaker in working order.

~ ~ ~

**CHARLES B. AYCOCK, June 25**—Chairman T. Suttler; secretary not noted). Motion made that as the position regarding the overtime payable to the Stewards Dept. for the carrying of passengers homebound bound seems to be somewhat obscure that the whole matter be referred to a Patrolman for settlement. Motion carried unanimously that the Steward be thanked for his cooperation.



**TORRENCE HILLS, April 23**—Chairman Alton Booth; Secretary W. C. Jones. Minutes of previous meeting read and accepted. A member of Steward Department, who claims to be a book member in good standing lost his book. Matter to be investigated. Discussion with trip carders on history and advantages of SIU. Discussion on member who claims his book is over one year in arrears. When asked to pay off he said he would do so at Company office. He was instructed to pay off on ship like the others.

~ ~ ~

## A Stinking Shame On Ouchita Victory

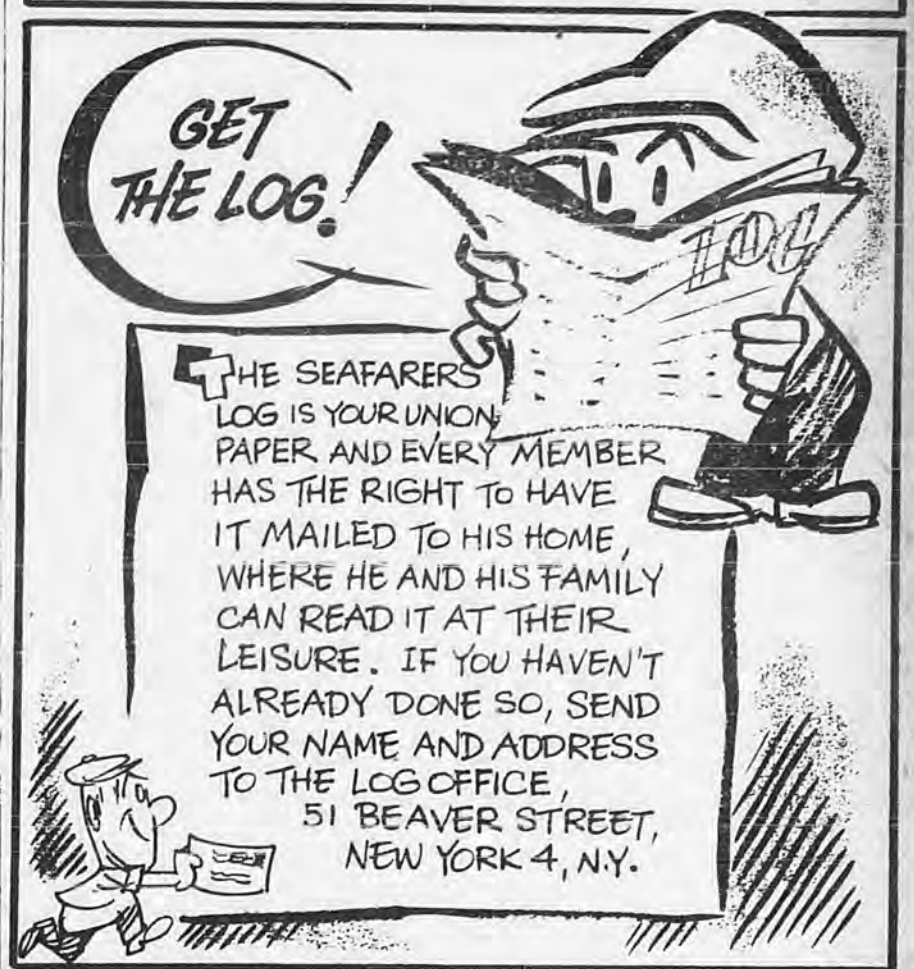
The Crew of the SS Ouchita Victory took one whiff and hastily thumbed through their copies of the contract agreement. Alas, no penalty cargo provision for carrying cattle.

Batting away the flies and holding their noses, they hastily called a meeting. It was decided to petition the Union asking for penalty cargo on cattle carrying ships of this type.

~ ~ ~

**AZALEA CITY, June 23**— Chairman Jack Sims; Secretary Heinfling. Delegates saw Captain in regards to increasing the cigarette ration and were informed that supply was sufficient only to allow one carton per week. Ice-maker on ship was useless and ice was put aboard in Panama. Ice supply was exhausted in two weeks and since that time no cold drinks have been served. It was agreed to contact SIU Hall concerning the question of an adequate slop chest aboard the ship. Suggestion that the Delegates see the Captain about a draw of American money in Shanghai. It was further suggested that a list be drawn showing the rate of exchange between American and Chinese money. Committee elected to contact any Isthmian ships in vicinity. Good and Welfare: Motions carried: To write Log office to have Log mailed to Shanghai; Crew to take better care of equipment in recreation room.

# SEAFARER SAM SAYS:



# CUT AND RUN

By HANK

Those big people in Washington who voted big-lump, higher wages and tax-free thousand-dollar expense money for themselves also passed, rather miraculously, a bill making merchant seamen eligible for unemployment relief. The labor professors in the NMU are tearing out their red hairs and regretting they didn't help their membership a little more in their recent Hollywood-fashioned atom bomb splash of political policy and maritime worker's needs. This week we shaped up another Friday column of chop suey, too . . . According to a hot rumor, Jack (Aussie) Shrimpton, promoted himself and his poetry into the pages of some future copy of the Saturday Evening Post!

