

SEAFARERS' LOG



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

VOL. IX.

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No. 9

SIU Leaflets Hearten Wall Street Workers

NEW YORK, Feb. 28—With hundreds of union-wise members of the Seafarers International Union aiding in the operation, the United Financial Employees, AFL, continued its organizing broadside yesterday by passing out union literature to the exploited white collar workers in the Wall Street area.

Postwar Losses Total 131 Ships

One hundred thirty-one ships have been sunk by mines since the end of the war, and 95 have been damaged according to a report issued by Lloyd's of London.

In reporting the loss, the London insurance firm noted that the sinkings after this war compared closely with those following the first World War, when 137 ships were lost in the first 18 months following the end of hostilities.

After the first World War, drifting mines continued sinking ships until seven years after the end of the war.

The most dangerous waters for larger vessels have been the Mediterranean. 18 ships were lost in the Mediterranean and 14 were damaged. 11 of the vessels were sunk and 11 were damaged in or near Italian and Yugoslav waters.

Of the 131 ships sunk, 45 were of more than 500 gross tons and 86 were under that size. Of those ships damaged, 64 were large ships and 31 were small.

Shipping Rules Clarified In New Union Feature

NEW YORK — Monday, February 24, saw the start of a new feature in the SIU program of educating the membership in all phases of the Union structure.

Beginning with this first discussion period, sessions will be held weekly, or more frequently if needed, to iron out any difficulties or questions that may come up pertaining to the Shipping Rules.

If Monday's meeting is any criterion, these sessions may prove to be a highpoint of the week for seamen on the beach. Plenty of interest was aroused, and the men were serious in presenting the questions which puzzled them.

Paul Gonsorchik, Dispatcher, led the discussion, and Patrolmen were present to answer any query that went further than just interpretation of the Shipping Rules.

Last Stages

The National Labor Relations Board in Washington, acting on the recommendations of Howard LeBarron, Regional Director, has decided that the NMU's flimsy charges in regard to the Isthmian Steamship Company bargaining election warrant a hearing. These hearings will begin on March 24, in New York, but will shift to other places if it is deemed necessary.

The original recommendations called for a hearing within five weeks after the date of the report, but March 24 is the earliest that a Trial Examiner will be available.

Maritime Council To Hold Regular Meetings In N.Y.

NEW YORK, Feb. 28 — The Maritime Trades Council of Greater New York will meet on the first Tuesday of each month, beginning Mar. 4, it was announced yesterday by Paul Hall, chairman of the powerful AFL waterfront group.

The monthly sessions will be held at headquarters of the District Council of the International Longshoremen's Association, 164 11th Avenue, New York City.

The maritime group will convene at 6 p.m., one hour before the ILA district meeting in the same building.

The decision to meet regularly was made at the last session of the council.

COMPANY CALLS MEETING

Prior to the operation, John Cole, UFE vice-president, announced to the Log that a letter had been received from the Kidder outfit requesting union representatives to meet with company officials at 3:15 this afternoon.

He said that the union would attend the meeting, the purpose

(Continued on Page 4)

Shipbuilders' Pressure Forces Bushey To Negotiate With Union

NEW YORK, Feb. 26—The CIO Shipbuilders' strike against the Ira S. Bushey and Sons' Brooklyn yards stood at the crossroads today, pending announcement tomorrow of the company's answer to a union plan for settlement of the four-week-old dispute.

The Bushey decision is expected to have important bearing on the future course of the strike, which has been supported from the start by the Seafarers International Union.

Fred Mesita, Chairman of Local 13 of the Industrial Union of Marine and Shipbuilding Workers of America, CIO, told the Log that his union insisted on settlement of the strike solely on the basis of the direct issues, which are recognition of Local 13 as bargaining agent for the yard's

500 workers, and a working contract.

Bushey was informed also, Mesita said, that the Shipbuilders would submit to arbitration the "outside issues" following contract negotiation.

The plan was a counter-proposal to the company offer to negoti-

(Continued on Page 3)

Int'l Convention

At the last regular coastwise meeting of the Atlantic and Gulf District, seven delegates were elected to the International Convention of the SIU. Pictures and story appear on page 6.

Maritime Trades Dept. To Meet In Chicago After SIU Convention

Directly following the Convention of the Seafarers International Union in Chicago, the AFL Maritime Trades Department will also meet in the same city to take up any problems of the various unions affiliated to the Department. The meeting will be held at the Hotel Morrison, and will commence on March 31. Each member union is allowed to send three representatives, but at the time the

Log went to press there was no official knowledge of who would go as delegates from the SIU.

Since the Department was first formed in Chicago in August of 1946, great strides have been made. In turn the raiding tactics of Harry Bridges were brought to a halt, the Wage Stabilization Board was forced to reverse a decision which would have deprived SIU seamen of increased wages won through negotiations, and the Masters, Mates, and Pilots were able to win a smashing victory over the operators.

In practically the same period of time the commie-dominated Committee for Maritime Unity was born, did a god bit of damage, and then was scuttled after the communist party saw that it would not ever be able to rival the AFL Maritime Trades Department in power.

Refusal of the Marine Firemen and the Marine Engineers to become affiliated to the group, and Joe Curran's blasts against the way the CMU was being operated

(Continued on Page 6)



JOHN R. OWENS

Seafarers Takes Stand Against Peacetime Draft

Alert to the threat of what military control can do to workers, the New York Branch of the Seafarers International Union adopted a resolution opposing the extension of the Conscription Law which is due to expire March 31, 1947.

The resolution was proposed by Paul Hall, New York Agent, and seconded by Joe Algina and Freddie Stewart. Senators, Representatives, and the President of the United States were notified of this action.

The text of the resolution follows:

WHEREAS: The present Selective Service or Conscription Law is due to expire March 31, 1947, and

WHEREAS: It has been the experience of the SIU and other Labor Unions in the United States of America and Foreign countries to have conscription used or threatened to be used in breaking our strikes.

BE IT HEREBY RESOLVED: That the SIU go on record as opposing the extension of the Conscription Law and notify our Senators, Representatives and President of our decision.

Curran Threatens To Bring Charges Against Joe Stack

Charging negligence and adherence to the communist party line, NMU President Joe Curran told a membership meeting this week at Manhattan Center that he intends to ask the trial and removal of Joe Stack, vice-president, by the union's national council.

Bolstered by the backing he received from the membership when he resigned as co-chairman of the Committee for Maritime Unity, Curran said he would prefer specific charges against Stack in the near future.

The action of Curran, if he follows through with his threat, will disperse any remaining belief that the feud raging in the NMU is window-dressing for the benefit of the national CIO.

SEAFARERS LOG

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

JOHN HAWK - - - - - Secy-Treas.
P. O. Box 25, Bowling Green Station, New York, N. Y.

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GEORGE NOVICK, Editor

267

Phony Transfers

Without any publicity, and by a series of undercover maneuvers, the United States merchant marine is being sold to foreign countries. Of course, this does not mean that those foreign countries will benefit. Oh, no, the people who will benefit are the shipowners who never actually lose their ships even when they sell them.

Sounds confusing, doesn't it. But confusing or not the shipowners are using this ruse to gyp thousands of United States merchant seamen out of jobs, and the U. S. Government out of taxes.

Here's the way the scheme works. Mr. Shipowner, in the United States, who made plenty of dough during the war, now transfers his ships to a dummy corporation in Panama or Honduras. The profits still go into the same pockets, but U. S. seamen no longer man the ships, and they are cut off from gainful employment.

Since the end of the war more than 100 ships have been quietly transferred to Panamanian or Honduran registry, and more than 4,500 American seamen have been forced out of jobs. What is even worse, foreign seamen have been forced to take jobs on those ships at wages far less than the prevailing scale in the United States, and under conditions that are a throwback to the days of 50 years ago.

All of this has vast implications for the working stiff who goes to sea to earn a living. On Panamanian and Honduran ships the operators will set low wages and poor conditions and thereby be able to carry cargo for less than companies paying decent wages. American companies will then put up a terrific howl and claim that they are being forced out of business, and that they will have to cut wages in order to meet the competition. But the competition is of their own making, and no matter what happens, their profits pile up.

If this situation is allowed to continue, soon the American merchant marine will be only a skeleton. But Panama and Honduras will have thousands of ships, employing thousands of non-union seamen, while standards of American seamen are being beaten down.

This is intolerable and seamen who have fought for years to come out of the depths are not going to take this without a stiff fight.

Where does the Government stand in this controversy? Well, the Government is doing exactly nothing, and by doing nothing has given the fat boys the go ahead signal. Although millions of dollars will be lost in taxes by such goings-on, Uncle Sam has kept quiet and watched the merchant ships being transferred to foreign registry, or sold to dummy corporations in foreign lands.

The seaman has been picked for the role of sucker in all this. But the Government and the shipowners are in for a rude shock. Seamen won't be the fall guys, and they have asserted, through their leaders, that this phony business has got to stop.

Men who sailed through combat torn waters are not going to sit around and watch their jobs being stolen away from them. If the Government won't put a stop to the racket, then the seamen will stop it with the best weapon in the world—economic action!

"Under the same management"



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

V. NORRGARD
H. ECHEVARIA
W. LEWIS
CENTRAL MASON
STEVE MOGAN
O. M. STIREWALT
JACINTO NAVARRO
V. FREDERIKSEN
JOHN RETOUR
ROBERT (BOB) WRIGHT
W. BROCE, Jr.
JOHN HANLON
K. SCHERREBECK
R. MULHOLLAND
J. W. DENNIS
EDWARD CUSTER
TED (THE KID) THOMPSON
W. HEMPEL

BALTIMORE HOSPITAL

LELAND McMILLIAN
LAWRENCE McCUNE
LONNIE TICKEL
STEPHEN BRADLEY
SEBASTIAN CARTER
CLIFTON CARTER
CHARLES SIMMONS
JACK HAMILTON
EMMANUEL COTTIS

ELMER WALKER
ERNEST SIDNEY
WILLIAM LAWTON
PETER LOPEZ
PHILIP BAZAAR
THEODORE BABKOWSKI
DAVID HORN
ROBERT SHEHEE
MATHEW CARSON
VERNER JENSEN

MOBILE HOSPITAL

KARL LUNDBERG

STATEN ISLAND HOSPITAL

R. G. MOSSELLER
J. S. WOOD
E. E. CASEY
W. G. H. BAUSE
F. H. DOLAN
L. A. CORNWALL
F. CORNIER
M. BAUSKI
E. D. MILLER
M. MORRIS
H. BELCHER
L. L. MOODY
W. BLOOM
R. R. LEIKAS
R. McDOWELL

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.)

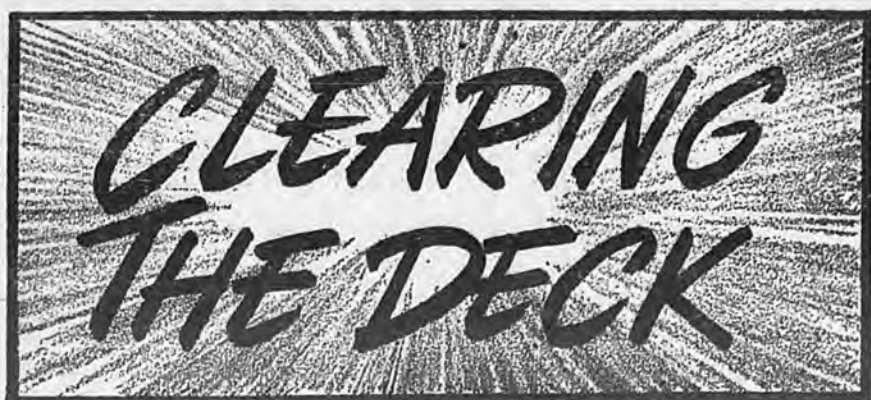
K. KORNELIUSSEN
M. J. LYDEN
J. H. DANIEL, Jr.
S. W. LESLEY
C. SULLIVAN

GALVESTON HOSPITAL

OLSEN
BENNETT
GALANE
R. V. JONES
HUTCHENSON
STAEINZ
MILKE
FLESHER
AKIN
GRAVES
BREASHAR
KOW LIM

BRIGHTON HOSPITAL

E. JOHNSTON
H. SWIM
R. LORD
E. CABRAL
A. MABIE
R. BROWN
T. ALDRIDGE
E. BOLEKALA
M. MCCARTHY
J. TIERNEY



By PAUL HALL

Quite a few months ago the AFL Maritime Trades Department went on record to refuse to work any ships belonging to new companies that signed contracts with the National Maritime Union after that date. We took that stand in view of the raiding by Harry Bridges and his commie CMU.

Our resolution meant that AFL Seamen, Longshoremen, Teamsters, and Tugboatmen would not even go near a ship that signed with the NMU after the AFL Maritime Trades Department made its position clear. And that also meant that no new shipowner could do business if he tried to make any agreements with the NMU.

Our position was not an idle boast. We had, and have, the strength to lock up any ship or company that violates our resolution. See the back page for details on one company that was caught in the act.

What we did in the case of the SS Lawrence Brengle we can do again. We will do it again if companies persist in signing finky agreements with the NMU.

The companies are smart in trying to get the NMU to represent their employees. They know that NMU conditions are much inferior to those of the SIU, and they know that NMU picards don't have the time or inclination to fight the membership's beefs.

NMU Loved By Companies

Sure, the Steamship companies would love to have the NMU get in on the ground floor. But that is not the feeling of the seamen. In every case these men would choose the SIU if they had the chance. Seamen know what the SIU has done for wages and conditions of American seamen and they don't want to be represented by the NMU, a union that is constantly fighting within itself.

Right now the SIU, and the AFL Maritime Trades Department have decided to unfreeze the Lawrence Brengle so that the shipowners would not be forced out of business. But that does not mean that other shipowners, or the NMU, can become cocky.

If the same collusive agreements are entered into by new shipowners and the NMU, they will have to take the consequences of their action. They have sufficient warning, and they know that we have the power to back up our position.

We reaffirm our original position. New companies going into the shipping business will either deal with the AFL throughout, or they will have to get used to the sight of their ships lying by the docks, with no Teamsters delivering goods, no Longshoremen to load cargo, and no Tugboatmen to warp the vessel out into the deep water.

To the members of the SIU, and to the members of the other unions affiliated to the AFL Maritime Trades Department, our show of strength in this case was all to the good. It proved what we have known for a long time. Only the AFL has the power to do what we said we could do when we first adopted the resolution.

Our Strength Apparent

Through our combined strength we closed up the nation's shipping during our General Strike, and we beat the shipowners during the MM&P beefs. This power will come in mighty handy for the future, when labor will need all its strength to fight off what the Washington fat-boys are cooking up.

Our victories are won solely through economic action. We don't go sucking around the big shots when we have a legitimate beef—we settle our difficulties at the point of production. And that's why we have built up such a good record for winning our fights.

Other unions are rapidly coming around to our point of view. Lots of union picards used to laugh at our method, but now they are laughing out of the other side of their mouths.

By using our methods we won all our beefs, and by brown-nosing, those guys allowed their membership to be cheated out of plenty that was rightfully theirs. So now they are all adopting economic action, and it's about time.

UFE Fights Too

Even the white-collar workers have come to the conclusion that economic action is the only way to force the bosses to come across with some of their tremendous profits. For a long time office employees were paid off in compliments and double talk, but now they are demanding real money instead of promises.

Right here in New York the United Financial Employees, AFL, is putting up a tough fight to force the brokerage houses to cough up some of their dough for the workers. Of course, the bankers have lots of reasons why they shouldn't do that, but the UFE has more reasons why they should.

Office workers have always been underpaid and overworked. Now they are demanding a decent wage, and we in the SIU are backing their play 100 percent. In their leaflet distribution we have assisted them by printing and giving out more than 100,000 pieces of literature. And if they have to hit the picketline, we'll be there right alongside of them.

That's what union solidarity really means. It doesn't just go for AFL unions—it goes for any honest union that is involved in a legitimate beef. The CIO Shipbuilders and the AFL Office Workers are the same to us. Both are honest, both need help, and both got what they asked for.

Every Division Of Maritime Must Be Organized In Gulf Area

By LINDSEY WILLIAMS

Practically every form of maritime activity carried on anywhere in the world is found on the Gulf. This includes everything from fishermen to salvage crews and from inland waterways to tidewater.

Many of the men work in the various divisions of maritime much more often than they do elsewhere—thus a towboatman will fish for shrimp during the seasons, and end up the year on an off-shore trip.

The chief reason for this is that the Seafarers has penetrated all different maritime trades, making it fairly easy for any organized maritime worker to change from trade to trade as he desires.

Because of the comparatively great distances between ports and the interlocking waterways, it is necessary for the protection of each craft that all be organized with a common affiliation.

