

# SEAFARERS LOG



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

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No. 30

## WATERMAN AND MISSISSIPPI SIGN UP; SIU CONTRACT CALLED "BEST EVER"

HISTORY IN THE MAKING



Putting their signatures on the best contract ever won by any union of merchant seamen are pictured, from left to right, John Hawk, Secretary-Treasurer of the SIU; C. H. Logan, signing for the Mississippi and Waterman Steamship Companies; and Paul Hall, SIU Director of Organization. In the background, in the usual order, are, J. P. Shuler, Asst. Secretary-Treasurer, representing Stewards Dept.; Dan Butts, Deck Dept.; Louis Stone and Walter Maggiolo, for the U. S. Conciliation Service; and Robert Matthews and Earl Sheppard, representing the Engine and Deck Departments respectively.

## Treatment Of Seamen In Marine Hospitals Is Called Inadequate And Humiliating

By PAUL H. PARSONS

Many seamen today want to know why they do not have proper medical care, and why they are embarrassed, humiliated, or put off when they apply for treatment at one of the hospitals that they have paid for by dues, contributions, and logs.

There must be something in all the complaints that have been pouring in about the state of affairs that exist, and have existed, since the start of the war. Of course, we know that there are bound to be some habitual gripers, and some people who falsify a whole story, but I visited the two hospitals in the New York area and found that most of the stories are confirmed.

### SEAMEN STALLED

At the Hudson and Jay Clinic, I saw merchant seamen kept waiting, or being put off to a later date, while Coast Guardsmen, and their wives, children, and other relatives, came and went at their own sweet pleasure. None of this was the fault of the staff of workers who were really trying to do a good job, but who are bogged down by CG rules.

I talked with workers who

were very much underpaid and overworked. The average pay is \$24.00 per week, and they resent that the CG sits back and dictates to them while doing no work themselves. Some of the workers are so tired that they become cross and surly, and unable to do a good job.

### PIG FOOD

The Marine Hospital on Staten Island is the same story, only worse, if that is possible. You should see the moth-eaten garments that the patients have to wear. Some of the men had no towels for days and were forced to dry themselves on pillowcases and T shirts.

### Next Week, Sure

Due to the space necessarily devoted to the negotiations and the new contract, several important features were omitted from this issue. Among other articles, Morris Weisberger will conclude his report on the recent ILO meeting in the next issue of the Log.

The lack of enough food, and the poor quality of what is served is also something for the men to gripe about. Not enough money was appropriated for milk for all the wards, and as a result two or three wards each day must do without milk. Most of the food is served "hog style," that is, all mixed together, and covered with a thick, unsavory, sauce.

It has been a long time since an adequate diet was set up for sick men, and this contributes to the slow recovery and convalescence of the men.

Another bone of contention is the "caste system" whereby CG officers, who happen to be patients at the hospital, are given special food, and assigned to private rooms. One instance of this was a boy with two very badly injured legs being placed in a room with about 20 other patients, while a private room was given to a CG big shot who had athletes foot.

All of the complaints that the men have are not directed at the civilian staff of doctors, nurses, and other employees. The pa-

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NEW YORK, July 24—The SIU has broken the back of shipowners' solidarity. The two largest companies contracted with the Seafarers tonight signed the best contracts—from a seaman's standpoint—ever seen on the waterfront. Waterman and Mississippi are in the bag. Prospects of the other companies falling in line are good, now

## SIU Strike Vote Nears The End

With heavy voting being reported from all ports, the strike vote being taken by the Seafarers International Union goes into the final stage. At the regular meetings, held in all ports on Wednesday, July 31, the voting will officially close, and the tabulation will begin as soon as the ballots are transmitted to New York, and a Tallying Committee elected.

From all indications, the number of votes being cast at this time will set an all time record for any referendum ever held by the SIU. And while the votes are secret, there is every reason to believe that the feeling is heavily in favor of using strike action if all bargaining methods fail.

The question at issue is phrased as follows: "Are you in favor of authorizing your Secretary-Treasurer to call a strike in the event a satisfactory agreement on wages and working conditions cannot be reached?"

### HEAVY VOTING

Balloting on this question started on July 1 in every port of the Atlantic and Gulf Dis-

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that their solid front has been broken. John Hawk, chairman of the negotiating committee expressed the belief that the other nuts wouldn't be as tough to crack now that a breach has been made. Negotiations with the other companies will be resumed next week.

The two contracts call for raises of at least \$17.50 a month, and run as high as \$50 a month. In every instance for the Deck and Engine Departments the new

(The report of the SIU Negotiating Committee appears on Page 4. A comparison of the old and new SIU wage rates with the new wages won by the NMU appears on Page 14.)

scale is at least \$5.00 higher than that recently negotiated by the NMU. In most cases, however, it is much more—\$30 more in the case of Bosun or Carpenter, for instance.

### GOOD ALL OVER

The new contracts aren't just good in the wage scale line, either. They're outstanding in working conditions, overtime, standby rates, etc.

All of the ratings which get the \$17.50 increase will find that it is retroactive to April 1. Ratings receiving increases of more than

(Continued From Page 14)

## Changes Overwhelmingly Voted In Constitution, Shipping Rules

By an overwhelming majority, reaching in some cases a proportion of 20 to 1, the changes to the Constitution and the Shipping Rules were accepted by the Seafarers International Union. The changes were proposed by the Agents Conference in March, and passed by coastwise membership meetings. Ballots were cast in 12 SIU ports.

Of the nine amendments or changes up for vote, five had less than 100 votes cast against acceptance, and between 100 and 200 votes were cast against each of the remaining four.

One of the Constitutional Amendments which now be-

comes law deals with a change in the sea service time of any candidate for Agent, Departmental Patrolman, or Joint Patrolman. As the new rule now stands, such candidates must have three years service in any one of three departments for Agent or Joint Patrolman, and three years service in the respective departments for Departmental Patrolman.

### FULL BOOKS ONLY

The change also specifies that candidates must be active and full book members, and be able to show four months discharges for the current year in an unli-

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# SEAFARERS LOG

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

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

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## Stalling Won't Help!

The solid front of the shipowners has been broken, and we are therefore much closer to a final victory. Signing of a contract by the Mississippi and the Waterman Steamship Companies, two of the largest with whom we were negotiating, came at a time when it appeared that the bargaining machinery had completely broken down. And the cause for the breakdown could be laid right at the door of the dilatory tactics of some shipowners.

Stalling was the only weapon which the shipowners used during the entire course of negotiations, and it became increasingly clear that it was the only weapon they had. There was no other other defense against the reasonable demands of the SIU for better wage and working conditions. The record of how the shipowners profited during the war, and now, being assured of continued Government aid, they are preparing to reap even greater profits from the postwar world, speaks for itself.

These already profit-fat operators are assured that the Government will continue to pay them millions of dollars in subsidies, on the grounds that it will assist them in resisting competition from foreign shipping companies.

They will be permitted to purchase modern and fast equipment from the Maritime Commission for a fraction of the original cost or worth, and what is worse, they will be able to realize an exorbitant trade-in value on the old bottoms for which they have no further use.

Besides the huge profits which they have piled up from wartime activities, they have laid aside a reserve fund, tax-free of course, in the amount of \$145,705,120. This can be used for the purchase of new ships and equipment.

And it is no secret that commercial and passenger trade is booming and will continue to do so for some time to come.

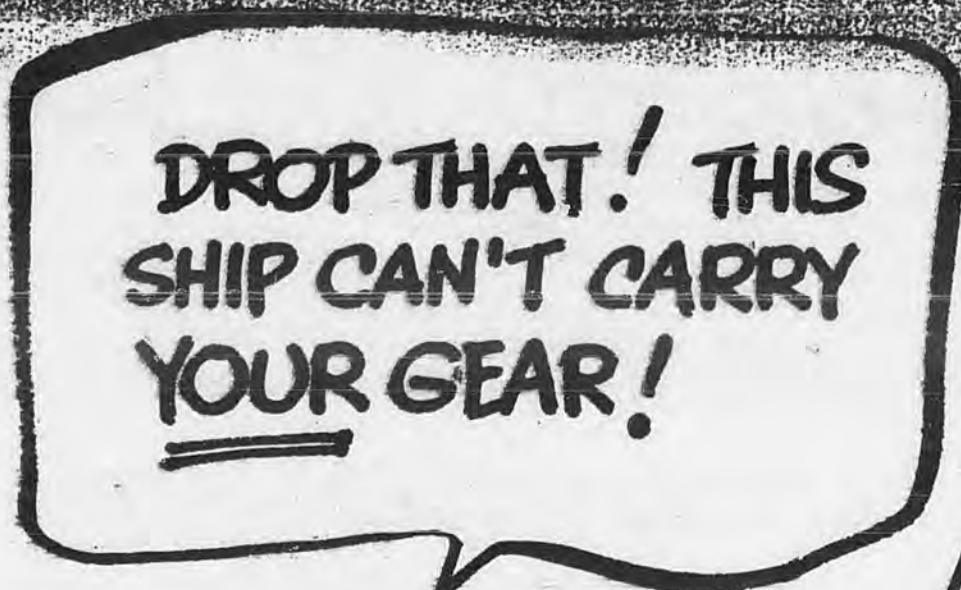
So what does the stalling of the remaining operators amount to. Simply that they are waiting for a new wage freeze, supported by the bosses and their servants in Congress, to be passed.