~ ~ ~

**Meet Spurgeon Woodruff:** There's three big things about him. He's a big Texas man. He carries a big mustache on his face making him look a little good looking. And he loves to eat beans. Brother Woodruff just came back from a trip down the islands on the Cape Hatteras, with one of our swell shipmates, Lucky Lee Luciano. The only way anybody can stop Woodruff from making these swell island trips is by shooting him. He loves to sail those Bull Line wagons because they have bean farms and keep emptying all their beans aboard their ships to satisfy their crews.

~ ~ ~

Our pal, Jimmy Saliba, one of the swellest and luckiest guys we met when we organized a ship this past winter, just blew into the hall with his arm in swell condition and a ship under his legs ready to go to the Philippines . . . We're wondering if Charles (Carioca) Benway is the Carioca Red we heard so much about from one of his pals, Peg Leg Anderson? . . . Walter "Buddy" Bennett got in from Boston and turned to on a hot one for Nova Scotia . . . Alex Janowski is down in Baltimore right now. Say, Ski, are you on a ship or coming to New York? . . . That humorous bellyrobber, Joe Ryan, stopped baking fresh pokes for a minute last week and cooked a juicy tribute to Bill Vidal here in town right now, as being one of the best cooks in the bellyrobbing business.

~ ~ ~

We wonder where Florida's pride and joy of a bilgey shipmate, Tommy Taylor (nicknamed Pop one Isthmian trip) could be right now? Not painting the oranges down there, by any chance? . . . Johnny Flynn left for Greener Pastures down in Baltimore . . . Steve Girolmo had a big smile on his mustached face two weeks ago because he had a ship for Italy. Easy on wining and dining, Steve! . . . The reason why there aren't any ships on the board these days is because the dispatchers ran out of chalk, says Bob Kennedy, the curly-haired humorist . . . Dick "Lucky" Falls paid off the Blue Ridge Victory in Frisco and airplaned his way into New York.

~ ~ ~

Meet Robert Rutledge: New Orleans is his town because one of his best pals is down there named Lil. Out of about a thousand friends he knows, his best pals can be counted on his two hands—which makes New York a slightly lonely town for him without one or two of them anchored in here right now. He laughs every time he thinks of how Red Pencil Perkins blows his well-worn-out gasket and gets the overtime horrors whenever that man sees Brother Rutledge grinning and waiting to sign off the articles.

~ ~ ~

Frank Waller's wife Tina sure would love to sail the ships with him. Anyway, literally she's a Seafarer, too, and a dreamy sailor, too, even without any trips. The only voyage she made was the recent one to the waterfront to see Frank and his pal, in from a trip on the William Maclay . . .

# Voyage Real Hell With Kyska Skipper

(Continued from Page 10)

the Chief Mate turned to with the deck men eight hour a day. The delegate pointed out to the Captain that the Mate was doing more than one man's work. That was up to him, the Skipper replied.

During a rainstorm in Antwerp, Brother Keller of the crew, asked the Mate's permission to bring aboard a visitor he had waiting ashore for him. The Mate stormed with "No women will come aboard while I am the Mate." Following day, the Chief Engineer had a female visitor aboard. (The Mate probably got a temporary leave of absence during this visit).

On July 25, there was an incident that might have had serious consequences. During a fire and boat drill, the crew was forced "to crawl and jump over the passengers' steamer chairs on deck. These chairs were at the top of the only lead to the boat deck."

The fact that if the drill had been the real thing the crew might have sustained serious injury didn't move the Captain one bit. He told the complaining delegate that the crew could "crawl or step over the passengers."

PROFANE

Captain Jacobsen believes in the use of Norwegian steam even though it might mean serious injury to the men at work. At one point the Bosun requested the use of the winches for heavy work on deck, but he was refused the use of steam by the Chief Engineer. Jacobsen was informed of this. "The men on this ship are the worst bunch of goddam sailors I have ever seen," he bellowed in reply.

The crew's request for decent soap prompted this sage observation from Jacobsen the Joker: "The sailors are no more than a bunch of pimps."

Homeward-bound the ship was light. In the channel the Kyska

into foul weather. She pitched, rolled, and bounced like a rubber ball. The Chief Mate, who was learning rapidly from his Bucko Skipper, issued an order to have the men wash down the decks. Knowing the job would endanger the men's lives, the Bosun rescinded the order, and the decks weren't downed until there was calmer weather.

The indictments continue with beefs on slopchest prices, clearance for liberty, and licensed officers grabbing off overtime work, etc.

All three departments on the Kyska supported the charges against the Skipper, and their cooperation throughout the voyage on all matters was exemplary. The Deck and Engine men made special mention of the Stewards department.

"The Galley gang, are a good bunch, and capable. They are a credit to the Union," said the reports.

# THE MEMBERSHIP SPEAKS



BY THE ZEE, BY THE BEAUTIFUL ZEE

## LINE CHANGES BUT COMMIES REMAIN SAME

Dear Editor:

This letter is being written in an attempt to clarify a number of problems which have arisen due to the ever changing "line" of the American Communist Party. Contrary to their policy during the war, the "line" has recently veered decidedly to the left.

While the war lasted — and while Russia was directly involved—high production at any cost without strike and collaboration with the vested industrial interests was the order of the day. Now Russia is no longer an active ally of the U. S. Rather, Russia is a competitor and a rival for spheres of influence in world trade and politics.

So, the "line" has changed.

Now the role of American communism is super-militant radicalism, of course, still under the thumb of Uncle Joe in Moscow. One is supposed to forget the collaboration and pro-capitalism of the war years. Browder was the fall guy who took the rap for everything in that period. Browder was the whipping boy, and Foster re-emerged as the leader of the super-militant movement.