The volume of dry cargo and oil transported via the inland waterway system from Florida to the Mexican border is greater than the entire tonnage handled by sea on either the east or west coasts.

If this shipping is neglected and left unorganized, it could easily be extended through the river arteries, up the east coast inland waterway system, via canal into the Great Lakes out through the St. Lawrence and thus seriously cripple if not break, a general maritime strike.

The Gulf organizational committee of the Seafarers has worked on these linking waterways for a long period of time and has made steady progress. The major operators are under contract. One of the best contracts, the Mobile Towing and Wrecking Co. being signed only recently.

Because of the great hook-up which has its main terminal in New Orleans, everyone on the Gulf looks forward with interest to the Lakes organizing campaign which will sew things up completely on both ends of the system.

HARBOR CRAFT

Great progress has also been made in the organization of harbor craft. Mobile, Alabama, is one hundred percent organized and the major tug operators of Texas are under contract.

One of the biggest victories was the capture of the Galveston



LINDSEY WILLIAMS
SIU Field Representative
In Charge Of
Gulf Area Organizing

and Houston Bay Towing Company which was operating a company union.

With the Seafarers, victory, the company union was liquidated and an agreement signed with the SIU. Organizational activity in this field is being carried on in all ports from Tampa to Brownsville, and progress reported everywhere.

Included in this classification are the dredges, and the Seafarers is making steady inroads among them.

TANKERS

The offshore trade is not being overlooked, and within the past month an agreement has been signed with a company which, although operating only a few ships now, will shortly be operating a minimum of 16 ships.

As soon as the final details are worked out, a full report will be made on this new contract.

The main field of offshore organizing on the Gulf at present is on tankers, and the main concentration in the Sabine-Port Arthur and Corpus Christi areas.

This work is being closely coordinated with the work being carried on in the Marcus Hook, Philadelphia and New York areas and real results should make their appearance soon.

As a result of this work the Seafarers is now in the position to start a campaign for bargaining elections on the ships of several tanker companies.

Despite all the gains that have been made, however, the fact

still remains that the Gulf is loosely organized and until things are tightened up there is always a danger.

Where in the past the organizational work has been a series of sharp fights centralized on strategic points, we must now plan a mopping-up campaign to tie all the loose ends together and build a solid functioning apparatus.

When the Agents' conference convenes next month, this should be one of the principle points on the Agenda and the work of the organizers laid out like a battle plan.

The Gulf was one of the principle factors in the original organization of the Seafarers, and will continue to be a great factor in its progress.

Waterman, with Mobile as its home port, will shortly be operating some 135 ships.

Mississippi is already operating a large number of ships out of New Orleans and plans to substantially increase their number.

Among these are three large new passenger ships and more are planned. Alcoa is putting two new luxury liners on the Island cruise run, and so on down the line.

The men on the Gulf never were, and never will be, satisfied with doing anything half way. It's always a bang-up job with them. To do a job right requires planning and a thorough working system. This is the Organizational Committee's job, and with the continued aid and support of the membership it should be done well.

Quick Thinking Prevents Panic

By HUGH MURPHY

VANCOUVER, B. C.—Recently when the North Sea, Northland Transportation Company, ran aground in Seaforth Channel in upper British Columbia, the quick thinking and efficiency of the crew prevented a panic and evacuated all 85 passengers, including women and children, without a casualty.

Since then all of the survivors have been praising the fine work done by the crew in handling this difficult situation. The crew really did a fine job, and through their efforts prevented what could have been a disaster.

A week or so ago the Olympic Steamship Line vessel James S. Drain arrived here after a trip to Japan. After looking over the ship it was hard to believe she had a crew aboard, as she was the filthiest ship that ever hit this port.

The performing by some of the crew was a disgrace to the Union. There was nothing for us to do in this case but to pick up all permits and tripcards and have them pay off.

We then called Seattle for a new deck crew, which signed on and set to cleaning out the filth. She looks like a different ship now, thanks to the new crew's efforts to make the ship live up to our slogan, An SIU Ship is a Clean Ship.

Shipbuilders' Pressure Forces Bushey To Negotiate With Union

(Continued from Page 1)

ate and sign an agreement provided "the union would wipe the slate clean of all complaints against Bushey," Mesita added.

The complaints—or "outside issues" referred to involve approximately 50 cases of back-pay awards to Bushey workers handed down on Jan. 7 by the National Labor Relations Board.

Another issue which the company wanted "wiped off" involved reinstatement of two shipyard workers as ordered by the NLRB in a ruling made on Dec. 27, 1946. The walkout of the Bushey

workers was precipitated by the company's repeated refusal to negotiate a contract with Local 13, which has been designated by the NLRB as collective bargaining agent.

Prior to the strike call, representatives of Local 13 and the International appealed to the SIU for aid.

The Seafarers membership voted all-out assistance to the CIO shipyard workers, and when the strike began on Jan. 30, the white-capped men of the SIU massed on the picketlines in a powerful demonstration of trade-union solidarity.

HERE'S WHAT I THINK...



QUESTION:—What type ship do you prefer to sail on, and why?

J. O. SARTINI, Steward:

Give me those Victory ships any day! They are more modern and have better equipment to work with than any other ship afloat. When you have good equipment it makes work much easier and more pleasant. Men who sail on Victories seem to take pains to do a good job and keep the ship clean. Not that other crews don't, it's just that on Vic's the men take extra special care and pride. Speaking from the viewpoint of a Steward, I think that it is easier to store food and prepare good meals on a Victory.



JAMES WALKER, Second Cook:

It may sound funny, but I like the Liberty ships. I know they are slow and pokey, but just because of that a man can make more money. On a small ship like a Liberty a man gets a chance to meet his shipmates and make friends with them. I've sailed on large ships and each time it was a relief to get back to a Liberty. In the days to come we won't see or even think about those good old tubs, but we should remember the part they played in making victory possible during the war, and I like them for that, too.



CARL WAYNE, Ch. Elect.:

This may sound selfish, but I can't help that. I like C-2's or Victories because of the electrical equipment aboard each one. They have electric winches and other equipment that makes a sailor's life more pleasant. On Hog Islanders and Liberties, there is little electrical equipment, and a seaman has to work his head off from bell to bell. There are lots of reasons for liking different types of ships, but the best reason is because work is easier on one ship than it is on another.



WALTER McLAUGHLIN, FOW:

I cast my vote for the Hog Islanders. They are the real old-timers, but they were built to last. They are riveted all around, and can take a heavy sea without breaking up like the Liberties. All the Hog Islanders I have been on were smooth riding and that means a lot when you are spending months on a ship. Another thing that makes me in favor of the HI is that they don't have a lot of fancy gadgets on them, and a man doesn't have to spend his time messing around with new contraptions.

SIU Leaflets Help UFE Deal With Bankers

(Continued from Page 1)

of which was not revealed in the letter.

Curiously, one of the Kidder partners, Charles U. Bay, present U. S. Ambassador to Norway, is also a director of a large shipping line.

The UFE handbill distributed yesterday pointed out that Bay had vigorously objected to "dealing with a seamen's union at first."

"Bay screamed they would wreck his business," the handbill continued. "Today, profits in his line are higher than ever. And seamen's wages are in tune with the times."

It emphasized that the "only way any worker can better his or her conditions and win increased wages is by collective bargaining," pointing out that the employees of the New York Stock and Curb Exchanges already enjoy wage and hour conditions considerably above the Wall Street level, as a result of their union contract.

BAD BARGAINING RECORD

Up to now, Kidder has refused to bargain in good faith. Negotiations broke off about a month ago in the offices of the New York State Mediation Board, when company officials stated that nothing could be gained by a fact-finding review of conditions in the Kidder concern.

Kidder's anti-union philosophy was summed up by Ambassador Bay, when he left for his lush post recently. He said:

"I am glad to get away from the strikes. In America, reconversion has been slowed down by strikes."

No mention was made in his statement of the rocketing prices, as a result of which, Ambassadors of high finance like Bay saw their profits zoom to unprecedented heights while workers — white collar workers particularly — suffered further drops in their standards of living.

Meanwhile, the militancy of the UFE membership was on the increase. Wednesday night, they voted almost unanimously to back the Cotton Exchange employees, also members of the AFL union, in their announced intention to strike should efforts to negotiate a new contract fail. The Seafarers likewise has promised the financial workers its full support.

Operator Puts Blame For The Decline Of Shipping On 'High' Wages, Ignoring The Enormous Profits

By ROBERT MATTHEWS

In the February 24, 1947, issue of the "Journal of Commerce," Mr. Frank J. Taylor, President, American Merchant Marine Institute, has written quite an extensive article in which he says, in effect, that the demands of the Maritime Unions for increased wages and better working conditions will bring about the decline of the American Merchant Marine.

He infers that the increases in seamen's wages has brought about the serious decline in inter-coastal operations.

He states further: "While it will be admitted that the cost of living has increased 51 percent since January, 1941, the unions find it convenient to ignore the fact that during the same period seamen's wages have increased more than 125 percent. In other words, seafarers are far ahead in the race against the cost of living."

"A general wage increase is the principal demand being put forward by the unions now, and in June, when most of the contracts expire, the unions have already stated that they will seek such things as a 40-hour week at sea, a four-watch system, longer vacations, and the creation of a welfare fund—all items which will further increase the cost of operating American ships."

An examination of the cold hard facts is all that is necessary to show up the fallacy of Mr. Taylor's statements. It may be true, as he says, that the cost of living has risen 51 percent since January, 1941. Most sources, however, say it has gone up 72 percent.

It is not a fact that seamen's wages have risen 125 percent since 1941. In July 1941, the average wage for a seaman, based on actual fact, was \$107.69 per month, and at this writing, the average wage of a seaman is \$185.83 per month.

Thus we see that instead of rising 125 percent as Mr. Taylor states, the increase over a period of six years is actually only 72 percent.

Mr. Taylor conveniently fails to mention that in 1941, when the average was of the seaman was \$107.69 per month, this wage in comparison with shoreside workers was decidedly sub-standard.

All through the war years, when shoreside workers were getting increases in their wages to meet the increased cost of living, the seaman's wages remained static.

Now that the war is over, the seaman's average wage is still sub-standard. While the shipowner is reaping enormous profits from exorbitant freight rates, they still do not recognize the fact that a seaman is entitled to a decent standard of living.

Mr. William Clayton, Under-Secretary of State, by no means a liberal, hit the nail on the head when he testified before the House Committee on Merchant Marine and Fisheries. He said that in his opinion the profits in the shipping industry are much too large.

In fact, he thinks that they act as a restraint and limitation, a limiting factor on world trade.

To throw further light on my statement that right now seamen's wages are sub-standard, I cite figures from the report of the Hel-

ler Committee of the University of California.

According to the committee, it is necessary for the average worker, in order to maintain a minimum health and decency standard of living for a family of four to have an average annual income of \$3545.82.

If the average seaman worked for 12 calendar months with no time off at home, (and few seamen have work for nine, let alone 12 months a year) he would earn the sum of \$2229.96. Take from

(Continued on Page 15)

LAKES SIU REJECTS NLRB MAIL VOTE PLAN

By STANLEY WARES

CLEVELAND—A meeting was held recently at the Regional Offices of the National Labor Relations Board here in Cleveland. The purpose of the meeting was to call the companies and unions together for suggestions as to another method of holding elections aboard ships for the personnel.

The Regional Director explained that due to a cut in his staff, the old method of shoreside observers would place an awful burden on his office.

One of the field examiners then went into detail as to the merits of voting by mail. He tried to put across to us the fact that if the voting could be held by mail it would relieve the burden of

not only the NLRB, but also the unions and companies involved.

Representing the SIU at this meeting were Great Lakes Secretary Fred Farnen and myself, and we immediately ruled out any form of mail vote.

We felt, and always have felt, that the only way the seamen can get a fair and non-interfering election is through the use of shoreside observers and that method alone.

ALL OPPOSED

Strange as it may seem, the NMU lawyer agreed with our point of view, and to top it off, the company dominated Lakes Seamen's Union went right down the line on everything, which is really something for the books.

The lawyers for the Lakes Carriers Association, and there were quite a few of them present, would not commit themselves on anything, claiming that this was not a hearing, therefore, they weren't representing their clients, but were there on their own and whatever they had to say was only their personal views. A good way to get out from under.

After two hours the meeting broke up with the SIU still holding the view of giving the seamen personal representation at the polls. This is a good example of the fact that even though the Lakes are closed down at least four months each year, the SIU is in there giving its members representation all year around.

Excerpts From The 'SIU Organizers' Handbook'

Talk Seafarers

You're aboard an unorganized scow to put the SIU across. One of the best ways is to talk SIU whenever you get an opportunity, but not to the extent of boring your listeners.

Tell the unorganized men that the SIU is organizing all unorganized seamen on one simple point. They can better their wages, working and living conditions by joining the SIU and becoming active Union members in the fight to improve the conditions of all seamen afloat or ashore.

You can be a bum organizer or a good organizer. There are two kinds of bum ship's organizers to avoid being like. One is the guy who goes aboard, flips his lid right away, and lets everyone know who he is and what he is doing.

The other kind is the strong, silent type who goes aboard, rides the ship for a year, and



never lets anyone know who he is or what he believes in. Don't be either kind.

A good organizer follows neither of these two courses. You should take the middle course, and set a good example by doing your job well, being a good shipmate, and not throwing your weight around.

Tell the unorganized seamen the truth. Your Union has nothing to hide. Remember that a lot of baloney will result in both you and the SIU being regarded as unreliable. Use facts, but don't try to talk everyone else down.

Be logical in your discussion of the SIU's brand of unionism. Talk plain, unvarnished facts. The average seaman intensely dislikes the "super militant" blowhard who doesn't know what he is talking about.

Give the unorganized man a chance to talk and ask questions. Let him do most of the talking, after you have broken the ice, and you supply the correct answers. Don't brag when you talk about the SIU. Use cold facts and figures. That's what counts.

To back up your statements, break out your SIU contracts and compare them with the non-union conditions aboard the unorganized ship. Conditions under an SIU contract are so far ahead of unorganized conditions that

there actually is a world of difference.

Use the Seafarers Log as an additional argument to back you up, and study all of the organizational material which you will receive from time to time. You must be up on your facts and figures.

If you don't know the score, how are you going to show unorganized men the light of unionism—SIU style? You must be up on your facts. That's important.

Discuss SIU Structure, Conditions, Contracts

Your SIU contract is one of the best organizing convincers in your kit. Show it to the unorganized men and explain how their comparative conditions will be improved under an SIU contract.

Most unorganized ships make damn sure that the men get very little overtime. Your SIU contract provisions covering the payment of overtime should be an eye-opener to the average unorganized seaman.

Everytime you see one of these unorganized men doing a job for which he would be receiving overtime on an SIU-contracted ship, break out your SIU contract and show him the advantages of being an SIU member.

Don't forget to stress in your discussions the complete democracy of the SIU and its meetings.

In the entire country, there are very few unions which practice SIU democracy in electing the chairman, secretary and reading clerk from the floor of each meeting.

Most unions have their meeting run from the platform by their elected officials with very little rank-and-file participation. That's one of the things that make the SIU the democratic outfit that it is.

Tell these unorganized men how trial committees, finance committees, auditing committees, and other regular and special committees are elected from the floor at SIU membership meetings.

Don't forget to tell them also that these committees aren't only composed of rank-and-file members, but are also run by them free from any interference or coercion from the officials. That's SIU democracy in action!

Your SIU constitution is also a good pointer to demonstrate to



the unorganized seamen. The provisions of the constitution show how democratically the Seafarers is run, and reveal how little control by the officials is actually exercised. Read your constitution through several times, and make those points in it which best illustrate the rank-and-file control of the Seafarers.

In the back of this Handbook, there are two charts which

New Booklet

Reprinted in this page are five excerpts from the "Seafarers Organizers' Handbook," which has just come off the press.

Chock full of vital information for every Seafarer, the handbook's purpose is to acquaint SIU members with the fundamentals of union organizational effort, and thereby, to make every Seafarer a rank and file organizer.

Be A Good Shipmate

When you're aboard ship, your shipmates judge you by your actions. Never make the mistake of talking too much, or you'll be looked upon as a windy guy. Then no one will pay any attention to what you say. Your value as an organizer will be completely finished, and much valuable time and effort will be wasted.

On the other hand, don't make the mistake of being a sourpuss who comes off watch, hits the hay immediately, and never

speaks to anyone. Everyone will ignore you, and you'll never be consulted in any discussion concerning the crew's beefs.

Live aboard your ship in a normal manner, and everyone will regard you as a good shipmate. Never try to be the "voice of experience," and an authority or final judge on every subject. Act natural, eat, drink, and talk with your shipmates as you would with your shoreside friends.