In the meantime, these same bloated operators cry over the fact that about 30 ships are at present tied up in ports along the Atlantic and Gulf coasts. This is true, but it is caused by the rising prices of every single commodity, plus the fact that with the cost of living rising to unprecedented heights, men cannot live on the now wholly inadequate salaries received. So they leave their ships in protest.

No one whose livelihood depends upon his weekly wage relishes the idea of a strike. The men who leave their jobs have no resources upon which to depend, and the Union officials who relinquish their paychecks are in the same fix.

But on the other hand, neither can these men go on any further on a sub-standard income. Men who live on the weekly amount of money brought into the house will not allow their families to starve without taking recourse to more direct action.

So our strike will come if that is the only way to convince the shipowners that seamen too are people, and that they have the right to insist on what is rightfully theirs.



## Men Now In The Marine Hospitals

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

### STATEN ISLAND HOSP.

- G. A. SMITH
- V. HAMMARGREN
- E. H. ENYART
- J. E. TUCKER
- H. NEILSEN
- A. NELSON
- L. KAY
- L. A. CORNWALL
- R. G. MOSSELLER
- W. B. MUIR
- J. M. DALY
- J. L. WEEKS
- L. R. BORJA
- L. L. MOODY, Jr.
- G. P. RAEBURN
- C. A. MILLER
- M. J. FORTES
- W. J. GEIGER
- W. G. ROBERTS
- E. WEINGARTEN
- G. KUBIK
- C. KUPLICKI
- E. B. HOLMES
- R. SAVIOR
- G. JANAVARIS
- C. G. SMITH
- R. MORCIGLIO
- G. H. STEVENSON
- C. T. DYER
- A. M. HAM
- J. S. SEELEY, Jr.

- L. L. OWENS
- M. C. BROOKS
- T. L. KEITH
- R. A. YOUNG
- M. FELICIANO
- T. J. DAWES
- S. T. PATTERSON

### NORFOLK HOSPITAL

- R. F. HOLLAND
- WILLIAM OATIS
- JUDY
- PILE
- JACKEL
- SCHMIDT
- SHINAULT
- W. LEWIS
- W. G. WASHAM

### NEW ORLEANS HOSPITAL

- ROY PINK
- ARTHUR MITCHELL
- E. A. NOONAN
- J. GAHAN
- JESSE LOW
- WILBUR MANNING
- J. W. DENNIS
- EDWARD CUSTER
- R. M. NOLAN
- JOHN R. GOMEZ
- JAMES LEWIS
- W. F. LEWIS

## 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.)

- RICHARD BUNCH
- GURNEY OWENS
- JOSEPH WALSH
- JOHN ANNIL
- H. TRAHAN
- E. P. BERTHELET
- DELBERT SNYDER

### NEPONSIT HOSPITAL

- E. VON TESMAR
- P. CORTES
- B. BRYDER
- J. SPAULDING
- J. S. CAMPBELL
- E. CARRILLO

### BOSTON HOSPITAL

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

# CLEARING THE DECK

By PAUL HALL

1946 has been a busy year for the Seafarers, busier than any single year in the history of the Union. The shipowners started the year off with a series of attacks on the Union as a part of their general plan to make things as bad as they could in preparation for the return of shipping to private operation.

The Union faced an assault on two fronts; one from the shipowners, the other from the WSA, Coast Guard and other government agencies and bureaus. The government bureaus didn't intend to lose their pie-cards and control if they could help it so they lined up with the shipowners in a thieves' agreement.

To add confusion to the whole picture the CIO maritime unions conceived the idea of swallowing all maritime unions through a unity conference. This helped out the shipowners and government bureaus who proceeded on a plan to break up all unionism in the maritime industry by creating intra union warfare.

## Riders and Reallocation

The first step in this direction was the reallocation of SIU ships to NMU contracted companies during the rider beef. The NMU went for this hook, line and sinker and played the shipowners game by crewing up the ships. The Seafarers refused to be fooled and, despite the NMU action, stuck to their guns and won the beef.

The rider beef was the turning point in the fight for better wages and conditions. In this beef the Union faced the combined strength of the shipowners and government bureaus. Winning this fight showed that the membership of the Seafarers was united solidly behind the Union and would fight to the finish against any combination the shipowners could muster.

## An Unstruck Strike

The CIO maritime unions held a confab in San Francisco and even before their strike votes were cast, announced that they were striking on June 15th. President Truman immediately announced that he would man struck ships with the armed forces.

This looked like a dangerous situation and the Seafarers acted immediately. Simultaneous stop work meetings were held in all ports on the Atlantic, Gulf and Pacific and tens of thousands of AFL seamen discussed the situation.

Their decision was to immediately start a strike vote, to respect CMU picket lines in the meantime and to consider the manning of any struck ship with the armed forces as a lockout and to act accordingly. They further decided to stick by their original wage demands and to continue stop-work meetings until the shipowners started negotiations directly with the Seafarers and not through any government medium.

## Washington Run-A-Round

The CMU unity gang, after slugging each other more than they did the shipowners (Selly got a black eye and Malone a bruised fist), signed a zero hour settlement providing for a \$17.50 a month increase.

The shipowners happily rubbed their hands at the break they got and proceeded to try to put the same thing over on the Seafarers. This phony offer was turned down flat, and the negotiators continued the fight for the original demands drafted by the membership.

## Stab In The Back

Right in the middle of Seafarers' negotiations, Commissar Harry Bridges pulled the scabbiest stunt ever known in the history of maritime unions. He repaid the support given the CMU by instructing his longshoremen to boycott a Seafarers contracted ship in Coos Bay, Oregon.

What followed made history on the waterfront. The AFL Maritime Council of Greater New York immediately established picket lines on Staten Island and, two days later, on North River Piers. Longshoremen, Teamsters, Warehousemen and all workers on the docks immediately quit work and all CIO shipping was tied up.

The shipowners went crazy at this display of AFL, Seafarers and general maritime strength and solidarity and things started popping quick. This was a dress rehearsal of what they had to face if the Seafarers demands weren't granted.

## Today's Negotiations

Since that demonstration of strength the shipowners have sung a different tune. They know now that they are faced with the greatest array of maritime strength ever before mustered and they know it will be used to the fullest if they do not yield.

The Seafarers' policy of refusing to yield or accept peanut settlements is now paying dividends. Officials and membership of the Seafarers have learned how to fight, the hard way, on the battlefield. If there is to be a fight they are fit and ready, and it is the fittest who win.

# Ship's Mail An Invaluable Aid To Seafarers In Organizing

By EARL SHEPPARD

A whole book could be written about the letters from ships organizers and crewmembers on unorganized ships, and these letters have been one of the many aids in organizing Isthmian. They come in from all over the world, though some are weeks in reaching headquarters; but regardless of the time it takes them to get here, the contents are always valuable.

Despite the fact that all letters received have been answered, letter from the Union to crewmembers, even though mailed in plain envelopes, have a strange habit of disappearing. So far as that goes seamen's mail has always been treated carelessly by both American and foreign authorities and steamship agencies.

Almost every man has had the experience of having stacks of old mail, the greater part of which was mailed in ample time to reach him in foreign ports, waiting for him at the final port of discharge. Much of it didn't reach him even then, and after being shunted around from pigeon hole was finally returned to the sender.