### NOW 'MILITANT'

This new role of militancy and liberalism makes it more difficult for the average person to recognize the died-in-the-wool communist. Being for many progressive things which most liberals are in favor of, it's more difficult now to separate them as the parasites of true liberalism which they actually are. Only



when international problems which concern Russia or her sphere of influence are involved do they reveal their true sympathies and affiliation.

Now, more than ever, unions and all progressive groups have to be extremely careful that the commies or commie stooges do not infiltrate genuine progressive movements under the guise of being bonafide progressives.

Domestic issues will usually find the commies arrayed on the liberal side at the present time. So, one of the few ways to ferret them out is to raise international questions about or concerning all forms of imperialism including communism and fascism.

### RECORD OF BETRAYAL

Communism must be fought on the basis of what it stands for, and it's subservience to the Soviet hierarchy. Point to their past record of betrayal and duplicity. Don't let their present role of militancy and quasi-liberalism befuddle you into working or cooperating with them.



Here's some evidence that Seafarers lean to the romantic side. Two crew members of the SS Donald S. Wright and their dates sip some bubble gas in a Rotterdam, Netherlands, rendezvous. At the left is Brother Freddie Wilkins and his escort, while across the table, and looking pretty well acquainted, are Brother Matt Nolan and lady.

## BROTHER AUNE DIFFERS WITH ERIC UPCHURCH

Dear Editor:

In the last Log, dated July 26th, on page nine we have an article by Brother Upchurch under the heading "Look Here." Brother Upchurch seems to be worrying about getting the undertakers and embalmers organized—which of course is a swell idea. Personally the only time I would be worrying about undertakers, etc., is if we lose our present bout with the shipowners for a new agreement, which of course we can't lose.

In the July 19th issue the same brother had an article about dramatics or theatricals. I for one certainly would like to see Brothers A. Tevik and Paddy Hansen, etc., do the light fantastic in, say "Over the Waves" but it sure would require a lot of T N T to get them started.

In these times when so much is at stake for the SIU let us concentrate on the matters at hand and not use the Log for irrelevant matters such as the above.

Trygve Aune

The "line" might change tomorrow.

Browder could conceivably be brought out of mothballs again, and be the knight in shining armor to lead a revived communist party of and for the bosses such as during the war. The present change is only a temporary phase, and will change when the "line" changes.

You can't cooperate with communists. When you try it, they infiltrate and seize control, building a machine to keep themselves in power. Whenever their rule is challenged, and the chips are down, the answer is obvious. It's rule or ruin!

When the commies can't continue ruling a union or group of which they have seized control, then they ruin it. Remember that the next time some commie asks for your support of cooperation. With them there's no such thing as cooperation. It's domination or annihilation!

Joe Grimes

## BROTHER STATES STEWARDS' SIDE IN FRISCO BEEF

Dear Editor:

This is in reply to Brother Simmons' blast against the Stewards Department of the New Zealand Victory in the July issue of the Seafarers Log. Brother Simmons does not quite tell the whole story, at least not our side of it.

When the New Zealand Victory pulled into San Francisco, there were no beefs on her, and we were told that we would be paid off the next day.

The following day, after lunch, one Messman called the Union Hall. Whoever he spoke to told him that we (the Stewards Department) were not going to get our transportation fare, and was very nasty and offensive.

Later, the Patrolman came aboard and a meeting was held.

The Patrolman denied having answered the phone. The Messman swears he did. Then the Patrolman and the rest of the Department sort of had words. I realized that if permitted to continue there would be trouble, sure as hell, so I told the boys to get off the ship.

We were all full book members and strictly for the Union. None has ever had any trouble aboard ship before, and don't want any in the future, and the Union is bound to suffer. This letter is just for the record, to show that this unfortunate situation prevented us from standing by until the beef was settled.

And also for the record, we paid our own way to New York out of our own pocket, and we think that we are entitled to transportation money from the company.

Samuel Sawyer  
(Stewards Dept. Del.)

## THE LOOK-OUT'S LAMENT

By JACK (AUSSIE) SHRIMPSON

All the deck is heaving and every rivet's groaning,  
The helmsman's sodden thought and the halyard's moaning;  
The sky is inky black and it's coming up to blow,  
And I stand here thinking—of a girl I know.

Grey were her eyes, and her glance was clear and cool,  
But she wedded to another and I'm just a goofy fool,  
For I though maybe she loved me and I'd found my mate at last,  
But she keel-hauled that line 'o mush and sent me 'fore the mast.

So back to sea I go again, and she's behind me,  
Bound for the lands where nobody will mind me—  
No one but the girls with the paint upon their cheeks,  
Who will barter you their love to whomsoever seeks.

There'll be wine and women there, and songs and laughter,  
Solace for my mind with its rotting beam and rafter,  
And perhaps I can forget how I lie awake and toss,  
So lonely in the night watch a-thinking of my loss.

Black it blows and bad, and it howls like slaughter;  
The old scow whines as she ships 'em o'er the quarter;  
The sky is inky black and its coming up to blow,  
And I stand here thinking of that girl I know.

## Log-A-Rhythms

Shorty

By VIC COMBS

Has anybody seen Shorty?  
When dressed he looks sporty.  
He's the porter at the Hall,  
He's always on the ball.

Tho he's short and skinny, he  
work like H-1.  
He never gets tired, and he does  
his work well.  
But with all the work he does  
in the Hall,  
He still is the shortest guy of all.

So, as you go through the building,  
And you don't see a guy near forty,  
Just let out a yell: "Has anybody  
seen Shorty?"

~ ~ ~

## Deep Blue Water

By FRANCIS SULLIVAN

Many a poor soul lost out there,  
Many a poor soul wonders where,  
Many have died, way out in the blue,  
They all have loved ones, as I do, too.