Your worth as an individual while you are aboard ship is judged by whether or not you are considered a good shipmate. If you aren't a good shipmate, you won't be much good as an organizer.

Always be ready to lend a helping hand to the new guy who doesn't know what it's all about. These fellows look up to you as an example and as one who knows the score, so repay that confidence with a little assistance whenever it's necessary.

Your attitude toward these new guys will pay good dividends when the ship votes, because these men are going to vote for the Union representative that they like best. So, above all, remember to be a good shipmate and you'll also be a good organizer.

There's More

In addition to the material reprinted on this page from the "Seafarers Organizers' Handbook, the following topics are covered in the new publication:

It's Your Union, Brother; Getting a Job on an Unorganized Ship; SIU Beef Record — N M U Comparison; Compare AFL Maritime Trades Department and CMU; Handling the Commies and Their Propaganda; Contact Union Hall—Bring Shipmates There; Stay With the Ship Until Voting Is Over.

The booklet concludes with important final instructions and organizational charts.

Running The Ship Union Style

This is a lot simpler than it sounds. To run a ship union style, it is necessary for the crew to hold regular shipboard meetings.

At these meetings, all legitimate beefs should be thoroughly discussed and a record kept of same.

An attempt should be made to correct or remedy the beefs



aboard ship, but if this is not possible, then bring them ashore to your SIU representative. We'll see if anything can be done about them.

Always remember that a union ship is a clean ship. Keep it clean. Any man who throws ship's equipment or gear overboard, who deliberately smashes in door panels or fouls up his quarters, is not a union man.

A good ship is a shipshape ship. The union style is good seamanship, good shipmates, good trip and good payoff.

If you want to drink, drink ashore. If you want to perform, then perform ashore. Remember the ship is your home while you are aboard, and should be treated as such.

Hold meetings aboard ship using the ships meeting agenda contained in the SIU pamphlet "Order—How To Conduct A Union Meeting On Ship And Ashore."

1. Call the meeting to order.
2. Elect officers — chairman, secretary.
3. Read previous minutes — if any.
4. Ships delegates reports —

reports of committees, etc., and action taken.

5. New business.
6. Good and welfare.
7. Adjournment.

Remember that these meetings are not held until the ship is organized so that the majority of the crew supports or belongs to the SIU.

In running the meeting, use the union literature contained in the Organizers Kit to the best advantage. That's what it's in there for—to be read, studied, and above all, used sensibly.

Also make use of the latest copy of the Seafarers Log, and other organizational material as it is published. The Log has much useful information in it, and contains a complete, up-to-the-minute record of the Seafarers' beefs and victories. It's a damn good organizational source book.

Your Job As An Organizer

Any seaman—deck, engine or stewards department — is measured by his ability to do his assigned job. This doesn't mean the old philosophy of "Work like hell, from bell to bell," and it doesn't mean to ask any favors



by being a job killer. It means just what it says. Do your job well.

If you are shipping as a Cook, try your best to turn out good grub. If you're in the Engine Department and have to pack a

pump, cut right on the right end. If you don't turn to when letting go or tying up, you are only putting an added load on your shipmates. DO THE JOB RIGHT.

Any job you do, do to the best of your ability. As a result, your shipmates will respect you, and you will add to the prestige of the Union. If a beef comes up, you will be able to discuss it intelligently and won't have to take any malarkey from the ship's officers.

A seaman who knows and does his job can always speak with authority. His fellow seamen regard him as a good shipmate. The oldtimers respect him and the newcomers look to him for assistance in becoming better seamen.

Do your job, and don't be a job killer. Remember this always. It's not how hard you work that counts, but how well you know and do your job. A good Union man is always a good seaman.

Comment Please

The "Organizers Handbook" is the latest of the publications prepared by the Education Department of the Seafarers. We'd like to have the opinions of the membership of this booklet, so that future printings may be revised and improved.

Galveston Asks, Does Agreement Cover Roaches?

By RAY W. SWEENEY

GALVESTON—Well here we are again, "Beautiful Galveston by the Sea."

Shipping during the past week has been fair here, but due to the fact that quite a few West Coast boys have piled into town under the impression that shipping is good, we have found ourselves swamped with men waiting for ships.

So for the time being we have plenty of men around for the jobs that will come in. If you're thinking of hitting Galveston for a ship, it would be a good idea to change your plans and try one of the other ports.

The other day Brother Brightwell and I paid off the SS Richard Rush of the Robin Line and we ran into some difficulty. The Stewards Department had quite a bit of disputed overtime and one item in particular stumped us.

It seems that the Master ordered the Steward to keep the mess-rooms sprayed to kill the cockroaches.

At the end of the trip, three men handed the Steward an overtime sheet with no dates or time for a total of 57 hours each.

The Steward disputed the entire 171 hours and handed it in as disputed overtime with the word "cockroaches" written on the bottom of each sheet.

CORRECTED SHEETS

Brother Brightwell handled the beef and had the men rewrite the overtime with the dates and time the work was performed. He then had the Steward sign and okay each man's sheet and handed them to the Master.

At the time Brother Brightwell was told this would be paid on a supplementary pay voucher. After the payoff everyone left the ship, including the Patrolman, who thought everything was all right.

The men, however, didn't receive their money, as three or four days later, when the ship arrived in Houston, the beef was raised again with the Houston Agent. I guess the boys were too embarrassed to come to the Hall here and let us know that they did not receive the money.

It is my opinion that this is part of the Stewards Department routine duties, and I would like to ask some of the oldtimers to come to my rescue on this.

This kind of beef is a new one, and I can't find anything in the agreement to cover it.

I hope I can get some answers on this as I'm beginning to see cockroaches in my sleep.

RETIRING BOOKS

Members who forward their membership books to the New York Hall for retirement are urged to mark the envelope with the notation "Attention: 6th floor," in order to insure quicker handling of the matter.

Marking of the envelope in the manner advised above will save time and will result in prompt return of the book to the sender.

DELEGATES TO INT'L CONVENTION



EARL SHEPPARD



W. C. TANNER



RAY WHITE

Based on the unanimous recommendation of the Credentials Committee, elected to examine the credentials of candidates for election as Atlantic and Gulf District delegates to the International Convention of the Seafarers International Union, the membership has elected seven delegates by acclamation.

The successful candidates are Paul Hall, No. 190; Claude Simmons, No. 398; Ray White, No. 57; Carl E. Gibbs, No. 2341; Earl R. Smith, No. 20057; W. C. Tanner, No. 44; and Earl Sheppard, No. 203.

The Union had previously gone on record to elect seven candidates to the convention starting in Chicago on March 24, 1947, and since only seven qualified men accepted nominations, the committee made its recommendation in order to save the Union the considerable expense which would be involved in holding a totally unnecessary election.

The report was submitted to regular coastwise meetings on Wednesday, February 26, and was adopted.

The committee which examined the credentials consisted of William Higgs, No. 223; Donald E. Woods, No. 34575; Sidney D. Turner, No. 7199; George E. Berry, No. 20225; B. Miller, No. 26202; and William Brown No. 29935.



PAUL HALL



CARL E. GIBBS



EARL R. SMITH



CLAUDE SIMMONS

AFL Maritime Group To Meet In Chicago

(Continued from Page 1)

also hastened the death of that disruptionist organization.

The call to the meeting was signed by John Owens, Executive Secretary of the Department. Brother Owens is also Secretary-Treasurer of the International Longshoremen's Association.

The letter calling the meeting follows:

Feb. 21, 1947.

Mr. Harry Lundeborg, President Seafarers Int. Union of N. A. 105 Market St., San Francisco 5, Cal.

Dear Sir and Brother:—

The Executive Board has decided to hold a meeting of the Maritime Trades Department at the Hotel Morrison in the city of Chicago commencing March 31, 1947.

Each International Union affiliated with the Department will be entitled to three representatives.

You will make your own arrangements and reservations.

We are of the opinion that a meeting at this time will be helpful to the general picture. Kindly let me know who will represent your organization.

With best wishes, I am

Fraternally yours,
JOHN R. OWENS,
Executive Secretary,
AFL Maritime Trades Dept.

New Galveston Hall

It may sound funny in these days of housing shortages, but it is true that the Seafarers has a new Hall in Galveston. It is located at 308½—23rd Street, just a block from the old one. The new Hall is a big improvement over the one just vacated. Shipping is good in Galveston these days, so if you find yourself down in that Texas Port, make a bee-line for the Hall where you can rest comfortably while waiting for the Dispatcher's call.

Tampa Trade Unions Consider Publishing Paper To Combat Anti-Labor Reporting In Daily Press

By SONNY SIMMONS

TAMPA—The anti-labor situation in this town is becoming worse by the day. All the local newspapers, which have really turned into filth sheets, are lauding the states of Georgia, Tennessee, and Arkansas for their stand to outlaw the closed shop, and it makes a good union member sick at the stomach to read the rotten propaganda that is put out daily in the Daily Times and the Morning Tribune.

There is no pro-labor paper in Tampa, and after years of taking it on the chin from city officials and newspapers, organized labor is thinking seriously about starting a paper, by and for labor.

It looks like something might come out of all this talk. There is a committee investigating such

a venture, and their reports to date have all been favorable.

A person living outside of Tampa may find it difficult, if not impossible, to comprehend what is going on down here. To start with, the Mayor is owned body and soul by the corporations here, and the Chief of Police is the one who pulls the strings that make the Mayor dance. The Chief, by the way, is running for Sheriff in the next election.

During the SIU Strike, this police big shot set himself in solid with the corporations by using the police force to break picket-lines and escort scabs through them.

A good labor paper would be a weapon to expose these phonies, since the papers now in operation are firm believers in a finky policy and so don't bother to

print anything about strikebreaking and scab herding.

The SIU has taken the lead in trying to get all labor in this vicinity, and that means about 40,000 AFL-affiliated union members, consolidated so that the Chief of Police, the Mayor, and Tom Watson, the Attorney General, will have some obstacles thrown in their paths if they try to run again.

The anti-labor Judges down here are another problem. They are always on the side of the bosses, and did what they could to give us a hard time during our strike.

Then, when the Taxi Drivers, of the Teamsters and Chauffeurs, went on strike, one Judge handed down a ruling that made it a criminal act to talk about the strike, picket, or even give as-

sistance to the striking cab drivers.

If labor doesn't band together to beat these two-bit politicians, we might just as well give the state to Tom Watson and Company.

By their actions the authorities here have labelled themselves as dictators—even Hitler could do no worse than these people—and they have turned this free community into a hell hole.

Any man who doesn't support a platform to oust all those fakery hasn't the interests of labor at heart.

Labor in politics is pretty bad business, but here we have either got to clean up a mess or be moved out of here altogether. We have taken our choice, and we are going to fight the labor-haters tooth and nail.

New Season Brings Its Warning; Union-Wreckers Are Busy At Work

By HERBERT JANSEN

CHICAGO—The first activity of the 1947 sailing season began last week when the SS Gilbert, MS McCool, and the SS North and South America called part of their crews to work.

To most men around here this looked like an early fit-out, but after looking at the ice on the lake, I think they are a bit premature.

Everyone here is anxious to get going, and there is quite a bit of betting as to the fit-out date.

The fellows sure get excited when the fit-out time comes, as the pool gets pretty big and its a good slice to the guy that wins.

It reminds me of the pools that used to be held in Alaska, where the guys would bet on the hour and minute that the ice would break up. If a guy hit it right he didn't have to work all year.

We received a report this week that the SS Rockwood has been sold to the Kelly Island Steamship Company of Cleveland. For-

merly owned by the Tri-Lakes Steamship Company, she operated out of here for a good many years, supplying this city with sand for buildings and road improvements.

lesson in the struggle that seamen went through to gain the eight-hour day. We told them how the companies fought the eight-hour day for years, sparing nothing to keep the seamen working long hours for little pay.

After the short lecture, we told them if they still wanted to follow the company stiff they could pile off as he had urged them to do. To their credit, not a man piled off.

This little story is but a prelude of what we can expect to see in the season coming and every season thereafter. Letters such as the one I mentioned, will be circulated among seamen, both organized and unorganized.

We will see company stooges masquerading as working stiffs, pulling all kinds of tricks to weaken the union. They will be doing their best to get your good will and cut your throat at the same time for the company's benefit.

BEWARE

The outfit that will be doing most of this knife-in-the-back work is the Lakes Seamen's Union, bastard child of the Cleveland Cliffs Company. They are going to have their stooges out in strength this year to bring seamen into their outfit by just such tactics as mentioned above.

They will attempt to pit one worker against another; they will peddle cleverly written propaganda and speeches promising seamen everything if they fall in line with them.

Don't fall for their phony line. No employer is interested in your welfare, and that includes the Cleveland Cliffs Company.

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.

Port Buffalo Sends Its Report: Everything Is Really Solid

By ALEX McLEAN

BUFFALO—The winter is still holding its own in this Lakes port with everything solid, and that ain't jive talk.

All the ships around here are solidly imbedded in the ice which now reaches out of the harbor into the blue of Lake Erie for miles.

Although the icefield looks like it will remain around for awhile, the newcomers are flocking into the Hall to get the dope on the union and when they can get a ship.

The SS Sultana is in drydock here getting a new rudder. This, no doubt, will make the oldtimers smile. There will be no excuses now for her to follow the seagulls.

LAKEWOOD SOLD

The sandship Lakewood, which operated for many years out of Buffalo, has been purchased by the Schwartz Sand and Gravel Co. of Cleveland, and will re-

join the active Lakes fleet this year.

The Lakewood, renamed the K. V. Schwartz, is being reconditioned, converted from coal to oil, and is having new bins installed.

Neil J. Cunningham, well known to most AFL men in this area died recently in Lackawanna, New York. He was the regional director of the AFL in Western New York, and Northwestern Pennsylvania, having held that post since 1938.

Since taking the post he worked in that capacity handling organizational work, negotiation of agreements and grievances. He was the link between AFL activity in this region and the national office in Washington.

At present in the Marine Hospital here in Buffalo are Daniel Kirkpatrick, Francis Campbell, Charles Dovey, James Maloney, Chris Manaham and B. Oliver.

NO NEWS??

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

CHARLESTON
HOUSTON
NORFOLK
JACKSONVILLE
NEW ORLEANS
BOSTON
CORPUS CHRISTI
SAVANNAH

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

No Hot Water On Diamond Hitch; That Means Hot Time For Chief

By JOE ALGINA

NEW YORK — You've heard many times about a seaman who got into hot water, well, here's a story about seamen who wanted to get into hot water and couldn't.

Of course, the difference is in the kinds of hot water. On the Diamond Hitch, Alcoa Steamship Company, the hot water was the kind you use for showers, and the Chief Engineer was the kind of guy who didn't give a damn whether the men showered or not.

Being an SIU crew, the men wanted to be as clean as the ship, at least. So they went to the

Skipper and he put the heat on the Chief.

That worked out okay, except that every time the men needed hot water, they had to follow the same procedure.

They waited patiently for the ship to reach New York, and when it did, they blew their tops. First off, they sent for a Patrolman, and when he came aboard they told him the whole story.

He went into action in a hurry, and talked turkey to the Old Man and the Chief.

Now the whole matter has been straightened out. But if there is the same complaint when that ship hits another port, that Chief Engineer is going to find himself in hot water, the real boiling kind, that is.

BUSINESS STILL GOOD

Business and shipping have reached a peak here. If things keep going along at this steady gait, we may have to shanghai men in order to keep our ships crewed.

Rated men are at a premium, so if you are on the beach, come on up here where you will freeze, but where the shipping is good.

Congress has got a bug in its bonnet about economy. They want to cut down on expenses, and they are studying the budget to see what they can lop off. Well, for a start, let them cut down on the Coast Guard.

The CG has no reason for standing guard over the merchant marine in peacetime, and the money that organization is wasting could be put to better use.

All those brass hats do is sit around figuring new ways to pull a seaman's papers and thereby deprive him of his means of livelihood.

ONLY TO SEAMEN

It's hard to imagine the steel workers, the auto workers, or any other industrial employees being controlled by the army in times



of peace. Yet that is exactly what we are supposed to be willing to accept.

I don't know about all the other waterfront unions, but I do know that the Seafarers is against the CG, and we are not going to give ground in our fight.

Shipping Is Not So Hot And Heavy But Is Still Good In Baltimore

By WM. (CURLY) RENTZ

BALTIMORE — After several weeks of hot and heavy shipping in the port of Baltimore, things have cooled down a bit. I think, however, it is only a temporary lull.

Don't misunderstand me, now, shipping is still fine—it has just dropped from excellent to good with plenty of activity taking place in this port.

Along with the continued good shipping, the organizers have been kept busy legging it from ship to ship. There's plenty of organizing work to be done, so if any of you care to do some volunteer organizing, and I know there are many of you, come on down and give the boys a hand—they'll appreciate it.