This is a hell of a situation, and to give the devil his due, about the only time seamen's mail has

been handled halfway decently was when it was handled through the Fleet Post Office. The government was accommodating to that extent when the slogan was "damn the torpedoes," but the minute the war was over it became "damn the seaman" and mail went back to the old style of being handled through the company offices.

This can never be a satisfactory arrangement, since American Steamship business in foreign ports is handled through agencies.

## CONSULAR SERVICE

The whole business of seaman's mail could be settled in a five minute meeting between the Post Office Department, State Department and Union. The Consular Staffs throughout the world spend the majority of their time smiling at rich tourists, frowning at poor seamen and dreaming about the social functions they are going to attend that evening.

Consular mail is given the highest priority and letters of instructions from companies to ships masters often are included in consular pouches.

Allship's mail, both personal and official, should be dispatched in special consular pouches, not necessarily with consular immunity but subject to the regu-

lar postal regulations of the country it goes to. Even if this required the hiring of an extra clerk in some of the larger consulates it would be well worth the additional expense. Regular and efficient mail service for seamen in foreign ports would immeasurably increase morale.

The Seafarers is working on this now and there is no reason, other than government bureaucracy, that keeps a workable plan from being put into effect.

## ISTHMIAN MAIL

This isn't intended as an apology for the failure of Union mail to reach ships promptly; rather it is intended to explain the difficulties a seaman has in getting mail of any sort and to offer a remedy. In the meantime crews both aboard organized and unorganized ships should continue to send in letters—every letter helps the Union.

Thousands of members have sent in letters, many have maintained steady correspondence. It would take up a whole edition of the Log just to print their names but every letter has been read, studied and discussed. Many of the articles in the Log are based on these letters. This column is a result of numerous complaints that have come in about ship's mail service.

## ORGANIZERS REPORTS

In the final stages of the Isthmian drive the reports continue to pile in and are highly gratifying. The following are just a few of those recently received.

BEN TAFLEWITZ now on the SS Belle of the Seas reports the ship in good shape with the crew clamoring for an SIU contract. He has made contacts with ships organizers and crews of other ships out Manila way.

J. M. FISHER on the Sea Lynx reported several NMU men on the ship. He is positive however, that the SIU will have the best of the vote.

"RED" TWYMAN on the Cape Junction reports all indications show that the ship will overwhelmingly vote SIU.

RICHARD CONGDON, on the Pere Marquette reports some non-union men on the ship but states they are now pro-SIU and that he expects an 85 per cent majority for the SIU when the ship votes.

I. SMALL, R. LARSEN and MASLAROV on the Kathleen Holmes report that at present the ship is split about 50-50 but that the sentiment is swinging and a 60 to 70 per cent SIU majority is expected.

WILLIAM BELCHER of the Sea Hawk reports the ship all set to vote and "damn near solid SIU."

These are samples of the general run of ships correspondence and show why and how the SIU is winning Isthmian.

The latest ships to vote in the Isthmian fleet are the SS An-niston City, SS Red Rover and the SS Sea Triton. All Seafarers' hats are off to Brothers Richard Comstock of the An-niston City; Charlie Bush and Al Hoag of the Red Rover; Michaud and Seay of the Sea Triton and to all of their many shipmates, for a job well done.

These men have added their ships to the already imposing victory array of Seafarers won ships. Isthmian soon will be solid SIU.

# Isthmian Brass Shuns Delegates; Beefs To Be Pressed On Arrival

Typifying the high-handedness of certain Isthmian officers, the Skipper of the Cape Elizabeth refused to speak to delegates G. Alstott, W. Naminski and R. Larcin who wished to see him regarding high slopchest prices aboard their ship. According to the report reaching the Log, this individual stated that the Cape Elizabeth was not a Union ship, and he wouldn't recognize any delegates elected by the crew.

Numerous beefs piled up on the Elizabeth, but since the Skipper wouldn't see the delegates, action was held in abeyance until the ship's return. In addition to the slopchest prices being too high, passengers got the first crack at supplies, with crewmembers forced to take what was left.

Ship is now better than 90 percent pro-SIU, but organizers aboard expect to have her lined up solidly upon her return to the U. S.

## OTHER BEEFS

Black Gang men were given only three boxes of matches per man weekly, and at the same time matches were for sale in the slopchest. No one bought them; none of the crew bought anything more than absolute necessities.

When the crew first went aboard, there was only one case of soap powder on hand; it disappeared; the Chief Engineer accused the Black Gang of stealing it, and as a result no soap powder was issued.

Another beef which the crew asserted needed to be cleared up when Isthmian is signed up under an SIU contract, is the company's habit of shipping three Wipers when one Maintenance and two Wipers should be shipped. Wipers are now doing work

they shouldn't, and not being paid overtime for it.

Crewmembers commended the Stewards Department for really being on the ball, and dishing out excellent chow. In addition, they claimed that the baking was out of this world. Something to be remembered.

## MEETING AT SEA

Holding a meeting while at sea, the Cape Elizabeth crew carried a motion to have the three dept. delegates see the Captain about exorbitant slopchest prices. Motions were also passed to have the crewmembers request receipts from Purser for all slopchest purchases; to have the crew get first choice at the slopchest before the passengers; and to report it to WSA if any safety matches were sold to the crew.

Other motions carried were to have a coffee pot secured at the first port of call; that watch going on duty have their own table for eating; that man on sanitary work keep the laundry clean; and to reprimand any crewmembers who do not help to keep the ship clean, including messhall, foods, dishes, etc. Meeting was then adjourned.

Isthmian seamen on the Cape Elizabeth, in fact all Isthmian seamen, are assured that no Skipper will refuse to see their elected representatives when Isthmian is covered by an SIU contract.

Bucko Skippers and other officers are not tolerated on Seafarers ships, and when beefs do arise about these high-handed individuals they are either settled by the ships delegates or the SIU representatives in the port where ship pays off. The SIU way is the Union way, and applies to all SIU ships. Soon, Isthmian will have the benefit of SIU representation.



**QUESTION:**—How have rising prices affected you, as a seaman?



**PETER PATRICK, Second Cook:**

I'm single, so I guess I have not been as conscious of rising prices as I should be. I know that I tried to buy a suit this week, and the cheapest one I saw was priced at \$75.00. This one was a bad piece of material, something like cheesecloth. My parents are the ones who are really suffering. They both work and make the same amount of money that they earned during the war. But now it doesn't seem to go as far. My mother says that practically all the money goes for food and rent.

**SAMUEL SAWYER, Messman:**

I just came in from a trip and I haven't gotten the situation sized up yet, but I have heard about the rising prices. On board ship we discussed this because we know how hard it was for us to get along even with price controls. What burns me up is that besides prices going up, quality is going down. You have to replace things so much oftener now. At the best, a workingman has a tough time getting along and raising a family. The way things are now, a man will have all he can do to keep from starving.



**JESSE MCGREGOR, OS:**

There is sure a lot of difference between the prices being charged now, and the prices that were being charged the last time I was on the beach in December. Prices were a lot lower then and a man could buy a decent meal for what they now charge for coffee and a sandwich. Our wages stay the same, but prices go sky-high without any sign that they will ever stop rising. I guess the bosses won't be satisfied until we all starve to death.



**COLON VAN ALSTINE,**

Second Cook:

Boy, have they affected me? Why, I paid off a ship recently all set to buy a suit, and all I could find were suits made out of burlap and priced at around \$75.00 each. I think that proves that prices have gone up. My family thinks that the main increases have been in food and clothing, and that is where it hurts the wage slave most. Since price controls have been lifted all the bosses want to make as much money as they can and they don't care about anybody or anything else.



# Seafarers Committee Reports To Membership On Negotiations

Your negotiating committee submits the following report and recommendations for your consideration and action thereon:

After six weeks of hard and bitter negotiating with the ship-owners, the Union succeeded in splitting the solid front they had hitherto presented. Because of the fighting support of SIU crew members and steady hammering we have succeeded in getting the Mississippi Shipping and Waterman Steamship Companies to sign our last proposed agreement covering wages, overtime, hours of work at sea and in port and other issues involving substantial increases, far superior to any ever before known in the Maritime Industry.

Larger increases were obtained for day men in the Deck and Engine Departments because (1) they will not work or receive overtime on Sundays at sea, whereas men on watch will be standing watches every Sunday at sea, for which they will receive overtime. (2) If all hands were given the same monthly increase across the board we would have a bad situation and would find a beginner at sea receiving higher wages than a rated man who has had years of experience at sea.