With my heart feeling sad, I wish  
I could bring  
Happiness to live ones when  
their door bells ring.  
But those lost in the water so deep  
Cannot ring bells, they rest in sleep.

## BEEFSTEAKS UP, BROTHER WANTS HIS STAKES UPPED

Dear Editor:

Going nowhere is the Bull Line oldtimer SS Helen, on which eight of our SIU Brothers lost their papers for six months. Our Brothers have lost their papers, it is true, but still the Helen isn't going anywhere. Not until the Bull line signs the new wage contract with our Union.

Take note: If my wife goes to the butcher shop for one and one-half pounds of porterhouse steak, the company can pay me \$195.00 for an Oiler's job.

I don't squawk when my wife pays \$2.50 for the steak, so why should the Bull line?

Juan Reyer

(Editor's note: The Bull line won't squawk when your wife pays \$2.50 for a steak. The only squawk when their own pocket-book is involved).



# Victim Of Ship's Footpad Cites His Case As Lesson

Dear Editor:

With the deep respect which I have for our organization, I regret having to mention this matter. However, I think it necessary that we do not hide matters of this kind, since they represent a very unfair attitude on the part of a very few seamen.

I am a poor man, with a family to support, struggling for a livelihood at sea. On, or about, Feb. 28, I shipped on the Alcoa Pilgrim, and was quartered in a cabin with two other Brothers. No one could enter our rooms, as we had separate keys. All went well until our arrival in Montreal, Canada.

Then I lost the sum of \$22.00 in American currency, and a few days later I lost 20 Bolivars in Venezuelan currency. I mentioned this matter on the vessel, but I got no results. A few days later one of the above-mentioned Brothers was seen spending \$12.00 on women and whiskey. The Brother hadn't gotten a draw, as he was overdrawn and in arrears.

### BLEW HIS TOP

Well, I did blow my top, but as I couldn't prove anything, I let it go at that. We sailed to the Islands, back to Georgetown, where we loaded bauxite for Mobile. At the last stop, in Trinidad, I took out my valise, and checked. My two wrist watches were in small cardboard boxes in the valise. So, I thought all was okay on our arrival here in the States. I had a lot of work fixing up my papers for my citizenship, so I didn't check my valise until the payoff.

When I got my wages, I decided to stay on the ship for another voyage. Then I checked my valise. All I found were the empty cardboard boxes. The two watches—a \$75.00 Bulova, and the other one which had cost me \$20.00—were gone. At first I could not believe it. No one enters our quarters, but we occupants. I don't like to judge, but I think it unfair, mean, lowdown, and ratty. It is a shame that some men can't make a voyage to sea without stealing the eyes out of each others' heads. And it certainly isn't fair to all the sober, hard-working, decent Brothers.

### CALLS FOR CAUTION

Please publish this, so that the other Brothers will use caution, and not tolerate such actions for self-gain. I, like all other Seafarers, am dependent on what I earn to maintain myself and family, and such loses work an extreme hardship.

The men who perform such dishonest acts do not represent the majority of able, honest and Union-minded Seafarers. They should, therefore, be exposed, when possible. **William Solomon**

## SOMEONE CAN HELP BROTHER OUT OF MESS

Dear Editor:

Every time I read the Log I see where it says, 'Write the Log' and now I shall, as it may help me out of quite a mess.

I left my suitcase in the Hall here in Norfolk during the last week of June. Two weeks later when I returned it was gone. I never heard of one being taken before, but there is always a first time.

I can't believe it was a mistake, because my name was stenciled on the outside and many items inside were stenciled also.

Now, most important of all was the small black leather folder in the suitcase containing numerous discharges from various ships and sea tugs dating back to 1934. These are the only proof I have of all my time at sea and may be the only means of keeping me out of the Army, as my draft board is breathing down my neck again.

So fellows, you can see I'm not

## BROTHER SAYS 'SEAMEN'S BILL' WOULD HELP HIM

Dear Editor:

This is to inform you that I have stopped sailing. I received my Merchant Marine discharge when I came back home last, and have re-entered college.

I am still interested in seamen's affairs and would like to have my name on the Log mailing list. It hasn't been on before.

I would also urge the support of the Seamen's "Bill of Rights" as I certainly feel the difference between the ex-GIs getting Government schooling and myself, who has to pay all of it. My number is A15661.

**K. R. Hall**

asking for sympathy, only what belongs to me.

Anyone knowing where the bag is, please let me know, and if possible have it sent collect by Railway Express to my address below.

**L. A. Fields,  
1613 Chesapeake Ave.,  
S. Norfolk, Va.**

## SS LLOYD S. CARLSON CREWMEN



Top photo shows the Deck gang of the Lloyd Carlson, which paid off in Galveston July 18. Above are the members of the Black Gang. The pictures were taken after the final shipboard meeting as the vessel was homeward bound.

## NZ VICTORY CREW HAS PRAISE FOR RED SIMMONS

Dear Editor:

I would like to have a few lines in the Log to express the crew's thanks and appreciation to our Brother "Red" Simmons in regard to the beefs he settled in our favor on board the SS New Zealand Victory.

We signed articles on February 9, 1946 in New York under the impression that the transportation rider was iron clad. To our surprise after making a trans-Pacific voyage, we found the WSA had pulled a fast one on the crew. Making matters more complicated, the Stewards dept. paid off under mutual consent, leaving the Deck department and Black Gang hold the bag.