This week we did a little work

on the second deck of the Hall. We had the floor oiled, the bulkheads painted and a new head installed.

The Hall now looks the best it has in a long time. We are going to continue to make improvements where we thing they're necessary until the Baltimore Hall becomes tops.

We had a little run-in on the waterfront down here last week. At the moment I can't say too much about it, but I will say that we handled the situation nicely. The real credit for the win goes to the AFL Maritime Trades Department, which scored another victory on the waterfront.

NO SNOW JOB

The snow here in Baltimore has the city tangled up in knots. It's really deep. I don't believe I'll be accused of mixing in politics when I say that there is no system in this town for snow removal or street cleaning.

The stuff is still for the most part laying where it fell. Maybe the city thinks everyone will become disgusted and go out and clean the stuff from the streets voluntarily.

We've received a report that Calmar Line is supposed to buy eight ships to run in the inter-coastal trade. I'd just like to say that here are eight ships that will be running steady, so let's crew them up in a hurry when they come in. They sound like good jobs.

Another thing that I'd like to bring to the attention of the members is the fact that if you have nine months seetime on deck you can apply for your AB exam.

From the reports I've received from men who have taken the test in Baltimore, it isn't too tough. So, it is a good idea to get your AB's ticket now before the standard is raised to three years deck time.

New Curran Line Of Unity Calls For Much Study

By HENRY W. CHAPPELL

TOLEDO—When NMU President Joe Curran resigned from that communist infested flea bag, the CMU, the inner council of the NMU was split wide open.

In spite of the pleas by his executive board, Curran has made this move in an attempt, so he says, to achieve unity in the maritime industry, and to purge the NMU of the communist element that has captured the union and robbed its treasury.

When Joe Curran talks of a merging of maritime unions, several items should be considered: Why has he been content to play along with these phony commies all these years, backing their phony moves all along the line?

Why has he cooperated with the governmental bureaucrats, when he knew who sponsored these agencies and what their purpose was? And why has he opposed the SIU on almost every issue where sailors' welfare was at stake?

DANGEROUS CHARACTERS

These things we should bear in mind. The phonies who have dictated the policies of the NMU for years, and with whom Joe Curran has played all the way, are dangerous, and any moves Joe Curran makes toward unity will bear watching by the SIU.

It is not my intention to oppose the ultimate unity of all maritime unions. But it is my intention as a member of the SIU, to study and analyze all angles of this problem. I want to be sure that never will these NMU misleaders, or any other group like them, be in a position to dictate the policies of our union.

The NMU officials have bitterly fought the SIU when fair elections have been held and won by the SIU. The communist party line always comes to the front at this time, and every dirty trick in their book is thrown at us.

The NLRB is swamped with phony, trumped up charges of collusion, unfair practices, and anything else that will delay the certification of the SIU.

CORRECTION

To sum it up briefly, the SIU has to battle the company and the NMU to win any gains for its members. For these reasons, I, as a member of the SIU, will continue to eye suspiciously any overtures of unity from Curran and company.

In the Jan. 17 issue of the Log I stated that Fred Bradley, Chairman of the House Merchant Marine and Fisheries Committee, was opposed to the newly introduced Seamen's Bill of Rights. I have since learned that Mr. Bradley was misquoted in the press. Representative Bradley has pledged his support to early passage of the bill.



UNCLE JOE'S PIC BUSTS PR PEACE

By SALVADOR COLLS

SAN JUAN — The peace and quiet of this enchanted isle was shattered one day last week by the soul-shaking report that a picture of Joe Stalin was gracing a wall in the local NMU Hall.

The source of the report was two guys who had been over to the Hall, and after taking one look made a bee-line back here to spread the work.

When I heard the story, I told the guys to sober up and stop the nonsense, 'cause no one would pull such a stunt.



The guys insisted that it was true, so to satisfy them and my own curiosity I piled into my gas-wagon and rattled down to the NMU hangout.

I walked into the Hall and took one look—lo and behold—there it was! I wiped my eyes, but Uncle Joe was still up there on the wall looking down at me from over his moustache.

The real kicker to the deal was that he was right up there next to a picture of Roosevelt.

I had seen enough, so I backtracked out of the building and drove back to the Hall where the boys were waiting for my confirmation or denial.

I told them it was true, and gave my humble apologies to the guys whose action I had questioned. Even now it seems too much to believe.

The way I hear it, some overzealous member infatuated by

the Generalissimo's smile stuck the picture up on the wall during the absence of the NMU officials. The way I got the story, the NMU Patrolman and Agent had nothing to do with it and it was just a stunt. Some stunt.

TOUGH TIMES

I don't wish to dwell on the NMU this week, but things must be getting bad for them down here in San Juan. Their Agent, Kenny Washington has just been elected President of the Panhandlers Union. This honorary organization has a few SIU beachcombers in its ranks, but all were un-

animous in bestowing the presidency on the NMU agent.

Through the fault of the NMU he has not been paid for the past six weeks, so he had no alternative but to take a card with the panhandlers.

Just the other day he hit up two SIU boys for a buck a piece, and they said he cried like a baby when they gave it to him, but they said it was worth the buck just to see him put on the weeping and wailing act.

That's about it for this week from San Juan, but I'll be back next week with something to report on shipping and business.

Mobile Has Manpower Shortage; New Union Hall Keenly Awaited

By CAL TANNER

MOBILE—The port of Mobile is in very good shape with shipping hitting off at such a good rate that we are suffering a manpower shortage.

From the way shipping has picked up it looks like we will be suffering that awful situation of having jobs for anyone who wants them for quite awhile.

When I mentioned last week that we wouldn't kick if we got a sudden spurt of shipping, I didn't think that it would become a reality in such a hurry. But, as I said then, I wouldn't kick and I'm not. I'll even take a steady diet of it.

Well, the committee that was sent out to inspect the prospective headquarters has voiced its approval. Now that we have the green light we're not wasting any time in getting to work on the building.

Painters and carpenters are already busy giving it a going over, and from the looks of things it won't be too long before we'll be hanging out the SIU shingle in our new home.

The new Hall compares in size

and layout with the one in Baltimore, and as everyone knows, that is a good Hall.

FIRST CLASS SET-UP

The Hall will be equipped in a first class manner, as we have ordered new gear and fixtures. When the guys hit Mobile they won't believe their eyes after having been used to the old place.

The fellows who regularly ship out of Mobile are on pins and needles awaiting the formal tape cutting and ceremony that we will of course have.

From now on the boys here can go around with their head in the air and shoulders back. There will be no sentimental tears shed over leaving the old dump.

As I said last week, we will take pictures for the Log as soon as she is ready for occupancy. So stand by for the grand opening.

Lindsey Williams was in town recently and we were all glad to see him. Lindsey is SIU Field Representative for Gulf Area Organizing and he has been doing a good job. (Ed. note: See article by Brother Williams on page 3 of this issue.)

Well, that's the story from Mobile for this week. Here's hoping we can report excellent shipping again next week.

Marcus Hook SIU Makes Progress With Tankermen

By BLACKIE CARDULLO

MARCUS HOOK—Things are in fine shape in this port with the ships coming and going, and the Organizers hitting them before they pull the hook.

Old Man Winter hasn't stopped us in our campaign to reach all the unorganized tankermen that hit the port, and our efforts are showing definite results.

We are still concentrating on the Sun Oil men, and it is a real joke to see the NMU organizers try to talk to these tankermen. The old proverb, "if at first you don't succeed, try, try again," must have been well absorbed by them—although they don't show much spirit.

First they lose Isthmian, and then they top it off by losing the Atlantic Refining Election. The latter they lost when they had a free hand, bucking only the company union.

I wonder what would have happened if they'd had the SIU bucking them in the fight.

I think they'd have more luck if they'd concentrate on organizing the Old Men's Home. This business of organizing seamen seems to be too big a job for them.

VICTIMS OF CUPID

The latest couple to make a date with the preacher is Buddy and Gertie, who are to take the leap in the near future. We want to wish good luck and smooth sailing to you both. We'll keep a ship standing by just in case the little woman starts to show you who wears the pants. Don't say we didn't warn you, but who am I to talk.

I wonder where Frank Snyder is, and why he doesn't step into the Marcus Hook Hall and say hello to us?

Life sure is tough for a seaman when he is unable to answer the old call of the salt water if he gets the urge. Come on down Frank, we promise we won't talk you into taking a ship.

Philadelphia Has AB Shortage, But There Is Plenty Of Weather

By EDDIE HIGDON

PHILADELPHIA — Things are looking good in the Port of Philly as far as shipping is concerned. We paid off two ships this week, one South Atlantic and one Waterman and after crewing them up we had to call New York for ABs as we had exhausted our supply.

While shipping is good here, the weather is the opposite. As with the rest of the East Coast, we got a good dose of snow and have had the shovels out trying to clear a path to the Hall.

This cold weather sure makes the Hall feel like an icehouse. Here's hoping something turns up in our search for better headquarters.

While covering one of the ships lying out in the stream here, I experienced something that would warm the cockles of any Steward's heart.

While I was taking care of things, the crew knocked off for chow. Standing on the deck, I noticed a seaplane circling overhead. After it circled a few times it swooped down and settled on

the water right next to the ship.

We all rushed over to the side—and who should climb out but Brother William Marks, Plumber-Machinist of the ship.

After climbing aboard he stated that the chow was so good on the ship he couldn't bear to miss it, and as he was unable to get a launch he hired the seaplane.

Boy, if a guy goes to all that trouble to get his chow, it must be good. That was the best compliment that could be paid to any bellyrobber.

This week I contacted the Central Trades and Labor Union and spoke to Joseph McDonough the Business Manager. He's a swell guy and a real union man. He told me he was an ex-seaman and still felt very much inclined toward the fellows who follow the sea.

He told me that if at any time the CTLU could be of assistance to us he would be more than happy to see that we got any aid we might need. That was good to hear, and that's the way it should be with the AFL all over. Real trade-union solidarity.

THE DOGHOUSE BLUES

The following from the union employees of the Seamen's Church Institute is self-explanatory. Seafarers will not be surprised at the actions of the Board of Managers, and will know how to act as good Union men.

SEAMEN!

The prices of Lodgings, Meals, Laundry, etc. at the Seamen's Church Institute have been decidedly increased BUT OUR WAGES REMAIN FROZEN.

The high standards that prevail on American ships today are as a result of Union organization and collective bargaining.

We are trying to follow your example.

Our Union, the Stationary Engineers, Firemen, Maintenance and Building Service Union No. 670 CIO seeks the support of all organized labor to compel the Board of Managers to negotiate with us, instead of giving us the brush-off on the excuse that the Institute is a charitable institution not required by law to bargain collectively with its employees.

Charity begins at home; we are asking for more than charity in view of present day prices of the necessities of life.

Your continued patronage is solicited, for, without Seamen why the Institute? BUT we ask that you let management know in no uncertain terms that you desire service from Union Employees.

THANK YOU!

EMPLOYEES OF SEAMENS CHURCH INSTITUTE
MEMBERS OF SEFMBSU No. 670 CIO.

Seafarers Program For Congressional Action

INTERCOASTAL AND COASTWISE SHIPPING

The great majority of Intercoastal and Coastwise ships today are being operated by the Government, through the United States Maritime Commission, with the exception of a few industrial carriers; such as Standard Oil, Isthmian Line, and a few lumber schooners.

According to law, on February 28, 1947, the Government will step out of the picture and leave it in the hands of the private operators, who up to now, have given no indication that they intend to resume private operations in these runs. The private operators gave as their reason that they can not operate at a profit with the present rate structure in competition with the railroads, who operate today under a more favorable setup.

The Maritime Commission, according to their own figures, is running the Coastwise, Alaska, and Intercoastal ships at a loss.

President Truman has asked Congress to extend governmental operation for another four months, in order to give the Interstate Commerce Commission time to investigate the rail and water rate.

The situation is so bad on the Pacific Coast, for instance, that today there are only 13 coastwise ships sailing up and down the great Pacific Coast; in a trade, where not so many years ago, there were 90 to 100 ships operating.

We believe Congress and the Maritime Commission should immediately take steps to rectify this condition, so American ships will again be able to operate in coastwise and intercoastal runs.

MERCHANT SEAMEN'S WARTIME SERVICE ACT

We strongly urge Congress to pass H. R. 476, introduced by Congressman Peterson of Florida.

The American Merchant Seamen have been promised over a period of years that they would be taken care of after the war was over. As you know, quite a number of American seamen were killed during the war; leaving families not properly taken care. There were also thousands of American seamen who were crippled during the war, and who need hospitalization; some of them for the rest of their lives, and some who will never be able to work again.

At the present time, there is nothing under the law of the land to protect these men and their families, and we feel that it is the duty of Congress to pass the Merchant Marine Service Act.

We strongly urge Congress to pass favorably on this legislation.

MERCHANT MARINE TRAINING PROGRAM

Under the Merchant Marine Act of 1936, the Maritime Commission was empowered to create a training program for officers in the Merchant Marine. These schools, operated by the United States Government, are training not only officers, but unlicensed seamen.

Due to the vast expansion of the Merchant Marine during the war, thousands upon thousands of men were trained. Today, we find that over one-half million seamen's certificates were issued by the Coast Guard during the

On this page is the concluding portion of SIU President Harry Lundeborg's message to the members of the House Merchant Marine and Fisheries Committee and the members of the Committee on Commerce.

Last week's Log contained the first part of his message in which he criticized the transfer of American vessels to the Panamanian Flag, the Ships Sales Bill, and the present state of American shipping.

In his remarks last week, President Lundeborg stated that the blame for the present sick status of the American Merchant Marine can be laid squarely to the Maritime Commission, the State Department, and the disinterested part the United States Congress has played. Brother Lundeborg went on to criticize certain government officials who are interested in destroying the present American Merchant Marine by giving it away to foreign countries.

This week, President Lundeborg covers the status of inter-coastal and coastwise shipping, the Merchant Seamen's Wartime Service Act, the Coast Guard and the various problems confronting the seamen of America today.

war for various ratings, such as officers and unlicensed seamen.

We find, at the same time, that the American Merchant Marine's ships are rapidly decreasing in number, so that in many ports today an unemployment situation has arisen among the seamen, and we know with the rapid decrease of American shipping that in the future we will face a terrific unemployment problem.

We can see no reason for maintaining the training program for Merchant Seamen under the auspices of the Maritime Commission, with the thousands of American seamen on the beach today.

We protested strongly before the Bureau of Budgets against the attempt of the Maritime Commission to get 18 million dollars for the coming year for training purposes. The Bureau of Budgets allowed the Maritime Commission 5½ million dollars, which we absolutely believe is a waste of the taxpayers' money. By no stretch of the imagination, nor by any type of argument can the Maritime Commission state today that it is necessary to continue this vast training program.

In a short time, there will be five men to each job in the American Merchant Marine, and it is senseless to take more and more men into the Merchant Marine, when figures show jobs are getting scarcer and scarcer.

We believe Congress should take immediate steps to stop any further expenditures of taxpayers' money for training purposes for the Merchant Marine.

U. S. STEAMBOAT INSPECTION SERVICE—U. S. SHIPPING COMMISSIONER'S OFFICE—U. S. COAST GUARD HEARING UNITS

At the present time, the functions of the U. S. Steamboat Inspection Service and the U. S. Shipping Commissioner's Office is under the jurisdiction of the United States Coast Guard. These two departments were transferred from the Department of Commerce to the U. S. Coast Guard, through executive action of the President, and was only meant to be a war-time measure.

Under the President's reorganizing program of last year, the President issued an Executive Order, which placed the U. S. Steamboat Inspection Service and the U. S. Shipping Commissioner's Office in the hands of the Coast Guard permanently; notwithstanding the fact that the jurisdiction of these departments have been in the hands of the Department of Commerce for a number of years, where they really belong.

We know these Bureaus can function more economically under the Department of Commerce than under any other department. They have the proper machinery to handle these Bureaus, and it should be in their hands. The Merchant Marine is a civilian operation and should not be under a semi-military setup.

We took this up last year with the then Secretary of Commerce, Henry A. Wallace; but unfortunately, Mr. Wallace was not interested in developing the American Merchant Marine and saw fit not to fight for the jurisdiction of his own department. Evidently, the American Merchant Marine and its functions were not of much concern to Mr. Wallace. His interests, no doubt, were elsewhere.

We also found out that an additional burden of hundreds of thousands of dollars a year will be heaped on American taxpayers under the President's Administrative Bill.

At the present time, the U. S. Coast Guard maintains what is known as "Hearing Units" or "Courts." This particular setup hears cases of seamen who have violated their duties, etc. Only minor cases come before these courts, because the American seamen are under the statutes of Federal Laws, and there are definite penalties laid down for misbehavior and serious offenses of seamen.