Your committee was successful also in negotiating \$1.00 an hour overtime for all ratings whose wages are less than \$200.00 a month and \$1.25 an hour overtime for all ratings whose wages are \$200.00 a month and over. These overtime rates are an all time high for unlicensed personnel in the Maritime Industry. Attached is the breakdown for wages and overtime.

## DECK DEPARTMENT

The Union has fought for the past five years to eliminate the decorative rating of Combination AB-Quartermaster from the agreements and obtain top scale for straight ABs from all companies. That has been accomplished, which means all SIU ABs get \$10.00 more a month than NMU

ABs. A \$42.50 increase for the Bosun and Carpenter and \$32.50 for the AB Maintenance man who works day work was also obtained.

## ENGINE DEPARTMENT

Your negotiating committee made substantial gains and negotiated higher wages on an overall basis than any other Maritime Union in the industry. Firemen, Oilers, Watertenders, and Firemen Watertenders will receive a \$22.50 increase against \$17.50 negotiated by the NMU and the Pacific Coast Firemen's Union.

\$40.25 was obtained for Diesel Oilers by using the argument that (1) Engineers on Diesel ships receive a 10 percent differential over steam therefore entitling Diesel Oilers to the same differential bringing their wages up to \$195.25 per month (2) The Union agreed to amend the working rules to allow Diesel Oilers to stand Donkey Watches in port on the same overtime basis as the Firemen-Watertender. In comparison the West Coast Firemen's Union and the NMU got \$17.50 increase for Diesel Oiler.

## STEWARDS DEPARTMENT

For the first time in the history of the industry the entire Stewards Department will receive overtime for all holidays and Sunday at sea and all Saturdays, Sundays and Holidays in port.

All Steward Department ratings have not yet been covered as many of them come under passenger ship classification. The intent was to get the established basis rate for the men carried or freighters and through further negotiations to use this as a basis of discussion to establish the scale for other ratings.

## WORKING CONDITIONS

It was agreed that we will continue to negotiate further on clarifications and amendments to the working rules. The old rules will remain in full force and ef-

fect until a new agreement is reached.

## RECOMMENDATIONS

It is the recommendation of your committee that you ratify this agreement as it represents the highest wages and standards ever obtained by seamen of any nation. This is only the beginning. The Seafarers will always lead the field. Seafarers standards will always be the best and the highest.

- John Hawk
- J. P. Shuler
- Robert Matthews
- Paul Hall
- Earl Sheppard
- Daniel Butts

## What They Thought On The Picketline

The members that hit the bricks during the recent beef had a lot to say about the boys who headed for the old home and mountains while others were fighting the battle on the picketline. Here are some of the penalties that were discussed, and which the men wanted to have enforced:

Any man who registered before the beef, and did not report for picket duty should be fined \$25.00 and placed at the bottom of the shipping list. Some even suggested that such men be made to wait 30 days before shipping out.

Any man who was on the beach, but did not register because of the beef coming up, should be placed at the bottom of the shipping list.

It is true that there were only a few shirkers, but if some of the men I know were on the strike committee, it would have gone very hard on the men who dogged it while others worked and fought.

A word to the wise, then. When the next beef comes, be sure to register early and do your part.

Johnnie Johnston

# Treatment Of Seamen In Marine Hospitals Is Called Inadequate And Humiliating

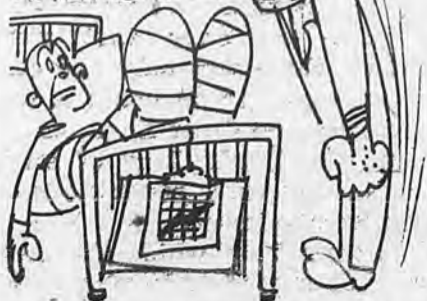
(Continued from Page 1)

patients realize that most of the blame can be laid right at the door of Coast Guard control.

## MILITARY TREATMENT

These bureaucrats have trespassed on private property, and have enforced military rules and treatment on civilians. Unless

I DON'T CARE WHAT'S WRONG WITH YOU—YOU GOTTA STAND AT ATTENTION!



you abide by these rules, you are thrown out.

This is not an idle statement. I personally saw a man, suffering with a hernia, discharged

from the hospital for reading his own chart! I saw sick men forced to stand at attention while a group of high pressure brass hats inspected them. I saw weekend passes being withheld from convalescent men because they were not strong enough to mop the deck, sweep and dust, or to make up their own bunks.

The whole state of affairs has caused a great deal of unrest at the various hospitals under CG control. The employees hate the CG, the other patients detest them, and the merchant seamen loathe them. Worst of all, the hands of the doctors and nurses are tied because treatment must progress the CG way, which is usually slow and wrong.

I am sure that we would not mind sharing the hospitals with the CG if they would agree to share and share alike. But we do not like the idea that families of the Coast Guardsmen can be admitted to the hospitals while our families cannot. Besides that, we

don't like to wade through tons of red tape, answer thousands of questions, and swallow millions



of insults to obtain entrance; all of this because of CG control.

We have griped long enough and nothing has happened. The only solution at the present time is for us to plan for action that will insure adequate treatment, under competent personnel, and without CG supervision. If we sit back and grumble, doing nothing else, conditions will just keep on getting worse and worse.

# Soup Had Part In Fight To Stop Bridges

## Fueling Men Is Necessary To Keep SIU Craft Afloat

Served more than 10,000 meals from July 10 to the present time, and expect to keep right on with the job until the emergency is over.

Put up more than 3300 men for a night's rest so far, in some cases as many as 250 men a night, and expectations are that at least that many more will have to be accommodated before the West Coast beef is entirely settled.

The above two paragraphs are only part of the record set by the Union Committee on Food and Housing. These are the dry records, but what is really important is the men who made all these things an actuality, instead of a dream.

### HOW IT BEGAN

When the Agents Conference went on record to streamline the organization for a quick change to emergency action, many responsible jobs had to be filled by responsible people. One of the important jobs was that of Chairman of the Committee on Food and Housing.

To this post was appointed Howard Guinier, veteran of much job action, and a good man in a pinch. He started the ball rolling, and had a good set up when the test came.

As soon as the trouble with Harry Bridges' raiding started, and SIU and SUP men hit the bricks by the thousands, Howard did not lack for volunteer help. Among the first to offer his assistance was oldtimer Jack Rankin, and another was George Dewey Hudson, whose story appears elsewhere in this issue of the Log.

### HELP ENOUGH

Plenty of other men wanted to help. There was always a slew of men wanting to assist with the cooking, or putting up the cots, or cleaning the tables and silverware after the meal had been served. Most of the men worked long hours, and once at the height of the beef, it was 48 hours between the time Jack



It was hot and plentiful and did a lot to keep up the morale of the men who walked the picketline. There's nothing like meat, potatoes, and some bread to make the events of the days seem like easy stuff, and it makes a man look forward to another day of fighting for what he believes in.

Rankin started working, and the time he stopped.

As he puts it, "It was times like that that separated the men from the boys. We're pretty lucky in the SIU, we don't have too many boys."

So it is well proven that our beef was won on the picketline, but with a mighty assist from the kitchen. There was coffee available 24 hours a day, food three times each day, and the cots were set up for the weary men each night.