Brother Simmons assumed his responsibilities as a SIU representative on the West Coast in a true SIU spirit. With hardly a leg to stand on, and handicapped on all points, Brother Simmons with endless and tiresome arguments settled all beefs in favor of the crew.

I would also like to tell crews on SIU ships sailing to the West Coast and Far East that they will meet true SIU representation here in the port of San Francisco, as we have a swell set up.

I will again say—"Thanks Red," in behalf of the crew and myself.

**John Prescott**

## DEAR BROTHERS: PLEASE SIGN THOSE LETTERS

The Log has been receiving each week a considerable number of letter which do not bear the signatures of the writers. Practically all of them would be of interest to our readers. Policy, however, prevents the publication of any unsigned correspondence.

The Log, therefore, urges, all correspondents to double-check and make certain they have



signed their letters. Should a writer so wish, his name will be withheld upon request.

Meanwhile, the Log thanks those who have been filling its mail-bag, and asks all Seafarers to keep the mail rolling in.



## IN NEW YORK WITH A SQUAWK: PLENTY GROG, BUT NO LOG

Just a minor beef:

A man hits New York. It's after hours. He goes to the Midtown cafe on East 47th St. He orders a drink, and requests a Log.

The drink—yes. But the Log—no.

How come?

You fix, yes—no?

**Edward Wicak, No. 21847**

## THE ANSWER:

But of course!

# The Captain Takes Shirts Off Crewmembers' Backs On SS DeSoto

Dear Editor:

The SS De Soto is in the news again, and it will be very often until the Waterman Co. gets rid of this Captain. He is a great man for small draws of five and ten dollars. While this ship was laying in Mobile, he would not pay us our subsistence to eat on, but made us take a draw for eating money while the galley was shut down for repairs. When the crew did get a draw, the Captain would not put one out on his own. But the crew had to go up and ask for it—then he took his time about putting it out.

When I took this ship in Galveston, I had the understanding

that this Captain had plenty of trouble on the last voyage, and was going to get off when the ship got to Mobile. When the ship sailed we still had the same Captain. Now that the company has pulled away from the USA there is hell to pay.

The first that happened was that they put only damned few stores on this ship and the slopchest had very little in it. Two dozen white shirts came on board for the slopchest, but they were never put on sale. The Captain got one dozen and the others cannot be found. We got this information from the man who delivered the stuff to the ship.

The company was hurrying so damn fast to get the ship out before the strike, that it was pitiful to watch. The stores and slopchest were put aboard the last thing before we sailed and



we did not have time to check on them before sailing time. Deck cargo was put on the day we sailed and there was no cat walk for the safety of the crew.

The crew lies aft on here and we have to climb over the stuff to go on watch and to eat. When we ask the Mate why there was no cat walk built before sailing he said, "Waterman Company does not build cat walks any more. During the war the Government did that but it is peace time now and Waterman runs this ship."

This Mate used to be a fisherman off Alaska, and makes a good company stiff, too.

This ship started to run short of water two weeks out of the States. When we went through Panama, they took on a little water but the tanks were not filled. The water tanks have not been full at anytime since we left the States. The reason for this is that there is too much cargo tonnage and by filling the tanks all the way the ship would be too heavy.

It just goes to show you how these companies work when they go back on their own. There are three evaporators on here, but they do not make enough water to keep up with what we are using. **Frank J. Kans**



**HOUSTON**

**INDIVIDUAL DONATIONS**

SS Spartenburg Victory, \$10.00.  
J. W. Sutton, \$2.00; W. Rozalski, \$1.00; A. Gangi, \$1.00; G. Lass, \$1.00; D. Horan, \$1.00; J. B. Porter, \$1.00; J. S. Mate, \$1.00; J. Derosac, \$3.00; G. Waas, \$1.00; L. Toth, \$1.00; Gonsalves, \$1.00; G. E. Stoops, \$2.00; W. H. Thompson, \$1.00; M. L. Fuller, \$2.00; R. Vandenvelt, \$1.00; R. Mac Cormick, \$2.00; L. N. Gibson, \$1.00; L. N. Gibson, \$1.00; T. T. Satliff, \$1.00; G. S. Kneitz, \$2.00; D. Lavender, \$1.00; L. B. Warran, \$1.00.

C. J. Dupree, \$2.00; J. Rhoades, \$2.00; H. A. Thomas, \$1.00; O. F. Huehneor, \$2.00; J. R. Miller, \$1.00; H. H. Mazuree, \$1.00; G. R. Springer, \$1.00; D. L. Johnson, \$1.00; H. Rivtla, \$3.00; E. S. Ollis, \$1.00; W. H. Conrs, \$1.00; D. T. Brown, \$1.00; E. T. Baker, \$2.00; L. P. Watering, \$1.00; W. Kimbrell, \$1.00; R. Baird, \$4.00.

C. E. Forrest, \$2.00; J. L. Oler, \$1.00; L. E. Wood, \$1.00; L. J. Leblanc, \$2.00; S. E. Qusmas, \$1.00; V. R. Hadish, \$1.00; B. C. Lynn, \$2.00; J. Faircloth, \$1.00; S. T. Bradley, \$1.00; M. Harper, \$1.00; D. C. Wilson, \$1.00; W. P. Wells, \$1.00; E. R. Hartman, \$1.00; M. B. Hartman, \$1.00; H. L. Kennedy, \$1.00; A. G. Howe, \$2.00; J. Strickland, \$1.00; J. J. Dugina, \$1.00; D. D. Gibson, \$1.00; D. T. Gilcrest, \$1.00; I. D. Millbrooks, \$2.00; J. R. Thompson, \$5.00; C. L. Stewart, \$1.00; A. L. Copeland, \$2.00; W. P. O'Dea, \$5.00; H. A. Deacon, \$1.00; E. L. Wondree, \$2.00; W. R. Robertson, \$2.00; C. C. Harrison, \$1.00;

S. P. Anderson, \$1.00; T. Luciano, \$2.00; Cambell, \$1.00; E. W. Disano, \$1.00; D. Cincore, \$1.00; Wm. Kelly, \$2.00; J. A. Aquarone, \$2.00; G. W. Swanson, \$2.00; W. Roberson, \$2.00; J. Gibbons, \$2.00; Gustafsson, \$5.00; Edney, C. R., \$3.00; Willard, \$1.00; F. E. Anderson, \$5.00; R. R. Hoppe, \$2.00; M. H. Bowman, \$2.00.