Now, for some unknown reason, under the President's Administrative Bill, this system of courts will be run by attorneys, who will receive life-time appointments to these courts in every port in the United States. These jobs will be under Civil Service, and in order to qualify, a man must have a degree of law. This new system is supposed to go into effect June 1, 1947.

There are many reasons why this is absolutely unnecessary—contrary to the position taken by the American Bar Association, who urged passage of this Executive Order.

In the first place, a seaman is not tried for a crime in these particular courts. As a matter of fact, prior to the war, cases against seamen, when they came up from time to time for discipline, were heard by regular Steamboat Inspectors, who passed various fines on them; such as suspension of seamen's papers for certain periods, etc. They could not, at that time, sentence a man to the penitentiary; and it still can not be done under these new courts; only minor infractions come up before these courts.

Now, why is it necessary to have an attorney, being paid a

high government salary, function as a Judge in each port. Chances are these so-called "Judges" would only handle about two or three cases a week, if that many; unless they go out and create work for themselves. Besides paying the salaries, which we understand are going to be set at \$8,000 a year, they are also intending to have stenotype and clerical service, which will be another unnecessary expense to the United States Government; unless it is to create a few more jobs for some bureaucrats.

This particular system, if it goes into effect, will cost the United States taxpayers several million dollars a year, and no one, at this stage of the game, has raised his voice against it.

We know Congress is interested in cutting expenditures wherever possible. Here is one place where they can do a beautiful job. Congress can then say they did their duty by the taxpayers.

We urge Congress to check into this immediately, and also do everything in its power to bring the functions of the U. S. Steamboat Inspection Service and the U. S. Shipping Commissioner's Office back in the hands of the Department of Commerce where it rightfully belongs.

ALIEN SEAMEN

During the war, the American Merchant Marine found itself short of skilled seamen and was forced to call upon and use alien seamen to man American ships to a certain degree.

Before these seamen were allowed to sail on American ships, they were carefully scrutinized by the Army, Navy and the Coast Guard as to their loyalties.

Many of these men spent several years during the war on American ships, helping the United States fight her enemies. They sailed on ships carrying troops and ammunition; many of them were killed and many were seriously disabled, while serving under the American Flag.

Now, according to the Merchant Marine Act of 1936, which no doubt will be re-enforced shortly, there can only be 25 percent alien seamen in non-subsidized ships, and only 10 percent alien seamen in the Stewards Department in government subsidized ships, which means there will be several thousand alien seamen unable to sail on American ships because of the law of the land.

These particular alien seamen have served in the American Merchant Marine for a period of years, and most of them sailed during the war.

During the war, the United States Government saw fit to grant full citizenship papers and full rights to any alien who entered the armed forces of our country upon application after serving three months.

We believe these alien seamen should be given the same privilege as was granted to aliens who entered the armed forces, or at least given some kind of consideration.

A Bill could be drafted, introduced and passed by Congress, giving these men their citizenship papers after serving on American ships for two years; after the United States Government was thoroughly convinced that these men were loyal to the American principles and policies, as laid down in our Constitution. We believe these men are entitled to some consideration and Congress should see that they receive it.

It must be remembered that if something is not done for these men shortly, they will be faced with the possibility of not being able to sail or work in the United States. A number of these men have no country to return to, due to the reshifting of European borders.

We urgently request Congress to take steps to help these alien seamen get their citizenship papers and become American citizens, as payment for their service and loyalty to our country during the war.

COMMENT

We believe the above problems, which we have presented to you, are of vital interest to the American Merchant Marine and to the people who serve in it; and it is to the benefit of our country that Congress immediately look into these matters and rectify some of the injustices, which we pointed out, and which we know are facts.

Our Organization is affiliated with the American Federation of Labor, with a membership of 60,000 American seamen. We have the welfare of the American Merchant Marine at heart, and believe all right-thinking Americans feel the same way.

We call upon Congress to do their utmost to safe-guard the American Merchant Marine; not only for the sake of employment for Americans, but also because it is necessary that we maintain a large American Merchant Marine as a national defense measure for our country.

We know how important the American Merchant Marine was during the last war. We also know the important role it played in the first world war.

There is no reason why our country can not maintain a large Merchant Marine in peace time; when we are always called on to furnish men and ships during war-time.

Admiral Land stated, at one time, that American ships should carry at least 50 percent of our imports and exports, and that we must maintain a large coastwise and intercoastal fleet for national security. These memorable words have not been lived up to. We again bring them to your attention.

Respectfully yours,

HARRY LUNDEBERG
President, SIU of N.A.
Secretary-Treas., SUP.



SHIPS' MINUTES AND NEWS

Tillamook Crew Returns To States

With their ship left high and dry on the beach at Swansea, Wales, 38 members of the crew of the SS Tillamook, a Deconhil Tanker, returned to New York last week aboard the MS John Erikson bringing with them tales of the difficulty encountered when they ran aground the night of Nov. 30 last. The boys had Coast Guard trouble, too, precipitated by the Chief Mate's gun-happy disposition.

The crew was returned to the States after considerable effort to float the grounded vessel had failed and a decision was made to wait until—with the advent of the spring tides—more favorable conditions prevail.

The Tillamook had arrived at Swansea Nov. 25 to discharge her cargo oil. On the night of the mishap she pulled out for the outer harbor. As the hook was being dropped, the chain broke. Drifting in the heavy fog, the ship ran aground on the beach at Porthcawl, Wales.

Ray Lusko, Wiper on the Tillamook and Black Gang Delegate, said that when the tide is out, there is a 75-yard breach of sand between the stranded vessel and the water's edge.

HEAVY DAMAGE

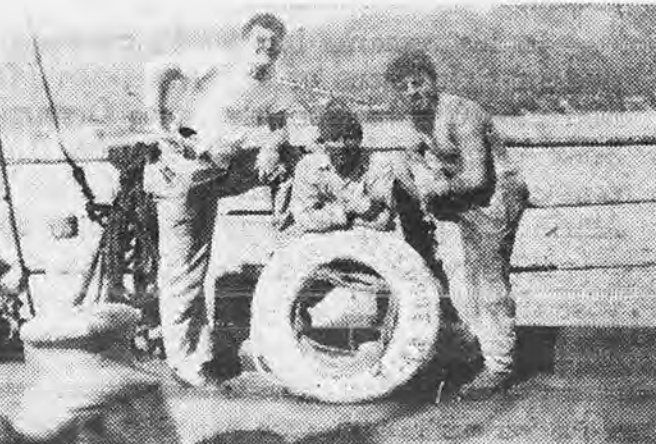
Heavy damage was suffered by the tanker, with her rudder and steering gear completely smashed. The screw was knocked off, and holes were punched in all fresh water tanks, Lusko said. Several of the cargo tanks contained sand which had poured in through the punctures.

Heating and lighting aboard the ship was knocked out. The crew was put on alternating 24-hour shifts, with breaks at 12-hour intervals to allow the men to go ashore to eat.

The crew worked on the beach stringing lines, so that when the tide came in tugs could begin the task of pulling the Tillamook from her high and dry position into the water.

The Coast Guard troubles arose when a gun-toting Chief Mate

A CHERISHED DREAM HAS AN ABRUPT ENDING AT SEA



LEFT: Coastal Stevedore stowaway leaves ship for transfer to passing Coastal Mariner in a lifeboat manned by Antonio Gonzales, Deck Maint., (pushing off), "Shorty," OS (extreme right) and "Swede," Bosun (in foreground).

ABOVE: On deck, left to right, are Seafarers Robert Scott, Ch. Elec., Gonzales and "Shorty."

hand-cuffed nine of the crew following their inability to comply with his order that they change into working clothes and turn to in "five minutes," Brother Lusko said. The men had already started out for a shore-side eating spot when their 12-hour break came. But the Mate called them back to the ship and gave his impossible order.

SKIPPER A 'GOOD JOE'

Lusko telephoned the skipper, Capt. G. G. Guerin, who, the Seafarer said, was a considerate, square-shooter, well-liked by the crew. The Captain came to the vessel immediately and ordered the men released.

The Mate preferred charges with the Coast Guard, and the cases were handled in the routine, white-washing manner. Charges against four of the men were dismissed without hearings. The other five received varying penalties, pointing up the impossibility of overcoming charges once they have been preferred. In cases like that on the Tillamook, it is extremely difficult to counter charges such as the pistol-packing Chief Mate instituted.

The 38 Tillamook crewmembers who returned on the Erikson were lavish in their praise of the treatment they received from the Eriksson crew, Lusko said. The Tillamook men designated Lusko to tell the Log of their appreciation, and their desire "to thank all hands aboard the Erikson for their efforts in making the return trip pleasant.

Stowaway On MV Stevedore Stymied On Second Day Out

Two days after his long-cherished dream of getting to the United States appeared probable of realization, a Dominican stowaway sat disconsolately in one of the lifeboats of the MV Coastal Stevedore, awaiting transfer to a southbound vessel that would return him to his native soil.

The stowaway had managed successfully to board the Stevedore and secret himself just prior to the Bull line ship's departure from Puerto Plata, Dominican Republic, for the return of Voyage No. 11, two weeks ago.

The success of his illegal entry attempt was shortlived, however. The hideout of the Stevedore's unscheduled human cargo was discovered on the first day out at sea.

The Coastal Stevedore's skipper radioed the Coastal Mariner, which was on her way to Puerto Plata, requesting that she stop and pick up the stowaway when the vessels met the next day.

The following morning the Mariner hove into view, and crewmembers of the Stevedore lowered a lifeboat containing her dejected passenger and a boat

crew into the sea. A short while later, the stowaway was climbing aboard the Mariner for the unhappy return to Puerto Plata.

Aside from this incident, the northern trip of the Coastal Stevedore was uneventful. She left New York on Jan. 13, and returned for the payoff last week.

Send Those Minutes

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

SIU Crew Whips Dixon Into Shape

The SS B. F. Dixon has just completed her first trip manned by a crew of Seafarers, and she's beginning to look it. In the throes of an NMU hangover when she was taken over recently by the A. H. Bull Steamship Company, the vessel is gradually assuming ship-shape condition, reports Brother Julio Evans, one of the crewmembers.

"The Dixon looked a little abandoned, when we took her over from the NMU crew," Evans said. Under the careful handling of the SIU crew, the ship is assuming shape, he added.

The ship's initial Seafarers voyage to Puerto Rico was a happy one. On board, headed for the island's capital, were San Juan Port Agent Salvador Colls, his wife and their child.

SPECIAL DINNER

In celebration of the trip, the able Stewards Department, headed by Steward Sixto Escobar and Chief Cook A. Boyle, prepared a meal which was enthusiastically referred to by Evans as "one of the most luxurious dinners in SIU history."

In support of this claim, Evans forwarded a copy of the menu of that dinner, served at sea, Jan. 29. Evans' statement seemed in order, too. There were a great variety of salads and appetizers. For entrees, there was a choice fit for a king: Boiled ox tongue, roast Virginia ham, and roast prime ribs of beef. Or if lovers of fowl were present—roast young tom turkey.

Potatoes abounded in every possible variety and preparation. The desserts were fitting, too. Cheeses, pies, cakes, ice cream, plum pudding and fresh fruit were among the more prominent dessert offerings.

All hands—and stomachs—gave every indication of being pleased with the Dixon's first trip under the SIU banner.

CHRISTMAS DINNER AT SEA



Under improvised holiday decorations which hung from the overhead, crewmembers of the SS Brazil Victory dined sumptuously while the ship was at Santos, Brazil.

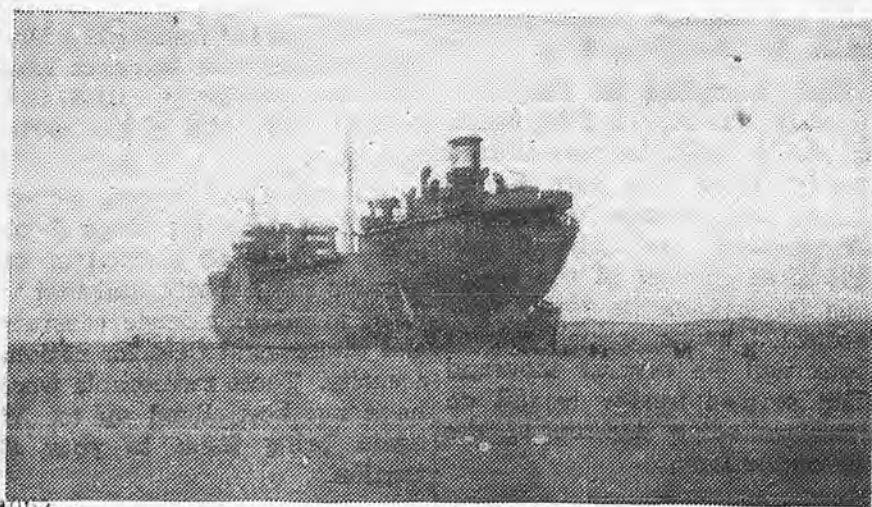
They'll Listen To Momma, Now

Out on the West Coast this week was enacted a stirring drama of sea rescue chock full of heroes and sputtering victims.

Into the rough, storm-swept waters off San Francisco, a boat capsized, spilling its blue-clad crew of five. Their cries for help spurred an intrepid group of teen-aged Sea Scouts into action. Giving the old rallying Scout cry the lads of the sea society dauntlessly fought their way to the soaking victims and towed them ashore.

Back on the safe, dry land they love so well, the victims—five water-logged members of the United States Coast Guard—blushingly gave thanks to their rescuers.

The boys will probably be careful from now on about going too near the water's edge.



The SS Tillamook sits high and dry on the beach at Porthcawl, Wales, near Swansea, while her crewmembers string lines for the refloating attempt. Job was later abandoned until spring tides make task easier.

SIU Ship's Minutes In Brief

SANDS POINT, Jan. 19—Chairman O. B. Drummond; Secretary Charles J. Hartman. Minutes of previous meeting read and accepted. All departments report satisfactory working conditions. Under new business, the following items were reported to be in need of attention: trays for refrigerator, escape panels for foc'sles, ventilation in crew's head. The pantry is to be checked, as well as the eight-to-twelve watch's foc'sles, which has a water leakage.



ALBERT K. SMILEY, Jan. 24—Chairman George G. Gordan; Secretary John T. Buckley. Minutes of previous meeting read, and motion carried to post them on bulletin board. Department Delegates reported everything under control. Motion carried: to have Deck Delegate see Chief Engineer about converting one salt water shower to fresh water. A lively talk was given to all Brothers to speak up and relieve their minds of anything they didn't understand, and, especially for new members, it was brought out that all should speak their minds, and have no fear of saying what they thought.



JOSHUA HENDY, Jan. 28—Chairman Henry C. McDilda; Secretary W. J. Stradford. Steward stated that present supply of stores will last until port is reached. Requisition is to be ready for stores. Hospital bunks are to be examined by doctor and Patrolman. Items needed for next crew to be presented to Patrolman. Article in Log stated that "Windy" Joe Oliver, Captain of Hendy, was hard, tough guy. He was squared away since, and is alright to sail with.

They Have Key To The Problem

An innovation to eliminate the strange case of the missing foc'sle keys is revealed in the Feb. 12 minutes of the SS Evejyn.

The plan calls for the Steward to be in charge of all foc'sle keys with each man depositing with him one dollar on receiving a key. The deposit is to be refunded upon surrender of the key at the payoff.

A subsequent motion was passed to place the deposit money into a treasury to be used as a recreational fund.

That sort of opens the door to better things.

CORINGA, Jan. 19—Chairman Fidel Lukban; Secretary John Mulligan. Motion defeated to fine men leaving dishes and other items in messroom. Motion carried: that cold suppers be served twice weekly in all tropical ports; that Delegates speak to Master about fixing ventilation system; that Ch. Eng. install pipe installations back aft for awnings.



Following suggestions were made: that quinine tablets be left aboard ship; that all members wear shirt while meals are being served; that garbage be moved farther aft.

ANACAPA, Dec. 10—Chairman Ray Holder; Secretary Bill Rowe. Department Delegates report no beefs. Motions carried: that crewmembers getting off give ship's delegate notice that he can wire for relief; that Wiper take care of showers and heads, and seamen take care of passageways; that messboy be put on probation until he does better; that an agreement be made for this vessel.

Merry Sherwood Men Toast Their Friends

The merry lads of the SS Robin Sherwood have rounded out a highly successful voyage. Aside from the little differences which exist practically everywhere, everyone got along first-rate.

For their cooperation and efforts in making the trip to South and East Africa a good one, Capt. Harry M. Scholder and Chief Mate Broeker drew praise from the crew.