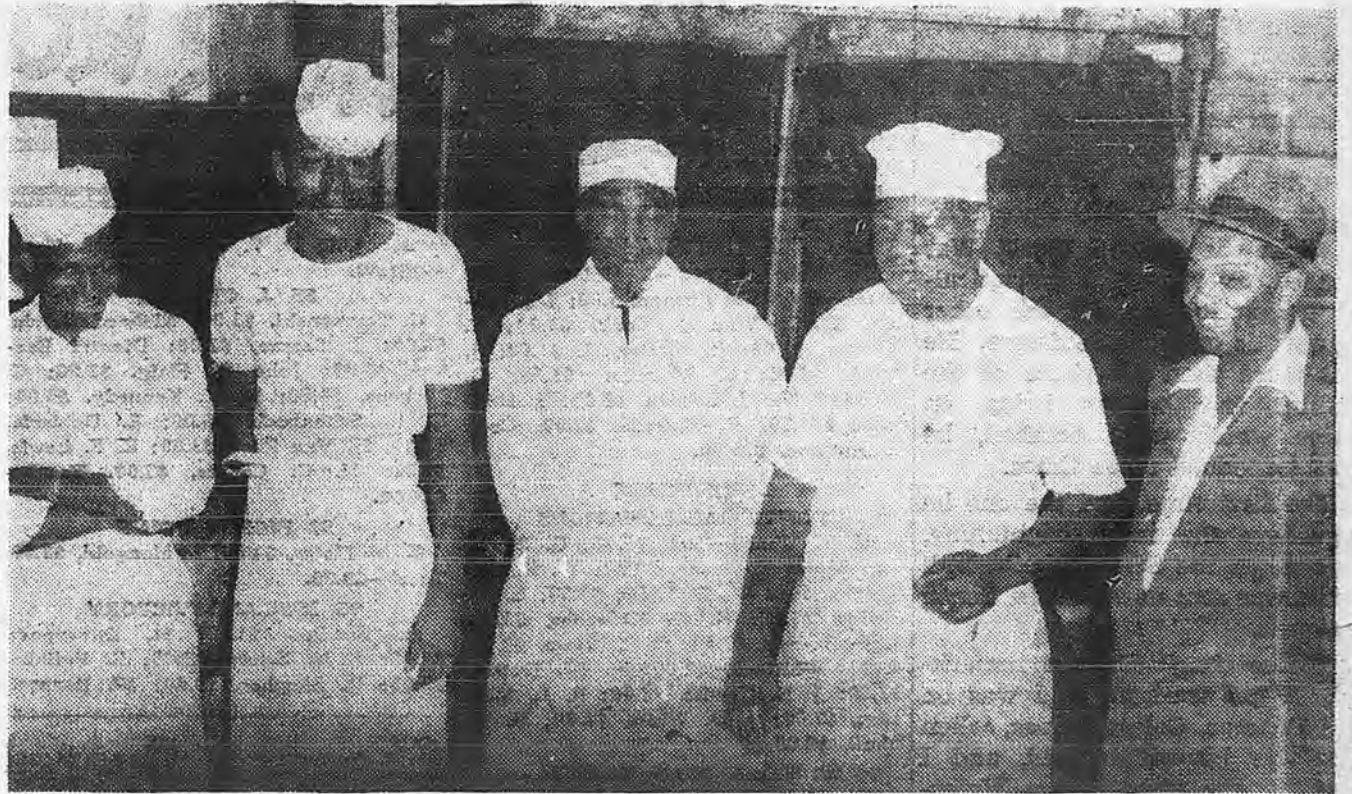
### ALL WORKED

It is hard to pick out the men to whom credit should be given on this score. Certainly Howard Guinier and Jack Rankin deserve a round of applause, but as for the others, the personnel changed each day. Some men worked in the kitchen one day, and were on the picketline the next.

The smart thing to do is to spread the credit around so that every SIU-SUP man who took part in the action gets an equal share. It was a good job, well done, and in the well-known Seafarers tradition.



These men coordinated the work of the many volunteers who assisted in the soup kitchen. It was a big job to collect and prepare enough food for the thousands of men who rallied to stop Bridges' raiding, but these two fellows have what it takes to make even a real tough job look easy. Left to right, Howard Guinier, Chairman of the Committee on Food and Housing, and Jack Rankin, militant oldtimer who was Howard's volunteer assistant.



Too many cooks are supposed to spoil the broth, but that is not necessarily true, as this picture will prove. These men, and other like them, did a splendid job in the food department. How did Freddie Stewart get into the picture on the far right? He did some eating, but no cooking that anyone can remember.



Even on a hot day, coffee gives you a lift. There was a constant stream of people filing by the huge coffee urns, and there was always a hot, steaming cup of the brew for anyone who wanted one. Sure helped a lot when the going was rough.



A short time after this picture was taken, hundreds of SIU-SUP men sat down to these tables and ate food that enabled them to keep going until Harry Bridges was stopped cold. You should have seen these beautiful tables after the food was eaten, and the men had left to go back on the picketline, or to get some rest.

# MEET THE SEAFARERS



George D. Hudson

The week of the picketing of the CMU ships was a good time to meet the men who make the Seafarers a strong, militant, Union. You met them on the picketline, painting signs in the Union Hall, working in the soup kitchen, and doing all the other jobs that have to be done to run a successful action.

It was in the soup kitchen that we interviewed George Dewey Hudson, Chief Cook. He is a slight man, looking quite a bit younger than the 48 years he admits to. George is a real old-timer, having started as a "pot washer" on the SS Yadkin in 1917.

"Those were the days," he recalls, "when the Union was the only thing that prevented the shipowners from making slaves out of us. And I guess things haven't changed too much since then."

Hudson sailed all through the First World War, and when the war ended, he was still spirited enough to be among the first to take his place on the picketlines during the 1919 strike.

### STEADY SAILING

From 1920 to 1925, however, he took a crack at shoreside work, mostly as a cook in large southern hotels. But the call of the sea proved too strong for him, and he has been breathing the salt air pretty steadily since 1925.

When the Second World War started, George stuck patriotically to his job, as did the other thousands of loyal Seafarers. He got more than his share of the action, and besides being on ships which were bombed, he was torpedoed three times.

The first time, and the one he considers the most frightening, was when the SS Elizabeth, Bull Line, was sent down in the South Atlantic.

"After that," Hudson remarked, "I got used to it. I was on the Penmar, Calmar Lines, when she was hit off Iceland, and I was on the Minotaur, a Waterman ship, when she went down in the South Atlantic. You get used to being scared, but it was a relief when the war was over and we didn't have to worry about enemy submarines and dive bombers."

### REAL MILITANT

In the present strike voting, George is very much in favor of hanging the hook on the ships if the operators continue to make ridiculous counter-proposals to the Union's requests for better wages and conditions.

"That's the only language they understand," he says. "If we ask them for changes in a nice way, they refuse, so what else can we do. I'll bet most of the other men in the Union feel the same way as I do."

By the way, George is married and the father of two boys and a girl. With a proud gleam in his eye, he admits that boys boys have ambitions of going to sea when they are old enough.

The militancy of George Dewey Hudson, and men like him, have made the merchant marine an



GEORGE D. HUDSON

industry in which men like to work, instead of a refuge for men who were unable to get other jobs.

Let's keep it that way—let's keep up the good work!

# Sea Triton Casts 70 Percent Vote For Seafarers; 10 Ships To Go

Another Isthmian ship — the Sea Triton — registered a top heavy vote for the SIU when she voted at New Orleans last Friday, July 18. SIU observers reported that the Seafarers garnered 70 percent of the votes with the remaining 30 percent divided between the NMU and doubtful ballots. Some of the doubtful votes may have been SIU votes, thus adding to the Seafarers total.

With the voting of the Triton, 10 Isthmian ships now remain to be voted. Among these are the following: Atlanta City, Cape Junction, Francisco Morazan, Kathleen Holmes, Monroe Victory, Pere Marquette, Robert C. Grier, Sea Hawk, Sea Lynx and Steel Inventor. Estimates are that practically all of these ships will have completed balloting within the next five weeks. However, one or possibly two stragglers might conceivably be later than this.

Two more additions to the Isthmian Fleet will be added in

the next few days when the Archer and Black Warrior are crewed up in New York.

### PERE MARQUETTE

Recent reports from the Pere Marquette, which has been scuttling around the Far East since she left U. S. shores last November, indicate that this ship is in good shape for the Seafarers, and when she finally returns should hang up a substantial vote for the SIU.

Ship's organizer Richard Congdon feels confident that, "We will have a very comfortable majority of SIU votes aboard the Pere Marquette."

According to Congdon, "There are a couple of NMU organizers aboard, but we hardly ever hear a word from them. There is also an NMU representative in Manila who came aboard frequently with a lot of talk and literature. He was trying to get the crew to take out NMU books, but wasn't very successful."

"Seamen, Union as well as non-Union, should realize just how badly the Isthmian Company

needs unionizing—the SIU way," went on Congdon. "One of our Brothers, James Maffucci, is now on his way home from Manila with a broken ankle deliberately caused by the Second Mate in a sadistic moment. This Mate will be taken care of in the proper manner by the Union."

### LOUSY CONDITIONS

Continued Congdon, "I've seen and heard of company men and scabs aboard ships, but a few guys on this scow take the cake. We have a couple of Mates and a Skipper who are all out for Isthmian and themselves. Along with these individuals, we have a couple in the crew who are no better."