**GALVESTON**

**INDIVIDUAL DONATIONS**

E. T. Biskup, \$1.00; M. Williams, \$2.00; S. Bellar, Jr., \$2.00; J. Sauerherer, \$2.00; J. Sherrard, \$2.00; J. L. Anderson, \$2.00; M. Foster, Jr., \$2.00; J. Barton, \$2.00; D. Johnson, \$2.00; A. Thompson, \$2.00; L. Strange, \$3.00; W. Rowlee, \$3.00; S. Shupler, \$2.00; J. Faircloth, \$4.00; C. H. Clopp, \$5.00; Q. H. Judge, \$3.00; G. Zoliner, \$3.00; A. Witiver, \$3.00.

J. Fortney, \$5.00; M. Heit, \$3.00; D. Neill, \$3.00; I. Smilowitz, \$3.00; P. Gonzales, \$4.00; B. C. Helsey, \$5.00; G. Bennemans, \$4.00; J. Maren, \$2.00; H. Sutton, \$2.00; J. B. Welch, \$2.00; A. Griffin, \$2.00; K. Hauptman, \$2.00; R. Hassey, \$2.00; J. E. Mitchell, \$2.00; E. Buffington, \$2.00; Wm. Morris, Jr., \$2.00; R. McGregor, \$2.00; R. C. Bruce, \$2.00.

**BOSTON**

SS JOSEPH HEWES—\$12.00.

**NEW YORK**

**SS CARLSBAD**

R. A. Weber, \$5.00; J. R. Eames, \$5.00; B. F. Hand, \$2.00; L. J. Beal, \$5.00; J. P. Branch, \$5.00; J. D. Mc-

Goldrick, \$5.00; H. Paulsen, \$5.00; D. R. Grisham, \$5.00; L. E. Simpson, \$5.00; B. J. Eams, \$5.00; William C. Guin, \$5.00; J. L. Beebe, \$5.00; James E. Aldridge, \$5.00; H. D. Laffitte, \$5.00; Thomas Long, \$5.00; J. R. Watson, \$5.00; Charles Beller, \$10.00; Hugh McKenna, \$10.00; William A. Hayiner, \$5.00; R. P. Rooks, \$5.00.

**SS TILLAMOOK**

P. J. Ryan, \$1.00; J. Filisky, \$2.00; E. H. Vallery, \$3.00; Karl Jarve, \$2.00; K. A. Hellman, \$2.00; J. H. Griffin, \$1.00; W. M. Middleton, \$1.00; V. L. Key, \$2.00; F. D. Husta, \$2.00; J. L. Gilbeath, \$1.00; H. R. Youngblood, \$2.00; T. J. Calvert, Jr., \$1.00; M. Robinson, \$1.00; W. A. Matthews, \$2.00; D. B. Schaulfer, \$1.00; SS Tillamook—Black Bang, \$7.50.

**SS HASTINGS**

J. N. Norton, \$2.00; F. M. Knight, \$1.00; McLemore, \$1.00; P. D. Stack, \$6.00; A. J. Andersen, \$4.00; K. L. Platt, \$4.00; R. L. Kittelberger, \$4.00; F. R. O'Brien, \$2.00; H. W. Jacks, \$2.00; J. W. Aubuchon, \$2.00; C. L. Long, \$3.00; E. Stoddard, \$2.00; J. H. Horsten, \$2.00; H. Kramer, \$1.00; G. V. Owens, \$1.00; N. Kalinski, \$2.00; S. A. Imbouen, \$1.00; A. Plutes.

**INDIVIDUAL DONATIONS**

G. Jesberger, \$1.00; O. Jensen, \$2.00; L. A. Ziemka, \$1.00; E. P. Rinsey, \$1.00; E. F. Gerald, \$3.00; O. R. Rodriguez, \$1.00; R. E. Ford, \$1.00; E. Rodriguez, \$1.00; A. F. Rammmer, \$1.00; F. Esposito, \$6.00; Alfred Somerville, \$1.00; H. Sterling, \$1.00.

**Necessary Seetime Now 24 Months, To Be Lowered To 18 Months, Oct. 1**

(Continued from Page 1)

visions must be met before it is issued.

**TIME REDUCED**

The main change in the new regulations is that the qualifying time required as of July 15, 1946 has been reduced from 32 to 24 months of substantially continuous service. This applies to men who are still sailing, or were at that time. In addition, there are four important dates to remember.

**May 1, 1940**—This is the date after which all wartime service in the Merchant Marine is estimated. Any time spent at sea prior to this date does not figure as qualifying time under the law.

**November 15, 1945**—After this date and prior to July 15, 1946, 32 months of substantially continuous service are required to qualify for a certificate. If you left the sea before this date, you were not covered by the law, and must ship again, having 75 percent of your total time in substantially continuous service.

**July 15, 1946**—After this date and prior to October 1, 1946, 24 months of substantially continuous service are required. 75 percent of this time must be sea time or other acceptable qualifying time.