"We only wish we had more skippers and Chief Mates such as them," the crew said. "They were 100 percent for the men."

Helping considerably in making the trip an outstanding one was the Sherwood's Chief Steward, "who put out good meals throughout the entire voyage."

The crew concluded their signed statement with words to the effect that all had "some hot shore leave in Africa."

TRISTRAM DALTON, Feb. 1—Chairman J. W. Puekett; Secretary A. G. Kondarskie. Delegates report everything running smoothly. Recommended that all hands having beefs go with them directly to their respective Delegates; Motions carried; that Fireman not attending shipboard meetings be reported to Patrolman on arrival in port. List of repairs drawn up as necessary for next trip. Motion passed calling for each Delegate to recommend full books for his men on arrival. Recommended that next crew check slop chests and medicine chest thoroughly before signing on.

Parker Craft Off The Ways

Bosun Jack Parker and his mate Genevieve have announced the acquisition of a small craft, the first of a fleet they plan to develop.

Christened Linda Jean, the Parker craft came off the ways on schedule at 12:57 a.m., Feb. 16, 1947. Tooting loudly, she is now operating under her own steam.

Both Jack and Genevieve are keeping her steady as she goes.

WILLIAM CLAGETT, Dec. 22—Chairman Barney Rogers; Secretary Roland Johnson. Logs made at first of trip were lifted. Ch. Mate still disputes legal overtime. Motions carried: that payoff be held up if legitimate overtime is not paid; that an agricultural agent be brought aboard to inspect all food listed as bad by Steward; that ship be fumigated as soon as possible; that a repair list be made and turned in to Patrolman.



JAMES TURNER (Isthmian), Feb. 4—Chairman Henry Twyman; Secretary Charles Hicks. Delegates elected. Requested that bath and face towels be issued at one time, Steward agreeing to this procedure. Suggested action to remedy shortage of soap and matches. Motions carried: to have last standby clean messhall; one man from each department to clean laundry; to attempt to procure library at first port. Lincoln's Birthday menu was first-rate by Steward and three cooks who "really know how to put it out."



BRAZIL VICTORY, Jan. 7—Chairman Frank Hughes; Secretary Joseph Barron. Ship's Delegate Korolia contacted Captain for draw on New Year's Eve, also issue of cigarettes. Motion carried to accept report of Delegates. Motions carried: that food be returned to proper place after use; that black gang's showers be repaired; that Stewards department be given vote of thanks for the "wonderful effort on the Christmas and New Year's dinners;" that all heads and showers be disinfected by man on sanitary work; that all garbage be placed on fantail.

Atlanta Victory Men Take Chance On Radio

To keep in touch with what's going on in the world while they are out at sea, the men aboard the SS Atlanta Victory proposed the purchase of a radio from contributions by all hands.

The proposal offered an incentive to the men to contribute toward the purchase by recommending that the radio be raffled off at the end of the voyage.

Men who invested money in the deal would be entitled to chances to win the radio.

Good deal, eh?



SEAFARER SAM SAYS:



THE NEW SIU OVERTIME SHEETS ARE READY. BE SURE EVERYTHING IS FILLED IN AND EACH INDIVIDUAL CLAIM IS SIGNED BY THE DEPARTMENT HEAD. IT'S YOUR WORK AND MONEY.

CUT and RUN

By HANK

If any of you brothers are suffering from those landlubbing ailments such as: empty pockets, snow blindness, talking to yourselves, restless sleeping in hotels, empty nights around town, portal-to-portal love suits, nose colds and backaches—then come to the Hall. There ain't no doctors here but there are plenty of healthy ships to take you out of financial, psychological and physical misery. In fact, shipping is so good that Dispatcher Paul Gonsorchick doesn't have to wet the counter with occasional crocodile tears in trying to painlessly shanghai any gullible brothers breathing in his face.

"Heavy" Torachuck, who weighs in the vicinity of 250 pounds, just arrived from Aarhus, Denmark, on the Felix Grundy, confessing that the trip was good all around except in the romance department . . . Oldtimer Robert Barrett, citizen of Brooklyn, is fresh in town. What's new, Brother Barrett, any more Gulf shipping for you? . . . Charlie Bush is in after a short snorter. Charlie says that the only oldtimer he's seen is Arthur Berg down in Mobile, who was on the Mardi Gras Committee.

If that poetic Seafarer, Aussie Shrimpton, is still in town, we would like to ask him if any of his poems ever reached the pages of the Saturday Evening Post, as once rumored? . . . Steve Carr wants to know from Bud Callahan down there in New Orleans whether his sure-to-win-and-never-lose system with the four-leggers is recovering from its recent shock, and whether Jimmy McCullough had also shared the expense of a total loss? Say, didn't you guys know that a man's best friend is a ship or a dog—never a horse?

Jimmy Stewart of the Third Deck is losing weight rapidly while he's practicing a new song called the "Sugar Blues." Every night he burns the midnight oil, drinking cups of horrible black sugarless coffee and sadly composing this song in painful disappointed memory of Lindsay Williams, now in New Orleans. It seems Brother Williams forgot a promise he made to sweeten Jimmy's unsweetened life . . . Big Woody Roland, the cook, is in town confessing that he never did open up his own restaurant as he planned several months ago.

Marcus Hook News Department: It must have been like an atom bomb going off in Arcus Hook recently, when a sensational thing happened to Blackie Cardullo, according to the Big Man himself. He was dumped when 20 neighborhood kids playfully outnumbered him. Perhaps you looked like a snow man, Blackie? . . . That fine dispatcher, Bob Pohle, known as The Greek Lover of Marcus Hook, should write a full book about his life. At least the other dispatchers might buy it, if nobody else . . .

Well, Brother E. H. Piniarski is doing something we never heard of. He's saving money, which is a harder job to do than making the darn stuff, and probably is planning to get spliced or something? . . . Bosun Bob Hillman, is doing the best he can with the tools he has, we hear. Is that a handicap? . . . There's just one little thing we would like to ask oldtimer Tommy Ryan. Did you get that tractor yet for your farm? A couple of trips more and you'll probably have enough to put at least a deposit down, if not more.

Grin and Wonder Department: We just heard this tale. A Chief Electrician fired the assistant electrician not long after he came aboard. The reason? Oh, the man couldn't read blueprints! . . . Washington News Item: "The Veterans of Foreigns Wars Objected

(Continued on Page 13)

THE MEMBERSHIP SPEAKS



Kamaka Delegate Rips 'Rag Barrel,' Calls For End To Scant Slopchests

To the Editor:

Despite the intensely earnest efforts on the part of the Jacksonville Agent, Brother Jimmy Hanners, to get a substantial slopchest, Strachen Shipping, or if you will, South Atlantic Steamship, slipped a neat one over on us. And the SS William K. Kamaka, shifted to Charleston and Savannah with bleary-eyed promises on behalf of the same people to rectify a deficient slopchest.

But, as usual, it was delayed all in good time, so that when it opened at sea, it was the sorriest excuse for a slopchest I have seen in many a voyage.

As I had pier-headed this tub, I wanted the facts on the situation and I got them at the ship's meeting. We delved quite thoroughly into the matter, and we learned the following:

THE SCORE

A well-balanced requisition on the slopchest was turned in to the company, after being beefed out by Agent Hanners with the Old Man in Jax. Now along here somewhere, something happened—the requisition was obviously filed in a handy waste basket. The company then obtained the services of an inferior jobber, and suggested some substitutions:

For heavy wool shirts—NOTHING. Not even a flannel shirt, instead there were eight cotton sweat shirts. For mackinaws or pea coats—nothing. Some of the boys had to break out their dress topcoats on account of this. The 18 pairs of wool gloves turned out to be cotton fleece-lined affairs with a possible 20 per cent wool content.

Artic overshoes were non-existent, and its a little tough standing watches in the North Atlantic in oxfords. Tee shirts were at a premium, with six of these for the Black Gang. And not that this is an essential, but the six candy bars allotted each man were so old that they had turned white with age. Cigarettes, too, were of ancient vintage. Just a bunch of junk that couldn't be sold on the beach—but good enough for seamen.

Well, we notified the Old Man in the form of the minutes of the meeting regarding the inadequacies of his slopchest, and upon arrival in Rotterdam I contacted a Mr. Bovin of the American consulate, whose lukewarm interest in the whole business was sickening. That netted us four pairs of wool gloves. We followed up this action with communications to headquarters and Jacksonville.

JUST TO HELP THINGS

Naturally, as luck would have it, the William Kamaka was singled out for a run up into the Baltic to Sweden. Up there the Old Man attempted to get more gear, which in itself is an admission that the slopchest was lousy. Anyway he returned with 12 pairs of woolen mittens—for children.

The outcome of our Swedish stay was a draw for all hands to make their own purchases on the beach. Now, honestly, Brothers,

do we have to put up with such slipshod and run-down slopchests? Don't our conditions count a little? By law, we can, and should demand heavy outer woolen clothing, as well as wool underwear. It clearly states this in the United States Navigation Rules 669 and 670.

While I'm not attempting to be a sea lawyer, I'll be damned if I can see all this nonsense about an insufficient slopchest in these days, when there is no need for such an occasion to arise.

In the meantime, it comes down to this: The Union has been notified. This beef will be turned over to the Hall in Boston, our payoff port, and I do hope the Union will use this port, as an example.

CAN BE OVERCOME

Now, another phase can be worked out at the same time. That is by the Union insisting by personal contact that Port Captains see to it that slopchests are adequate before the ship sails, or

find out the damn reason why! After all, the burden has been unduly heavy on the Delegates since the war what with the newcomers and all. These beefs, if taken on any scale, are a little too great for individual Delegates.

The Patrolmen will have to press the demands that all stale tobacco and cigs be thrown off at the end of each voyage, that they put good grade articles aboard instead of crap, and that they make sure its sailor's gear suitable for the performance of his accustomed duties in any type weather.

We Delegates can do this, provided there is a more diligent effort on the part of the agents and patrolman, as a whole, to beef this out to the end on each incoming vessel. We have to show the shipowners we mean business.

WE WANT A SAILOR'S SLOP-CHEST!!!

"Greek" Betts
Ship's Delegate

TRIP ON CLARK ASSURES BROTHER SHE'S BLACK CAT

To the Editor:

I shipped aboard the Waterman Liberty ship Abraham Clark from the New Orleans Hall Jan. 30. We sailed for Mobile on the next day. Nothing happened, not even in Panama City, Fla.

In Tampa, however, the Clark was nudged gently in the stern by another Waterman Liberty, the Hall Kelly. Then followed a very rough trip to Boston for four days. There were no sights or bearings.

One night the "Old Abe" was rolling as only a Liberty can roll. Our cargo went adrift. So what, says you? Well, the cargo was nine reels of steel wire, average weight three tons. We sure had fun securing them after we caught them on the wet heaving decks, made more slippery by having been fish-oiled.

I guess the Abraham Clark is a black cat after all. I remember reading in the Log of the vessel's previous trip.

Woodie Lockwood

Log-A-Rhythms

Isthmian Dream

By Tom Baldrick

I'm writing this poem on the Thomas Sim Lee.
An Isthmian ship is a picnic, you see:

I looked up at the bridge and I saw the Captain,
He was steering the ship while the AB was nappin';
I saw the Mate who was running like a deer
Bringing to the Bosun a cold bottle of beer.

The 2nd and 3rd Mates, who are quite young,
Never do scold, just stick out their tongue;
I saw the Chief Engineer sit playing a harp,
All the while proclaiming how he was sharp.

I saw the 2nd Assistant, whose name is Small,
Teaching the Wipers how to duck work and stall;



The Chief and 2nd Cooks were shooting crap,
While the tired galley boy was taking a nap.

As I saw all this, I heard someone screaming—
It was the Steward telling me to quit dreaming.
This poem may not be exactly true
But I keep hoping and praying Isthmian is soon SIU.

THEY WEREN'T CRAZY OVER HORSES



Seafarer Blackie Colucci dug into his files of memorable events and came up with this photo taken last year when he was a crewmember aboard the Rockland Victory. Meat was abundant on the hoof, says Blackie, but it was all in the cargo of horses carried to Trieste. In the galley it was another story, so the lads held up the ship until edible beef was brought aboard. Picture shows some of the crew horsing around. That's Blackie stretched out in front of the group.

Charges Airline Took Seafarers For Ride

To the Editor:

Many of us have had experiences similar to the one I will relate here, but too few of us take the time to pass it on to our Brothers. I feel that it is my duty to pass this along to as many Brothers as possible, so I am sending this to you in the hopes that you might find space for it in the Log:

Upon docking in Mobile recently, the gangway was barely down when a character scrambled aboard and introduced himself as the agent for the United Travel Airways.

'CATER' TO SEAMEN

"We cater to seamen," he said. "Is anyone flying to New York?" Some of us were planning on

flying, so I asked him if his outfit was a first-class airline with decent planes and service. He assured us it was, and said if it wasn't, the Union wouldn't allow him to solicit business aboard ship. Three of us reserved seats on a plane leaving that night. The fare was the same as that on any other airline.

At the airport, a plane rolled up. "There she is, boys."

Brothers, it was quite a disappointment. Our "plane" was an old Army C-47, with the words LONE STAR CARGO CO. painted on the sides. The seats were two benches facing each other, and the baggage went right in with the passengers.

During the flight, one of the passengers became aff-sick, and

the mess rode the rest of the trip with us. There was no food or coffee served on the trip, and early in the morning we had to pace up and down the plane to keep from freezing.

EXTRA COST

They finally set us down 12 miles from Hoboken, N. J., where we had to hire a car to take us to New York.

A small, struggling airline couldn't possibly give first-class service, when they have to pay commissions to parasites like this "agent." I have found that the only people who cater to seamen are the seamen themselves and their own organizations. This is just another glaring example.

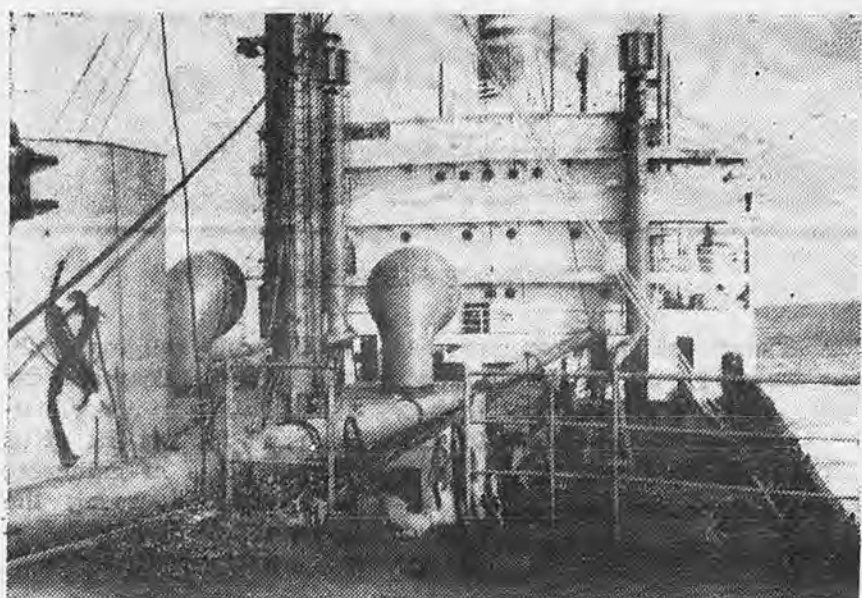
Jay Blackburn

Drop Him A Line

Brother Karl Lundberg is in the Marine Hospital at Mobile, Ala. He would be happy to hear from his friends in the Seafarers. If you know Brother Lundberg, why not drop him a line, now?



LAREDO VICTORY AND CREWMEMBERS



A view of the ship-shaped SIU crewed South Atlantic vessel, aboard which cooperation among all hands reached its peak. Most of the lads have been on the Laredo for the past two trips to Antwerp and Rotterdam. Crew and officers hit it off well, and the crack Steward department provides an excellent cuisine in the best SIU tradition.

Congress Does Not Represent Majority's Views, Says Seafarer

To the Editor:

Today it is impossible for a worker to get the truth from his commercial newspaper. The papers are all controlled by rich advertisers, and they are million-dollar businesses, anyway. Only in his union paper can a man get the truth. In view of this, let us consider some of the lies the press keeps telling us.

We often hear that the 15 million organized workers are only a small part of the nation. This lie is typical. When you remember that each of these workers has a family of at least three, you realize that organized labor really represents 60 million Americans. When you add to these the vast number of workers not yet

organized, it becomes obvious that labor is by far in the majority.

DISTORTION

The papers tell us that because a reactionary Congress has been elected the American people wanted labor slapped down. This is another distortion. Why?