"With almost eight months on this ship, we have only an average of 100 hours overtime, with the exception of a couple of characters who have over double that because the Chief Mate picks them for all the gravy jobs. However, we're giving these guys the old "silent treatment," and they haven't a friend aboard the ship.

"The great majority of the crew on this ship, both Union and non-Union, would give the world to have this company Unionized now," concluded Congdon. "They would like to shove a bit of SIU Unionism at the officers and stooges where it would do the most good. One consolation is the fact that when we arrive back in the U. S. we can register our votes for the SIU, and make sure that an SIU contract prevents other Isthmian crews from being treated like us."

Yes, Brothers, the SIU is the only solution to your problems. An SIU contract for Isthmian will insure the best wages, living and working conditions in the maritime industry. That's what Isthmian men have fought for, and that's what they deserve—the best.

# SIU Strike Vote Nears The End

(Continued from Page 1)

ericts, SIU. All ports reported heavy initial voting, and while the number fell off after the opening days, a steady stream of Seafarers have continued to file through the voting booths to make their opinions known.

The movement in favor of the strike action was instigated by regular business meetings of all ports of the Atlantic and Gulf Districts. Following this, the United States Department of Labor was quickly notified of the intention to strike, in accordance with the Smith-Connally Act.

The actual date for calling the strike must be set by the membership, and will, of course, be contingent upon the progress of negotiations with the shipowners. If the time for such action comes, the date will be set democratically in regular SIU meetings.

Within the very near future the results of the referendum will be announced, and from the way things are shaping up, it looks as though all Seafarers are prepared to hit the bricks, if necessary, to force reasonable concessions from the shipowners.



### PHILADELPHIA

G. Thobe, \$2.00; C. Holms, \$2.00; G. Olsen, \$10.00; Keenan, 3.00; J. Keithley, \$2.00; Wm. J. Cook, \$1.00; C. O'Brien, \$1.00; E. McDonald, \$1.00; J. Lord, \$2.00; C. McSwahn, \$3.00; G. Wood, \$2.00; J. Lebean, \$2.00; E. Hanover, \$11.00; F. McDade, \$1.00; Crew of Antinos, \$25.00.

### NORFOLK

#### INDIVIDUAL DONATIONS

W. T. Wingham, \$2.00; G. Sorensen, \$2.00; R. Smith, \$2.00; W. R. McKnight, 50c; W. R. Wills, \$1.00; L. W. Hodes, \$1.00; K. G. Kidauder, \$2.00; I. P. Franey, \$2.00; O. T. Rowe, \$2.00; I. H. Whitlock, \$2.00; R. W. Dutton, \$2.00; J. E. Hewitt, \$2.00; R. L. Winston, \$2.00; J. D. White, \$2.00; H. W. Shull, \$2.00.

R. W. Holton, \$2.00; W. C. Simmons, \$2.00; F. L. Simmons, \$2.00; F. W. Smith, \$2.00; H. O. Long, \$2.00; J. J. Copper, \$2.00; D. L. Bryan, \$2.00; J. C. Parisher, \$1.00; G. M. Forwooy, \$2.00; S. Misconich, \$1.00; J. D. McDaniel, \$1.00; C. C. Hicks, \$1.00; F. L. Doudy, \$2.00; H. H. Johnson, \$1.00; J. Kausas, \$1.00; G. L. Nance, \$1.00.

### BOSTON

#### INDIVIDUAL DONATIONS

Johnson, \$1.00.

### NEW YORK

#### INDIVIDUAL DONATIONS

A. Swidersi, \$2.00; Bill Manley, \$2.00. Total—\$4.00.

### SS CECIL W. BEAN

W. Michonvich, \$2.00; W. Frew, \$1.00; Vic. Millazzo, \$2.00; L. Varino, \$1.00; John Shaw, \$2.00; J. Eichenberg, \$2.00; M. G. Lopez, \$2.00; M. Tsakalos, \$2.00; R. Doupe, \$1.00; J. Otto, \$2.00; Alex. Majesky, \$1.00; Happy Lore, \$2.00; Frank Mayr, \$1.00; W. Holl, \$2.00; L. Eppolito, \$2.00; Paul Jagy, \$2.00; C. R. Saunders, \$1.00; Henry Patton, \$2.00.

### SS C. LENHAN

T. E. Gould, \$2.00; J. D. Lane, \$2.00; I. Kramer, \$2.00; M. J. Olsen, \$2.00; V. Johnson, \$3.00; J. E. Rooney, \$3.00; J. C. McNeice, \$3.00; J. O. Guynn, \$2.00; W. J. Siekmann, \$2.00; R. Wentforth, \$2.00; G. Mozzotta, \$3.00; V. Ameral, \$3.00; G. A. Smith, \$3.00; P. J. Morris, \$3.00; K. Tompkins, \$2.00; A. Reilly, \$3.00; W. Black, \$15.00; E. Duffy, \$2.00; C. L. Stevens, \$2.00; J. Onderdonk, \$5.00; A. D. Mobbs, \$5.00; J. Cuccrotta, \$2.00; J. L. Char-

rette, \$5.00; D. F. Hickey, \$5.00. Total—\$81.00.

### SS J. GIBBONS

C. Szymanski, \$3.00; Richard Calvin, \$2.00; J. Serrao, \$2.00; Dimitri Barton, \$3.00; John E. Flaig, \$3.00; C. Nickens, \$3.00; H. K. Kennedy, \$3.00; E. L. Schonbeck, \$5.00; E. DeMaria, \$3.00; H. Van Reet, \$3.00; E. F. Lewis, \$2.00; H. G. Cordes, \$2.00. Total—\$34.00.

### SS PIGEON POINT

E. M. Metts, \$1.00; S. Mangold, \$2.00. Total—\$3.00.

### SS MIDLAND VICTORY

A. Benduk, \$1.00; H. Davenport, \$1.00; J. M. Senay, \$3.00; E. Polinko, \$2.00; R. Shepher, \$4.00; W. Bennett,

\$2.00; J. Galdanskas, \$2.00; C. Kauffman, \$2.00; L. W. Silver, \$2.00; C. Coppedge, \$2.00; J. McGregor, \$2.00; J. Masarich, \$3.00; C. Osowski, \$3.00; I. F. Lutes, \$2.00. Total—\$31.00.

### SS T. BROWN

J. Braithwarte, \$2.00; J. J. Long, \$1.00; J. R. Ferguson, \$1.00; R. Somner, \$1.00; K. R. Johnson, \$2.00; M. E. Blosser, \$2.00; S. Cohen, \$1.00; D. O. Coker, \$2.00; W. Lowery, \$2.00; T. N. Wood, \$1.00; R. E. Schrum, \$3.00; J. E. Liles, \$3.00; A. Wasiluk, \$2.00; C. Williams, \$2.00; J. Wallace, \$1.00; W. J. Cally, \$2.00; J. M. Lenon, \$2.00; D. D. Johnson, \$2.00; E. L. Reinboedt, \$2.00; G. E. Worrell, \$2.00; R. W. Myers, \$3.00. Total—\$39.00.

# Changes Overwhelmingly Voted In Constitution, Shipping Rules

(Continued from Page 1)

censed rating. This provision is not to apply to officials and other office holders working for the Union during the current year.

Another constitutional amendment provides that used ballots be held in the Secretary-Treasurer's office, following the completion of referendum balloting, until inspected by the Quarterly Finance Committee. This committee is to recommend means and methods of disposing of the ballots.

Shipping rules, by which the SIU members ship, were also up for change, and all changes were carried by much more than the required two-thirds majority. The approved proposals changed the probationary and trip card system, and tightened the controls on shipping so that full book members are protected in connection with existing jobs.

### MEMBERS PROTECTED

With the reconversion of the shipping industry to a peacetime

basis, the probationary and trip card system of operation had become obsolete, and it was with this thought in mind that the Agents Conference recommended changes which were speedily approved by the general membership. The resounding majority cast in favor of the legislation proves that the SIU members are aware of the problems, and have found a solution to it.

When all the ballots had been counted, the Tallying Committee recommended that the ballots "be held by the Secretary-Treasurer until the Quarterly Finance Committee is elected to audit the books and bills for the third quarter (of 1946) and that they destroy all ballots for the 1946 Constitutional and Shipping Rules Ballots."

The Tallying Committee, elected at the regular New York Port Meetings of July 17, 1946, consisted of Brothers G. Suit, H. Anderson, W. Nesta, L. Grant-ham, D. Butts, and E. Kelly.