**October 1, 1946** — After this date, the amount of required time will be reduced still further to 18 months of substantially continuous service.

**Qualifying time**—In estimating time required for certification, 24 months of substantially continuous service is now required. 75 per cent of this time from your first sailing date (since May 1, 1940) until you apply for a Certificate must be accounted for under one or more of the following classifications:

**WHAT COUNTS**

(a)—Active seetime or service aboard a ship.  
(b)—Service as an enrollee or student at any qualified maritime or upgrading school under the jurisdiction of the Administrator.

(c)—Periods of disability as a result of illness or injury not due to the seaman's own willful misconduct.

(d)—Periods of repatriation following seaman's separation from his ship for any cause other than his own neglect or willful misconduct.

**All Men (19 to 44)**—All seamen between the ages of 19 and 44 are still subject to the whims and vagaries of Selective Service draft boards. So, get a Form 77 from your nearest WSA and/or RMO office. Fill it in with all the required details, and then take it back to the WSA office. When you turn it in, have all of your discharges as substantiating proof of qualifying time. Proof is your own responsibility.

**GET LETTER**

In the event that part of your qualifying time was in a standby capacity, it will be necessary to secure a letter from the Steamship Company specifying the date and amount of time spent on that particular ship.

**Members Who Quit Sea**—Members who went to sea during the shooting war and who have since retired their books, leaving the sea prior to November 15, 1945, are behind the eight ball. In order to qualify for certification and draft exemption, it will be

necessary for these Brothers to return and make one or more trips in order to have the 75 per cent of their total time necessary for certification. Otherwise, they're draft bait.

**Younger Seamen** — Those younger seamen who have not put in 24 months as yet, or who are not likely to have 18 months in by October 1, 1946, are likely candidates for the Armed Forces. No job deferments are granted to seamen now entering the Merchant Marine, as Selective Service is working on a basis of wartime service rather than job deferment.

**Men in IA**—Some seamen who have been re-classified into IA are being told by their local draft boards not to leave the country, but to stay ashore. How is a seaman with a family going to support them if he doesn't leave the country? In these cases, seamen are urged to immediately write their local draft boards, stressing the hardship in their case, and requesting written permission to be allowed to ship out so that they can earn a living at the only profession they know.

**Draft Classifications** — If you qualify for a Certificate of Substantially Continuous Service, you will ordinarily receive it in from two to three weeks after application. Then your draft classification will become IG.

**GROUNDS FOR APPEAL**

While you are still completing the required qualifying time and are considered in a draft exempt classification, you will be placed in 2A. If not, then you have grounds for an appeal. This of course only applies to those men who are expecting to complete their required 18 months by or before October 1, 1946.

Those seamen who do not have the necessary qualifying period to be placed in IG or who are not likely to have completed 18 months months by October 1, 1946, will most likely be placed in IA with little or no chance of an appeal.

**GOOD RECORD**

**Certifying Agency and Appeals**—At their own request, the RMO division of WSA has been set up as the certifying agency for seamen, and they are fully qualified to answer all questions concerning draft status, appeals, etc. WSA also informed us that they want to make appeals on all adverse decisions by local draft boards, and their record on appeals has so far been 100 per cent.

**Further Information** — From time to time, as further regulations or new decisions are made, new bulletins will be issued by the Special Services Dept. of the SIU. In addition, full and complete details will be printed in the Log.

Here's what to do:

1. Get Form 77 from the nearest RMO office.
2. Fill out space regarding sea duty, listing ships and dates for which you have discharges.
3. Any time not covered by sea duty, such as standby jobs, hospital, school, or repatriation time requires additional letters or discharges for proof.
4. Take Form back to RMO office, and if additional information is needed, secure it from them. Take your proof along, too.

**Weisberger Reports On ILO To Seafarers**

(The following concludes the report of the ILO Maritime Conference held recently in Seattle. Morris Weisberger, Vice President of SIU represented American Seamen in place of Harry Lundeberg who was unable to attend due to urgent Union business.)

**ENTRY, TRAINING, PROMOTION**

Under this heading, three items were handled in the following manner:

**1. A Convention concerning the medical examination of seafarers.**

This provides for special medical schemes, which would require a man to submit to a medical examination every two years.

We voted against this proposition as it is, and has been, against the policy of the SUP to sponsor such schemes, and if any plan for medical examinations are endorsed by us, they must come through our "collective agreements," and not be applied through Government supervision.

Although we opposed the Convention when it was brought on the floor for adoption, in Committee we fought to put in the safeguards as far as old-age, wear and tear of the industry, appeals from unfair medical decisions, etc., because even though we were opposed to the Convention as a whole, we wanted to make sure that even if it passed and became a law, we would not find ourselves saddled with a Convention which would re-act against us at a later date.

**2. A Convention concerning the certification of Able Seamen.**

This provides that all able sea-

men will be certificated in the following manner.

The prescribed minimum age shall not be less than 18 years.

The prescribed minimum period of service at sea shall not be less than 36 months.

That he shall have passed an examination of proficiency.

The only exceptions to the above as provided in this Convention are in line with our National laws.

We, therefore, voted in favor of this part of the Convention.

Nothing in this Convention interferes with the position and fight put up by our organizations as to what standards must be maintained before a man can be certified as an able seaman.

**3. A Recommendation concerning the organization of training for sea service.**

This provides that if a training program is put into effect, that certain programs should be followed. This recommendation in no-wise sets up any form of compulsory training, nor does it make it necessary as a requirement before entering the industry or during the course of employment. It is strictly a recommendation where there is a training program, that there should be certain factors considered and maintained.