The Bureau of Census says there are 102 million qualified voters in this country. Yet only 34 million people voted in the last election, and only 18 million voted Republican. Therefore, we see that instead of the American people being anti-labor, as the papers scream, only one out of nine Americans voted for a hate-labor Congressman. Since when is one-ninth a majority?

Why didn't the real majority go to the polls on Election Day. Most of them know that no matter who wins, he will only represent the owning class, anyway. Republican or Democrat, there is no difference. Both support the capitalist system. Many people are prevented from voting by rich man's laws like the poll tax. Others are so busy slaving to keep their families alive they don't have time to worry about politics.

WORKERS HAVE POWER

While we are still living under this degenerate capitalist system (or "free enterprise," as they prefer to call it), these conditions will continue to exist. But even

though we cannot exercise our full political power, the workers of America are still the masters.

How is this? you may ask. It is because we do all the work. We make everything go. When we stop everything stops. No trains run, nor ships move, no machines go, no communications are sent. This is the power of organized labor—the strike.

The bosses know this and hate us for it. Is it any wonder they



want to take the right to strike from us? Without this right, a union is only a begging society. How much begging would it take to soften a shipowner's heart? Let's not go into that.

If Congress tries to crush labor, as it brags of doing, it will drag the capitalist house of cards down about its head. We of labor have shown too often what we can do if we have to.

Steamboat O'Doyle



In an off-moment, these members of the Laredo's Black Gang respond to a serenade by Brother P. R. Lopez. Left to right: A. J. Resler, J. H. Heslin, J. A. Seyfert, Lopez, M. Mahony and P. Walsh (kneeling).



Sturdy hands of the vessel's Deck Gang include (kneeling, left to right): E. Butkowski, OS; W. Taylor, Maint.; J. Hulak, AB. Standing, (l. to r.), are J. Kumierski, AB; J. Michalisin, AB; J. Durmo and J. Lauritzen, AB.

Adequate 'Bill Of Rights' For Seamen Held Essential; All-Out Support Urged

Dear Editor:

With some apprehension I have taken note of an article that appeared in the Log, Feb. 7, under the heading "New Seamen's Bill of Rights is Introduced in Congress."

Having served two and a half years as a seaman in our merchant marine I am very much interested in the bill.

The original seaman's bill of rights which died in committee with the adjournment of the 79th Congress, contained provisions such as granting seamen with wartime service (those awarded a continuous service certificate) similar educational benefits accorded the GI in the latter's bill of rights. Also similar civil service preference, and the granting of loans by the government for purposes of buying a home, establishing a business, etc.

PRESENT BILL

While the present seamen's bill of rights contains, (as given in the Log) certain provisions of the original bill, the present bill makes no mention of the benefits mentioned above. I am not sure whether this is fact, due to the ambiguity of the article which states, "the bill calls for practically the same provisions contained in the old one," and then follows with an emasculated list of benefits.

I am sure, as seamen, we recognize the readjustment of disabled seamen is primary. But what of those seamen who ren-

dered service and were fortunate to survive in good physical and mental health?

Of what good is the educational provision as contained in the article to the latter seamen if they don't aspire to continue to make the sea their future? Let's be frank and realistic. The re-employment rights provision of the bill is of little benefit to both a seaman and a member of the armed services returned to civilian life.

Further what militant program, outside of "making an appearance" at a hearing when the bill comes up, has the SIU formulated to secure the passage of the bill in Congress?

Are you aware of the fact seamen's organizations have made appearances before in hearings conducted by committees which kicked around our bill or rights?

I would appreciate a reply to the questions I have raised here.

David Gruber,
New York N.Y.

(Editor's note: The question of a seamen's "bill of rights" has received the continued attention of the SIU. As far back as March, 1945, the Port Agents' conference devoted considerable study to the matter, before it presented what it considered to be essential provisions of such a measure. Since passage of the presently considered bill lies solely in the hands of Congress, the only effective action in its behalf obviously must be in the form of pressure on the Congress. In the past few weeks, representatives of the Union have been in Washington conferring with the various Congressional committeemen studying the measure. The discussions have been favorable. Meanwhile, SIU President Harry Lundberg has urged all Union officials and members to write or wire the Representatives and Senators of their own states, urging passage of the bill).

Appeals For Aid To Orphans

Vincent Erato, Business Agent for Local 1199-1, International Longshoremen's Association, who is heading a drive to collect clothing for the orphaned children of Naples, Italy, reports that the drive is showing excellent results. So far the contributions have been considerable and a shipment is expected to be made

within a few weeks.

Brother Erato, wishes to express the thanks of the ILA committee to Seafarers who have thus far contributed to the drive.

Seafarers who wish to contribute clothing can leave it on the 4th floor of the New York Hall where it is being collected periodically.

Repine Hints Coast Guard Could Save Face—And Dough

To the Editor:

You once asked me what I would do if the C. G. (Collectors of Garbage) were to tell me they were going to jump off a bridge. Since then, I have been trying to figure out a way to convince them that is what they should do. Not only to save face, but more so save the taxpayers money.

Everyone, except those on the waterfront, seems to think that the shipping commissioner is still the seamen's only friend. However, I ask them, and myself, about the Hearing Units, which are run by the same office. I can only get one answer—the CG

prosecutes the sailor with one hand, and poses with the other as his very good friend.

They most certainly don't let their left hand know what the right hand is up to.

I suppose the poor, mis-guided finks are all right, except that their feet don't match—they're both left-handed.

Fred J. Repine

(Editor's note:—For more on hands of the U. S. Coast Guard that will soften Brother Repine's heart, we suggest he read the item on page 10. It seems that not only don't the limbs match, they also have holes in them.)

CUT and RUN

(Continued from Page 11)

tonight to extending war veteran's benefits to former members of the U. S. merchant marine on the grounds that it might undermine the entire GI bill of rights. National Director Omar B. Ketchum said in a letter to members of a House merchant marine subcommittee considering the proposal that veteran's benefits should be reserved for former members of the armed forces of the U. S. Emphasizing that he intended "no disparagement of the gallant (wartime) service of seamen, he added that they received 'substantial benefits' during World War II."

§ § § §

New Item—"A training program for young men who desire to make a career in the American merchant shipping industry has been started in San Francisco by the American President Steamship Lines. Henry F. Grady announced yesterday. The men will train in the company's home offices for ten months and then go to sea as assistants to officers" . . . News Items—"Democrat Senator A. Willis Robertson of Virginia said that estimates of the shipping that the United States can economically employ during the next few years called for about seven million deadweight tons of dry cargo vessels, including four million tons earmarked for foreign trade. This privately owned ocean going fleet, of about 1,000 ships, would be more efficient and faster, etc. New construction in the next two years probably will be limited to three 22-knot passenger ships and six improved G-3 cargo ships, unless the Maritime Commission's budget is increased, etc., etc."



By JOSEPH VOLPIAN

Considering all the men going to sea at the present time, it is a natural thing that some of them occasionally suffer illnesses, and that some others still more unfortunate suffer injuries caused by accidents.

As a result of these occurrences, various legal questions arise regarding unearned wages, maintenance and transportation.

The writer has been approached with inquiries concerning rights of seamen under the above conditions, and this article is being written to set the members' minds at rest regarding a couple of the most troublesome problems.

We all know the ancient maritime rule based on the sound policy that seamen are entitled to be cured at the expense of a shipowner for sickness or injury sustained in the ship's service; and this right extends to any illness or injury sustained in the ship's service, whether in a home or foreign port or at sea.

In certain circumstances, the law recognizes the seaman's right to treatment for injuries suffered on land while in the service of the vessel.

PART OF CONTRACT

This right is a part of the seaman's contract and roughly is considered to be part of the compensation for his labor and services. The fact that the cost of cure is not barred, even though the sickness or injury was incurred without fault on the part of the vessel, is well known to most seamen.

It is also known that they are not entitled to treatment at the shipowner's expense for a disability which results from their own misconduct. Also disregard of the advice of a physician stops payment, from the shipowner, for subsequent care and cure.

The general rule which governs the seaman's entitlement to wages and cure when he falls ill in a foreign port, is that such incapacitated man is entitled to

New Waterman Ship Sails Soon

The first of four vessels being acquired by Waterman Steamship Corporation has been delivered and will go into operation about March 10.

The newly acquired vessel is the former Navy attack transport Wayne, now reconverted to C-2 cargo-passenger status and renamed the Beauregard.

The Beauregard is now at the Todd Shipyard Corporation's Hoboken yard and when she leaves for Bremen, Germany, will carry a full Army cargo. The ship has a deadweight of 9,750 tons, is 468.9 feet long and has a speed of 16 knots. She has accommodations for 12 passengers.

Vessels two and three are scheduled for delivery within the next two weeks. They are the Baxter, which is to be renamed LaSalle, and the Sumter to be called Gateway City.

Paris Commies Break Picketline In Press Strike

The communists are always in favor of labor — that is unless the working man demands a raise in pay from his communist employers. All of the countries enslaved by the Reds know this to their sorrow, but the workers of France just got an object lesson that they will remember for a long time.

A few days ago, on February 13 to be exact, the employees of *L'Humanite*, the commie daily newspaper in Paris, went on strike. They threw a picketline around the office, and everything was very orderly. But on February 17, the situation changed and several hundred communists broke through the picketlines and restored telephone service in the offices.

This was the first and only violence reported since the strike started.

Employees of the paper are on strike for a 25 percent wage increase, which is the same demand being made by other member unions of the General Confederation of Labor. While *L'Humanite* has campaigned for the wage increase, the paper has generally been unfriendly to the newspaper strike.

Officers of the striking union, the Union of Newspaper Employees, denounced the communists as strike-breakers, and expressed regret at such action by a newspaper which represents itself as being the spokesman for the working class.

SIGNING OFF

Many times when seamen become ill while on a voyage away from the port of discharge, the Captain upon putting in at a foreign port, desires to put the man ashore for treatment, and to sign him off the articles by mutual consent.

Somehow, either through natural caution, or because of the advice of another crewmember who is a "sea lawyer," the ill man refuses to sign off articles.

He thinks such action might work to his detriment later by depriving him of some of the rights mentioned earlier in this piece.

This is not so. As a matter of fact when a seaman leaves a vessel with a hospital certificate from the Master, he loses none of his rights by signing off by mutual consent and accepting wages earned to date of leaving the vessel.

The law protects the rights of an ill or injured seaman, even though he does not make written protest at the time he is left at a port for medical treatment.

Seamen Only Ones To Realize Childhood Dreams Of Adventure

By LOUIS GOFFIN

Most men, during their childhood, dreamed of the days when, grown up, they would visit the many countries of the world. Even in school, while turning the pages of the geography book, the pictures of far-away lands and strange people held out a mystic appeal that challenged the adventurer in every boy.

But, alas, when most reached manhood these dreams were lost, because of the restrictions of their job or trade.

Seamen, however, do not share the fate of shoreside workers who remain confined within the boundaries of their own country; but at a whim can sail to almost any country of the globe.

They go, not as bold adventurers swashbuckling through the cities and villages of foreign lands, but as men earning their livelihood taking ships to these lands, and seeing in their reality the places described to them as children.

What memories are brought to mind by the mention of such names as Bremen and Hamburg, Le Havre and Dunkirk, Bordeaux and Ste. Nazarre, Antwerp and Rotterdam!

Oldtimers remember them as real sailor's paradises. The best liquor, the cheapest meals, and in many cases the nicest woman.

To most men the mention of these names means only a dot on the map, but to seamen each port has its own peculiar memory for him.

In sailing to these many lands seamen always looked for a new

thrill, a new port, a new sailor's paradise. And they usually found what they desired in the above-mentioned ports.

Today it is a little different. Most of these ports have been bombed out; the liquor and food



are almost nil; and the class of women is much different that it was. Yet with the present wages and overtime we still have a little bit of a sailor's paradise.

I note that today there are plenty of guys who crave German and French ports as it was in the old days. Even though liquor and food are high, the women are still around, and sailing into good ports makes each a would-be sailor's paradise.

The world changes, history changes, but seamen never change. We are today the same as seamen have always been.

We are the only ones who realized that childhood dream to visit and see foreign places, and we are the only ones who really became the bold adventurers visualized by all in childhood.



By FRENCHY MICHELET

Our friend the publican, of whom we told you in the last *Log*, has taken such a fancy to us that we have been taken to the bosom of the family.

This is an altogether agreeable arrangement when understood in the literal sense, for the family boasts a maid of buxom charms called Rosalia.

To see us ensconced in the best chair of the comfortable parlor over the bar, with the family grouped around in bug-eyed amazement, while we hold forth on the wonders of New York (where, incidentally, we own three estates, a slew of limousines and the controlling interest in the Empire State Building) would warm the cockles of your frigid old heart.

For the past two issues we have been attempting to tell you something of the things of interest in this fascinating Sicilian city of Palermo. But somehow or other, something is forever luring us off on another tack.

However, this little Rosalia here really knows the town, so if you will tag along with us while she takes us for a stroll to the Hotel Neptune, we will attempt to sketch the things of interest that she points out along the way.

Palermo, says Rosalia, is a city of some half-million inhabitants. There was little war damage here, for the sporadic bombing raids were confined almost exclusively to the dock area, where most of the wounds have since healed under the ministrations of the journeymen of the various building trades.

ON VIA ROMA

We are strolling along the Via Roma now, a splendid road suggestive of the skilled handiwork of the early imperial Romans.

The great stone buildings that line the upper sections of this majestic roadway are inscribed with an occasional vaunt of Mussolini's ill-fated government.

One promises that Italy shall find her place in the sun. Another proclaims something about the Italian Eagles ruling the air.

But Italy needn't feel too bad about it all. No one rules anything long on this troubled old sphere. We are all of us but meat for the maggots by and bye.

Look at the New Caesar. Yesterday he battled half the world — today he disputes six feet of earth with the ravenous worm. Hic jacet gloria!

Here is yet another shrine to the Virgin niched in the massive wall. You find them on all the highways and byways of the country.

Every home has its little candle-lit shrine sacred to the memory of some departed saint. This is truly a worshipping people. They display all the reverence in the presence of their relics — hand of a martyred saint, piece of the True Cross — that the Mussulman does when he wails to Allah over a tooth of the Prophet or a hair from his veretable beard.

We quarrel with no man for his creed, but neither do we subscribe to a single article of any orthodox faith. We think that a

man can be truly religious only by helping the helpless and by being a good fellow to his fellow-man. We can't for the life of us see anything pious in gathering in churches and worrying the heavens with half-hearted prayers.

TOO MUCH, TOO LATE

There on the distant horizon, high on Monte Pellegrino, looms the stately Castello Utveglio.

Some son of the people climbed high on the heads of the herd to grasp enough money to build it. Then, just as he got it finished, came the inexorable Man with the scythe, and cut him down like the wheat in its prime.

His heirs converted it into a hotel that has survived the plague of the German locusts and the English who gleaned in their wake.

Today it stands a gutted victim of the wrath of war, and a still-imposing monument to memory of the man who planned so many happy days in its massive halls — while his sands were even



then trickling to an end in the glass of life.

But here we are at the imposing portals of the Hotel Neptune. It has been estimated that if all the liquor guzzled in the Hotel Neptune in one day was to be poured into a single vessel, the resulting zombie would prove adequate to float a scow of no little draft.

LIGHTS AND MUSIC

Rosalia is sitting beside us in a secluded corner of the Grande Salon. The lights are soft and low. Some dame on the muted radio is raising hell about a guy what done her wrong, to a tune that our peasant ears suspects is high-brow stuff. But it doesn't matter. "The bird is on the wing — all's right with the world!"

Did we tell you that Rosalia is a doll? Her hair is piled high on her head like a heavenly haystack for the celestial cattle.

If her eyes and mouth were designed for anything sweeter than loving, then it must be some pastime! She's built like the other fellow's girl and has accessories like a ten-thousand dollar limousine.

She is so ambeetious, this little darling. She's only 16 and hopes to study medicine soon. It's sweet to dream when one is 16.

Her little sword is bright with the burnishing of a youth impatient to be about the business of conquering the world.

The world isn't worth the conquering, sweet. But you go ahead and have your fun. You conquer the world — we'll settle for an adorable mite of demininity for our share.

Operator Plays Old Tune—Calls Wages 'Too High'

(Continued from Page 4)

this his income tax and social security and we see that a seaman has a terrific struggle to provide the bare essentials for his family.

PART OF OPERATION

When speaking of the high wages a seaman makes, the shipowner likes to throw in the cost of feeding the seaman and the overtime payments to make it appear that a seaman makes about twice what he actually earns.

Under no stretch of the imagination can a seaman's room and board be considered as wages. This is a separate and distinct item of operation the same as fuel costs, depreciation, wharfage and freight handling costs.