# AROUND THE PORTS

## Merchant Seamen Deserve More Than Proposed Bill Would Give

By JOE ALGINA

NEW YORK—A lot of people have been spending a lot of time and money trying to keep us from getting benefits which we earned during the war. The way some of those people act, you would think that we sat on our duffs all through the war, and are now trying to get something for nothing from the Government.

We all know that the opposite is true. We took plenty of chances, saw a lot of action, and more than 6000 of us went down into Davy Jones' locker as a result of enemy action. So it is plain to see we are not asking for anything we do not deserve. We do not begrudge the ex-servicemen their GI Bill of Rights, but what's fair is fair, and we should get a squarer deal in our own Bill of Rights.

### FAULTY ARGUMENT

One of the arguments put up by our enemies is that we made more money during the war than the service men. Of course, that is untrue, but even if it were, that is no argument. They don't stop Captains and Colonels, and even Generals from sharing in the Bill, and officers made way more money than enlisted men.

Another point to remember is that we seamen do not have the protection of a job to return to when discharged, as service men do. When we finish our sea service, we have to start looking for a job, or learn a trade, and all this without having an adequate backlog of resources to help us along.

All of us who answered our country's call did so proudly, and we hate to mention that we were welcomed with open arms. At a cost of many lives, we kept the free people abroad supplied with food and arms even before the United States got into the war. Now that the war is over, we believe our loyalty and patriotism, plus our faithful service, deserves something more than the niggling provisions which are contained in the present Seamen's Bill of Rights.

### CHANGE NEEDED

For one thing, the way the Bill is set up now, a seaman would have to be injured or disabled in order to be admitted to a Marine Hospital. This is discrimination because city and government employees, and the Coast Guard, can get into the Marine Hospital at will.

Any man who sailed during the war should have the privilege of being treated in a Marine Hospital, just as service veterans have the right to be treated at any of the Veterans Hospitals.

Men who devote their lives to

the sea are held up by a sixty day clause, and besides that, have to take a lot of abuse before they are admitted. The Bill of Rights for seamen can go a long way toward stopping that.

### SOME SUPPORT

Not all veterans organizations are against us, as is the American Legion. One organization of World War II vets, the Veterans League of America, with headquarters at 45 Astor Place, New York City, has publicly stated that "merchant seamen's contribution to the war effort was of the highest, and these men are deserving of all benefits which can help them to establish themselves in the postwar world."

Another group, the American Veterans Committee, has also issued a statement urging the passage of the Bill on the grounds that, "at a tremendous cost of life, they provided the vital link between the millions engaged in production and the millions fighting all over the world." We are right in what we are asking for, and we are glad to know that these veterans are with us.

## SIU Strike Vote Spurs Shipping In Philadelphia

By JAMES "RED" TRUESDALE

PHILADELPHIA—It seems as though this port will be a good shipping spot for quite a while now. The activity around the waterfront is a pleasant surprise for those who think of Philly as a sleepy town.

Of course, some of the activity is caused by the strike vote being taken by the SIU at this time. The finky shipowners are moving heaven and earth to get ships out of here before the deadline.

The SS Madaket, Waterman, is in now to load automobiles, but we are pretty sure that she won't sail due to the fact that the men will not leave here until they know what pay they are to receive.

### OLD FRIENDS

Two militant oldtimers, Serano and Marciano, are on the Cape Pillar, and so we imagine that this vessel will have less than the average run of beefs when the trip is concluded. One good thing about all the hustle and bustle of this port, is that it gives us a chance to renew our acquaintance with some oldtimers whom we have not seen for a long time.

The SS Seaton came in and paid off last week. She was brought in in fine shape, and we had no trouble at all in settling everything to the entire satisfaction of the crew.

## NO NEWS??

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

PORT ARTHUR  
HOUSTON  
CHARLESTON  
MOBILE  
SAN JUAN  
GALVESTON  
NORFOLK  
NEW ORLEANS

## Crewmen Balk At Signing On At Low Wages As Prices Rise

By ARTHUR THOMPSON

SAVANNAH — Shipping has slowed down a bit in Savannah. We had no payoffs this week. We have a few SUP ships in Savannah still unassigned. Some of them are getting to be landmarks.

The SS Joshua Hendy was taken over by South Atlantic on a bare-boat charter, but the crew is unwilling to sign on. The officers on that ship all got a raise and since the crew can't get one after a month or more of negotiating, they quite justifiably feel that they're not being dealt with fairly.

The crew of the SS James Swan felt the same way about the matter and from reports we hear and read the majority of the members feel ditto. In spite of the slow week we did manage to ship out 62 members, which is not too bad for Sah'n.

We had the Isthmian SS Sea Triton in but could not vote her since her stay was less than 24 hours. We did contact the crew, however, and also notified New Orleans of its impending arrival and by this time she should have been voted—and I mean SIU 100 per cent.

### CAME TO US

No one was allowed to visit the ship, but that didn't stop some of the crew from visiting us. The NMU had a couple of their futile organizers standing forlornly on the dock with their invitations to the crew to one of their famous dinner parties, but the boys weren't in a party mood.

It's no wonder Joe Curran admits the loss of the Isthmian fleet. Trying to organize seamen with champagne and lovely ladies don't work. We'd rather do our celebrating after the work is done.

I was just re-reading a statement on manpower and the Merchant Marine, which was issued by the WSA in November, 1942. If you can get a copy of this statement read it. The more I read it the more disgusted I get with the blundering, stupid, knuckleheads who are attempting to run (or is it ruin?) this country.

The closing paragraph of this statement reads, "The Maritime Industry and our seamen have done their job, they need only

## Boston Votes Its Last Isthmian Ship—Red Rover Goes Seafarers

By JOHN MOGAN

BOSTON—Shipping and business finally picked up somewhat in Boston and members didn't have much difficulty catching themselves a ship during the week. A full crew was placed aboard the SS Drury Victory, formerly an NMU ship, but now operated by Waterman. Also paying off, in Providence and Portland, Me., respectively, were the Mechanicsville (Pacific tanker) and the SS Samuel Walker (Bull line). Both paid off in satisfactory shape.

The SS Red Rover (Isthmian) arrived the latter part of the week and was voted here—the Red Rover is probably the last one that will vote here, as the Isthmian fleet has just about been completely voted. Anyway, the

crew of the Red Rover went the way of all ships voting here since the election started—SIU overwhelmingly.

### 25 SIU VOTES

Sparked by Charlie Bush, Bosun, and Alex Hoag in the Engine gang, the ship produced a total of 25 SIU votes out of a total eligible vote of 36. NMU garnered four votes; four were considered by the SIU observers as doubtful (we only consider a vote cast for SIU when we are absolutely certain of the voter's leanings); one vote was definitely for the company, and two votes were challenged.

On the challenges—NMU challenged one of our book members who had been promoted aboard during the trip to 3rd Asst. Engr. We challenged the vote of the 1st Asst. who had been demoted to Wiper (it turned out, unfortunately, that the 1st Asst. had voted for SIU anyway).

These book members who have been sailing Isthmian ships for our Union can never get enough credit for their fine work. They put up with plenty on these long trips, what with pretty rough grub and bucko skippers, and chief engineers with dictator complexes.

### SKIPPER SHOWN

But on the Red Rover the boys showed the skipper what an SIU crew can do when the going gets



unbearable; for, in the matter of a draw on the night of arrival, the bucko decided he was going to give them a few peanuts. The boys marched up and told him they were fed up with his attitude toward the crew, and had been for some time; that now he had better give the crew a fair amount of money for a draw or pay the whole crew off. He scrapped up the money somehow, despite previous protestations that he just didn't have it aboard.

The new Hall will be completely finished by the 1st of the month—we can't very well tolerate any more delays, as we've already given our notice for the 1st, and the new tenant is hanging around the front door waiting for us to "git." However, we don't visualize this Branch conducting its business on the Avenue, as everything is going along fine at the new building.

Next week we'll know whether last week's business indicates a return to normal or whether it was just a "flash in the pan." At this writing, there's not a job on the board, but a couple of payoffs are scheduled for tomorrow.

be a hell of a wallop to your paycheck. With conditions taking a turn for the worse for us we must fight as we never have before.

Maybe by the time this gets in print the whole issue will be settled, but anyway I said it and I'm glad.