We voted against this proposition, as it is not in line with the way we consider a man should be trained, and further we wanted the record to show that we are opposed to such schemes as a whole.

**FOOD CATERING ON SHIP**

**1. A Convention concerning the certification of cooks.**

This is already in effect in this

country, and also covers setting up a central authority to supervise the standard of food supplies, catering and cooking on board ship. This authority will be responsible for using instructions regarding the packing, storage and preservation of food and also for the training of the personnel who will have to handle and cook the food for ships' crews.

**CONTINUOUS EMPLOYMENT**

A Resolution urging member states to discuss the desirability of continuous employment for Seafarers, after consultation with union and shipowners representatives in the respective States.

**RECOGNITION OF UNIONS**

A Resolution affirming the principle that seamen have the right to organize themselves into voluntary collective-bargaining agencies, free from influence from the outside.

The conference passed a resolution on the Joint Maritime Commission and suggested it be set up as a tri-partite body, and the membership increased.

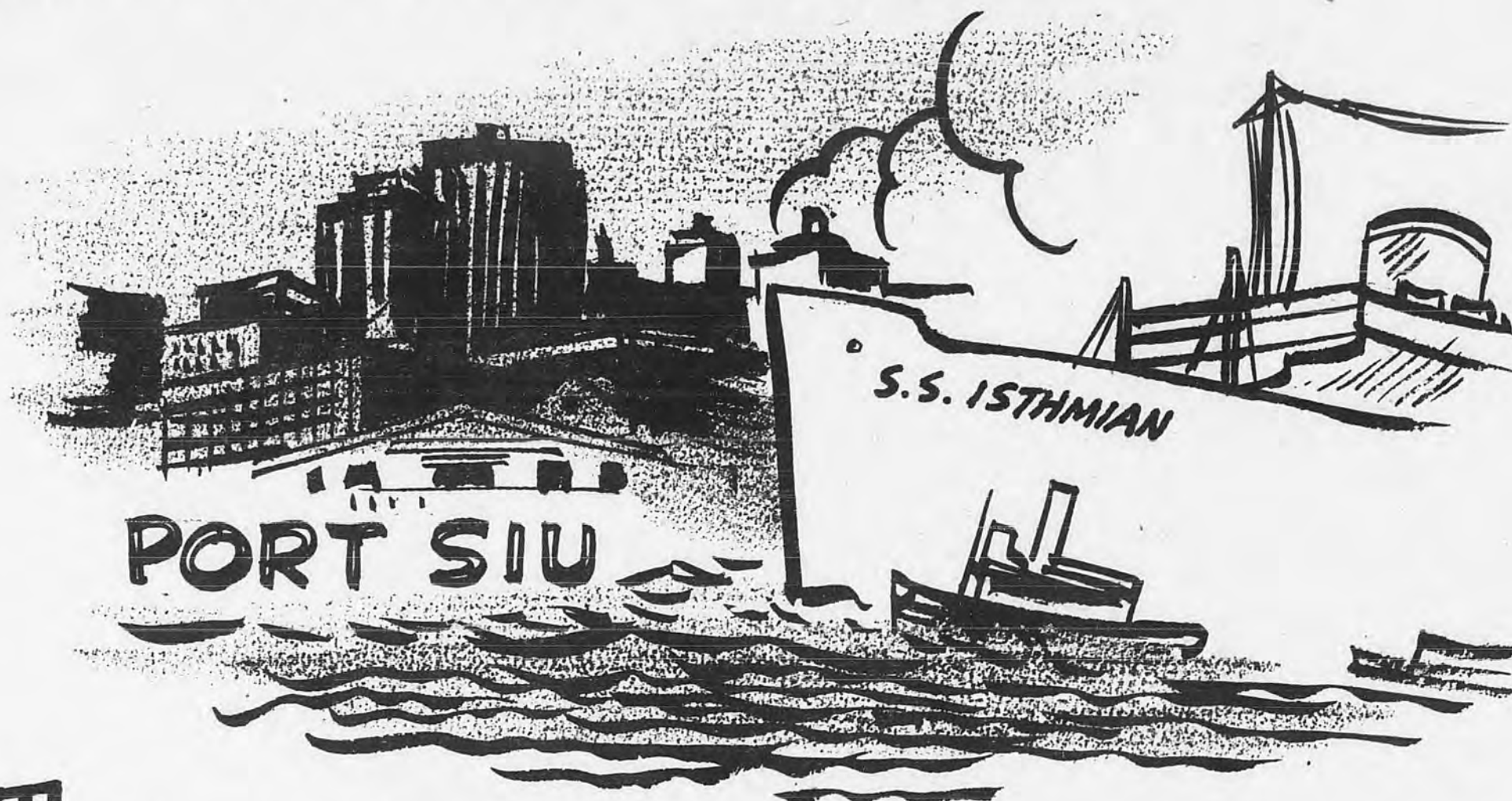
Secretary Lundeberg was elected to serve on this Commission.

It is not expected that there will be another such Joint ILO Maritime Conference as the one just concluded in Seattle for another ten years.

However, the Joint Maritime Commission, on which Harry Lundeberg was elected to serve, meets every year, and acts on problems affecting the maritime industry between sessions of the ILO Maritime Conferences.



# Ending THE LONG VOYAGE HOME ...



The long election trip is almost over; only a few more ships remain to be voted. Thus far, Isthmian seamen themselves report that they have voted Seafarers better than 2 to 1.

Soon - Isthmian will be under a Seafarers contract and Isthmian seamen will enjoy the

**BEST CONDITIONS IN MARITIME!**

• The SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA - AFL •