As for overtime payments, if the shipowner would put sufficient men in the ships to do the work, overtime payments would be a thing of the past.

We have attempted to talk with the operators on adequate manning scales. They have repeatedly told us that the number of men carried in the crew of a given ship is the prerogative of management and they have refused thus far to discuss this problem with us.

They say that if a given number of seamen were sufficient in 1932 to keep a ship up, it should be sufficient today, forgetful that in 1932 a seaman had to work up to 14 and 16 hours a day without any additional compensation.

SIU HALLS

BALTIMORE	14 North Gay St. Calvert 4539
BOSTON	276 State St. Bouddin 4455
BUFFALO	10 Exchange St. Cleveland 7391
CHARLESTON	424 King Street Phone 3-3680
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair Ave. Main 0147
CORPUS CHRISTI	1824 Mesquite St. Corpus Christi 3-1509
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
GALVESTON	308½—23rd Street 2-8448
HONOLULU	16 Merchant St. 58777
HOUSTON	1515 75th Street Phone Wentworth 3-3609
JACKSONVILLE	920 Main St. Phone 5-5919
MARQUIS HOOK	1½ W. 8th St. Chester 5-3110
MIAMI	1356 N. E. 1st Ave.
MOBILE	7 St. Michael St. 2-1754
NEW ORLEANS	339 Chartres St. Magnolia 6112-6113
NEW YORK	51 Beaver St. HANOVER 2-2784
NORFOLK	127-129 Bank Street 4-1083
PHILADELPHIA	9 South 7th St. Phone LOmbard 3-7651
PORT ARTHUR	909 Fort Worth Ave. Phone: 2-8532
PORTLAND	111 W. Burnside St. Beacon 4338
RICHMOND, Calif.	257 5th St. 2599
SAN FRANCISCO	105 Market St. Douglas 8475-8363
SAN JUAN, P. R.	252 Ponce de Leon San Juan 2-5996
SAVANNAH	220 East Bay St. 8-1728
SEATTLE	86 Seneca St. Main 0290
TAMPA	1809-1811 N. Franklin St. M-1323
TOLEDO	615 Summit St.
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
VICTORIA, B. C.	602 Boughton St. Garden 8331
VANCOUVER	144 W. Hastings St. Pacific 7824

MEET THE SEAFARERS

Volunteer Organizers



JACK BLAIR

You would think that three war years in the United States Navy, from 1941 to 1944, would have been enough, but for Jack Blair it wasn't. Brother Blair received his discharge after serving quite a while in the Pacific Theater, and then he decided to sail merchant ships to see what they were like.

After obtaining his endorsement as an Oiler, Jack got a job on Isthmian's East Point Victory, and it was on that ship that he got his first taste of unionism.

In his own words, here is what Blair's impressions were:

"On the Eastpoint Victory I encountered a pro-SIU crew, and after a few discussions I decided that the SIU was the Union for me," he recalls. "I've never been sorry I made that decision."

Once the decision was made, Jack started moving. He got a trip card, read up on the Union Rules, studied contracts, and became a volunteer organizer.

"Organizing for the SIU is pretty easy," according to Blair. "All you have to do is show the unorganized men a SIU contract, and they can see for themselves how much better our conditions are."

SYSTEM OKAY

Jack's system must be okay, because the Eastpoint Victory went SIU by an overwhelming majority. From the reports which Brother Blair sent into the Organizing staff regularly, the NMU hardly had a chance from the beginning on that ship.

The few NMUers who tried to

organize on the Eastpoint Victory soon gave up, especially after their offer of free NMU books was met with only laughter.

Jack says that Isthmian men are waiting impatiently for the time when they will be represented by a real rank-and-file union, the Seafarers International Union. Even now the men are grateful to the SIU because their wages have been increased due to the wage gains made by the Union.

Brother Jack Blair is back on an Isthmian ship again, and he is going to continue to sail Isthmian so that the Company will not be able to stall for long when the SIU is certified as the bargaining agent for the unlicensed seamen of the Isthmian Line.

~ ~ ~ ~ ~

Brother Edmund Larkin, veteran of many tanker trips as a volunteer organizer, has plenty of good advice on how to get a message across to unenlightened seamen.

He says, "Tell the tankerman about the SIU, and about its policies and record. That usually works, but if it doesn't you always have another arrow that can be used. Tell them about the SIU contracts and then they will be impressed, or I don't know tankermen."

Well, Larkin does know tanker-ermen, and his methods have borne fruit on many voyages. Ed has been sailing tankers for quite a long time, and he has always carried the SIU message with him.

Ed has also sailed on Isthmian ships, and he know first hand that all the stories about Isthmian conditions are true. But as he puts it, "It is our job as Seafarers to correct these conditions for seamen, and soon Isthmian also will have decent conditions for guys who go to sea for a living."

Brother Larkin's last trip on an Isthmian scow really was a tough one. Not that there weren't some pleasant spots, all of which he reported in a letter to the Log dated February 7, but most of the time the men had to work like mules and overtime was practically unheard of.

NMU NO BOTHER

On unorganized tankers the situation is much the same. There is one major difference, however, and it is that company stiffs pro-



EDMUND LARKIN

vide more opposition on tankers than the NMU does.

"The company stiff tries to influence the younger men," says Ed, "by latching on to any beef and then telling the men that the Union could not help them out. Sometimes this kind of propaganda works, but sooner or later a volunteer organizer has a chance to show what the SIU can do, and then it's curtains for the stiff."

Right now Brother Larkin is out on a ship practicing what he preaches, and you can bet your bottom dollar that he is spreading the SIU word to all within reach of his voice. And if he has his way, he's going to continue shipping on unorganized vessels so that he can keep on doing the volunteer job that has made the SIU the most powerful seamen's union in America.

TAX REBATES

Mississippi Shipping Company

Seafarers who were employed on Mississippi Shipping Company vessels and have credit balances in their unclaimed wage account covering overdeductions of Social Security taxes for the years 1943, 1944 and 1945, can now receive money due them by writing to the Mississippi Shipping Company, 1300 Hibernia Building, New Orleans, La. When writing the company mention the money is due for Federal Old Age Benefit overdeductions, and give your Social Security number.

Those entitled to rebates and the amount due are listed below.

Shotwell, Sherword	10.25	Trohalakio, H.	.37
Shuler, James B.	2.73	Truu, Alex.	2.15
Siekman, Walter E.	.04	Tsronia, P. M.	.73
Sijerkovic, Pedrog	1.96	Tudar, Nicolae	6.57
Siperkoric, P.	1.12	Tupie, Steve	.12
Skiba, John	2.28	Turner, Arthur	.51
Smith, Charles E.	12.27	Vain, Charles I.	.05
Smith, Elmer W.	1.37	Van Reynolds, Hy	5.69
Smith, Hugh W.	1.32		18.28
Smith, James H.	5.57	Vasquez, Miguel A.	1.73
Smith, James M.	5.12	Verecke, Arthur H.	2.83
	2.60	Villar, Frank M.	17.60
Smith, William E.	.12	Voorhees, A. H.	.14
Smith, William H.	41.44	Wagner, Lewis M.	7.55
	7.55		25.48
Smithers, C. W.	17.10	Waigaud, Alex	.05
	3.18	Walker, William J.	5.74
Smuckler, Nathan	5.78	Walsh, J. W.	1.54
Soper, Neal W.	3.38	Walsh, Joseph	16.65
Southern, Paul	16.04	Ward, George G.	.43
Spencer, Thomas E.	3.37	Ward, John W.	18.23
	1.24		12.01
Stehowner, Johannes	5.41	Warner, Edward	.22
Stephens, Asthon	14.71	Warner, Sanford L.	.06
Stokes, Frank	2.72	Weck, John A.	.12
	7.95	Weickgenamt, Albert	.15
Story, M.	3.11	Wells, Frank O.	1.06
Strickler, Milan	.97	Welsh, James D.	3.84
Strilitz, Frank B.	6.24	Werner, Clarence L.	.59
	3.62	Wiilik, M.	9.71
Sukia, E. D.	4.10	Wilbert, William Jr.	.06
Sullivan, Dennis	.23	Williams, Egbert B.	.61
	.22	Williams, Ed. B.	5.83
Swift, Phillip A.	1.73	Williams, Lindsey	.46
Tate, Frank S.	.24	Williams, Sam D.	.93
Temple, Charles E.	.01	Williams, Sidney	4.90
Tholmer, Harold	4.81	Williams, Stephen Jr.	14.40
Thomas, Ken. H.	.08	Wilso, Harry	2.17
Torres, Wilson	3.65	Wisener, Ray D.	1.35
Totty, John	5.22	Wolf, John R.	1.20
Treo, Raymond F.	-2.94	Wolowitz, L. W.	1.13
		Wood, William L.	3.74
		Wodbert, Francis B.	.15
		Wright, William	7.03
		Wright, W. G.	2.21
		York, Onus Jr.	.12
		Zorrage, Joseph	.19



NEW YORK SS TILLAMOOK

K. Hellman, \$2.00; R. Leikas, \$1.00; H. Youngblood, \$2.00; G. E. Anderson, \$2.00; E. Vallery, \$2.00; Wm. R. Dixon, \$2.00; J. Filisky, \$2.00; R. Pierce, \$2.00; E. Cosby, \$2.00; F. T. Hill, \$1.00; M. Robinson, \$1.00; I. Leddon, \$2.00.

SS GADSDEN

G. Van Tassel & Crew—\$10.00.
SS LAREDO VICTORY
H. S. Gillespie, \$2.00; F. Vanderavert, \$1.00; J. Hulak, \$1.00; J. Durmo, \$1.00; L. Barciszewski, \$2.00; J. Mickalisin, \$1.00; J. Lauritzen, \$1.00; B. Kalinkos, \$1.00; S. Birkeland, \$1.00; W. Taylor, \$1.00; H. Hill, \$1.00; J. Kumierski, \$1.00; E. Butkowiak, \$1.00.

SS IBERVILLE

F. H. Mabe, \$1.00; L. S. Bumatay, \$1.00; Thomas Dennis, \$1.00.

INDIVIDUAL DONATIONS

Edward J. Sheehy, \$1.00; H. Piva, \$1.60; C. H. Dunn, \$1.00; W. Hryszko, \$1.00; T. R. Edward, \$1.00; R. Morgan, \$1.00; R. Gray, \$1.00; Ed Bereford, \$1.00; R. Hind, \$1.00.
J. Mesner, \$5.00; James H. Scott, \$1.00; Robert D. Taylor, \$2.00; J. Flynn, \$1.00; G. W. Champlin, \$1.00; L. De Gange, \$1.00; W. R. Carroll, \$3.00; B. Malloy, \$2.00; Pedro Thillet, \$1.00; W. E. Scherb, \$1.00.

GALVESTON

INDIVIDUAL DONATIONS

D. G. Leach, \$2.00; W. J. O'Conner, \$3.00; D. F. Scheffler, \$3.00; A. L. Purvis, \$3.00; E. P. Blanchard, \$2.00; SS Fairport, \$20.00.
SS Richard Rush—\$12.00.
J. W. Ray, \$2.00; W. W. Stewart, \$1.00; P. Cendrowski, \$1.00; A. Hedden, Jr., \$4.00.

BOSTON

SS WILLIAM RAWLE

A. Smith, \$1.00; Joe Samuel, \$1.00; Brother Gabor, \$1.00.

PERSONALS

JAMES F. CLARK

Please contact D. E. Webb, 309 E. York St., Savannah, Ga., immediately.

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FLORIAN GLINSKI

Please get in touch with your mother, Mrs. Rose Glinski, 200 Front St., Stevens Point, Wisconsin.

~ ~ ~

FREDRICK W. BROWN

Contact Mrs. Anne G. Benton, 293 Haverhill Street, Reading, Mass.

JOSE VALENTIN

Your papers, picked up by the Pennsylvania Railroad, are waiting for you on the 4th floor, New York Branch.

~ ~ ~

ALLAN McARTHUR

Get in touch with Mrs. Shirley Wessel, Seamen's Church Institute, 25 South Street, New York 4, N.Y.

~ ~ ~

CLEMMON M. RADFORD

Contact Lena Caton immediately at 435 Belleville Avenue, Brewton, Ala.

~ ~ ~

CLEOPHAS H. DOUGLAS

Get in touch with Jessica Shain Lavine immediately, at Room 824, 100 Milk Street, The Sharaton Building, Boston, Mass.

We mean what we say!

The resolution on the right was passed by the AFL Maritime Trades Department in answer to the attempted raids on AFL maritime unions by Harry Bridges and the communist-dominated CMU.

Today, the CMU is dead. But this resolution is very much alive. Below we print a letter sent by the Ponchelet Marine Corporation, in which it admits that it signed a contract with the National Maritime Union *before it even had a ship.*

The letter also tells of the action taken by the AFL maritime unions: "... THE AFL INTERNATIONAL LONGSHOREMEN'S ASSOCIATION, AFL TUGBOATMEN AND AFL TEAMSTERS REFUSED TO WORK OUR SHIP."

AFL Maritime Council Answers Bridges - CMU Raiding Tactics

Friday, October 4, 1946

"Meeting in New York on September 28, the AFL Maritime Trades Department went on unanimous record to notify all shipowners or prospective shipowners, the U. S. Maritime Commission, and the President of the United States that in the future when and if any new shipping companies start up on the Atlantic and Gulf Coasts that they must negotiate with the AFL all the way through.

"If any new shipping operators make labor agreements with the National Maritime Union or the American Communications Association, then the AFL Longshoremen will refuse to work these ships.

"This action was necessitated by the situation now existing on the Pacific Coast where the CIO communist-dominated Longshoremen refused to work ships belonging to the American Pacific Steamship Company and which are not only manned by AFL unlicensed personnel but are under contract to AFL Unions.

"In our opinion, this refusal is part of the CIO-CMU plan to force AFL seamen off these ships and substitute them with CIO-CMU seamen. It is an outright attempt by the CIO-CMU to force this company to do business solely with them, or drive the American Pacific Steamship Company out of business.

"We of the AFL Maritime Trades Department do not intend to sit idly by while the CIO-CMU succeeds in their attempt to abrogate an AFL contract with this company, or force them into bankruptcy, thus losing many jobs for AFL members. We fully intend to protect all AFL Maritime contracts with any and all means at our disposal, and this is fair warning to any individual or group of individuals that we mean business."

(signed)

John Owens, Executive Secy
AFL Maritime Trades Dept.

TELEPHONE: WHITEHALL 3-8330

CABLE ADDRESS: PONCHMAR

Ponchelet Marine Corporation
Shipowners & Operators

21 West Street
New York 6, N.Y.

February 20, 1947

Mr. Paul Hall, Representative,
Seafarers International Union
51 Beaver St., New York, N. Y.

Dear Sir:-

We confirm our advices to you that on September 18, 1946 at a time when we were contemplating going into the steamship business, we sent to the NMU a letter as per copy attached. Thereafter we purchased ships and because of our letter we put NMU men on our ships.

We were contacted by SIU representatives in regards to crewing our ships when they went into operation but considered that the letter which we had given to the NMU would not let us employ your members when we started operation.

On our first ship we lost considerable time because the AFL Tugboat Men in New York would not move our ship.

We purchased the steamer "LAWRENCE BRENGLE" and she proceeded to Baltimore to load. Due to the fact that we did not use SIU men a picket line of SIU men picketed our vessel and the AFL International Longshoremen's Association, AFL Tugboat Men and AFL Teamsters Union men refused to work our ship. The result is that the vessel has been lying there, inactive, running up expenses and losing us freight money day after day.

You have advised us that you wish to test out the legality and effect of this letter of September 18th and perhaps, request the NLRB determine who should be the bargaining agent for our unlicensed personnel.

It is obvious that we need AFL cooperation to release our vessel and therefore request you remove your picket line to permit the "LAWRENCE BRENGLE" to complete loading.

Very truly yours,

PONCHELET MARINE CORPORATION

H. A. Nolan
H. A. NOLAN,
Operating Manager.

As the letter clearly indicates, the AFL Maritime Trades Department completely stymied the NMU when it tried to man and work ships in violation of the resolution. AFL Seamen, Longshoremen, Tugboatmen and Teamsters worked together to show the NMU and the Company that the AFL Maritime Trades Department can back up any stand it may take to halt raiding on the part of other unions.

But the Department has no desire to force the steamship owner out of business. Therefore, the SS Lawrence Brengle has been released, pending further study of the situation.

Let the shipowners take note. Any attempt, by a steamship company going into business, to do business with the NMU will be met with the same resistance by the AFL.

The exception in the case of the Lawrence Brengle is not to be construed as a pattern for the future. The AFL Maritime Trades Department reaffirms its original position, and has the strength to enforce this resolution.

AFL
Maritime Trades
Department