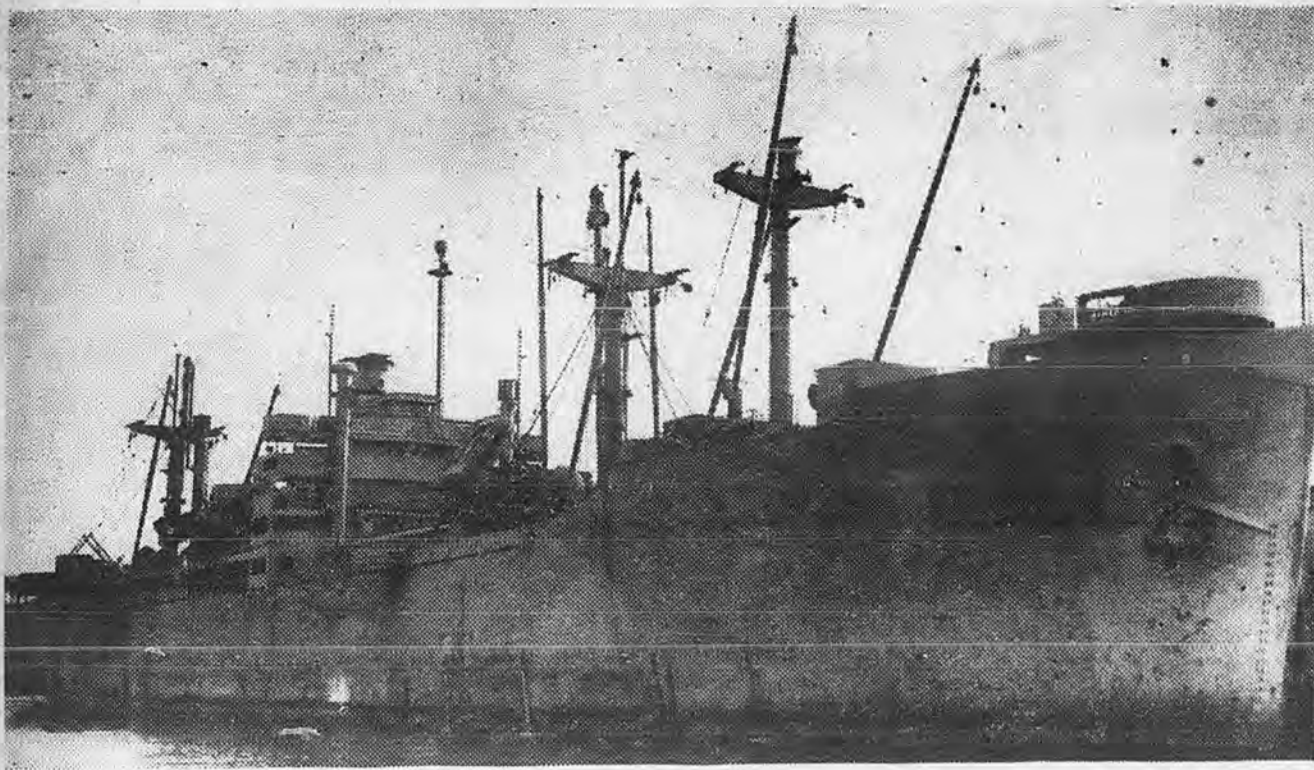
the war by merely sitting back and watching the show. We want a small percentage of those millions to keep alive. If we don't get it, it's our own fault. We must keep up the same fighting spirit that kept us up so far or we face a possible repetition of 1921.

I don't like to put my personal problems before you, but it's a good example of what can happen to you. My landlady (God love the old battle-axe) jacked my rent up another \$22.50 per month when the rent control went out. This could happen to you.

With the criminally low wages paid to seamen today that could



## END OF THE TRAIL



This is the end of the long voyage home. The Cranston Victory (South Atlantic) lies up in Norfolk boneyard. She is remembered by Allan Slim Hinde, who sent the picture in, as a good ship. Slim ought to know: he was on her for eight months.

## Transportation Beef And Repatriated Seafarers Crewmen Keep Port San Francisco Really Humming

By W. H. SIMMONS

SAN FRANCISCO—Things on the old Gold Coast are beginning to look bright again. I have the New Zealand Victory in here at present from a five month's cruise in the Pacific. Some of the old-timers are on her. (By the way, in case anybody has missed Brother John Pruitt, he is on this ship sailing as Chief Electrician.)

I am having quite a beef with Waterman SS Company and the WSA on this scow, as she came in here with a load of sugar from Hawaii, but the catch is that she signed articles in New York on February 8, 1946—nine months, payoff in the United States, Atlantic Coast, north of Cape Hatteras. No transportation rider.

WSA contends that they can carry this ship back around to the Atlantic Coast or pay the men off under mutual consent with no transportation. But I say different—when this ship finally discharges her cargo 24 hours later, the crew is entitled to payoff with transportation.

Also, upon leaving Hilo, Hawaii, the Master was under the impression that he was going to payoff here in Frisco due to the fact that his cargo was consigned to San Francisco. In fact, he was so sure of paying off here that he had the radio operator wireless New York and cancel all the allotments.

### FAST ONE

Then, on arrival here, Mr. Coleman, the Port Captain for Waterman, pulled a fast one. He immediately teletyped New York and resumed the allotments. That was no good. I got hold of the Shipping Commissioner and laid the whole works before him, and, being a fair and impartial man in all his dealings with the seafaring man, Mr. Waring, the Chief Commissioner, has informed the Company and the Waterman Shipping Administration that when this ship is unloaded the men on her have fulfilled their contract, and 24 hours after unloading the men are entitled to pay off with transportation.

Although, due to the fact that the New Zealand Victory is operated and owned by the WSA, Coast Guard Headquarters may overrule the Commissioner, but

we are going to stay in there and pitch.

The crew is backing me a hundred per cent in this transportation beef. That is, the Deck and Engine Departments. The Stewards Department, refused to stand by as I asked them, and all but Steward J. Austin, No. 5, walked off the ship demanding to pay off under mutual consent.

I had to ask the men not to payoff as this was what WSA and the Company wanted them to do, (pay off under mutual consent), but these cooks and mess boys would not stay on the ship. They refused to turn to.

### PAID OFF

After this agreement was reached, I took them all to the Commissioner and paid them off under mutual consent, but I want to state here and now that if and when I do win this transportation beef, these seven men that were in the Steward's Department on the New Zealand Victory who flatly refused to stand by till the beef was over, and refused to work on the ship, have, in my opinion, waived all right to claim any compensation, which the balance of the crew might receive.

The Steward, however, is a good Union man. He was willing to stick by the crew until I had



this beef straightened out, and I want to commend Brother Austin as a good Union Brother.

As I stated, the Gold Coast has picked up a little this week. I received notice this morning, July 15, that I have two repatriated crews coming in on an American President Line ship, the Marine Swallow. I have the crew from the Richard W. Dixey, Waterman. She signed on in New Orleans last June 10, 1945,

and was out about 13 months. The gang is surely glad to get back home. They left their ship out in Korea where the government turned it over to the Japs.

Also on the same ship, I have the crew from the Eben Linnell, South Atlantic SS Company. This crew has been out a little over 11 months, and they, too, are really glad to be home. The ship signed on the Atlantic Coast last August and the boys are all happy to learn that they have this extra \$90.00 Repatriation Bonus coming to them, in lieu of First Class Transportation back from out there.

### LOUD SCREAMS

They were screaming loud and long about the way they were treated. What was so bad, they fought in over 4000 Army and Navy Personnel on the Marine Swallow, along with five repatriated crews, three of which were NMU. They all slept in one hole, approximately 168 men, and our good SIU men don't like the way the NMU live, so all in all, I know what our SIU Brothers had to put up with.

As these two crews won't be paying off until the last of the week, I won't have much to report on at this time. But from the looks of this disputed overtime I am going to be a very busy man for the next couple of days, so in case anybody is looking for Red Simmons, you will probably find me either in the Waterman SS office or in the Williams Dimond office. They are agents for South Atlantic.

I have just paid off the good ship Richard Henry Lee, a Calmar ship. She was out 13 months. Boys, my hat is off to the crew of this ship. They paid off in good old SIU style.

At this time I want to especially commend the Stewards Department on this ship. The galley and messroom were spic and span. The Steward, James Sweat, brought her in in good condition. I have one beef pending on her and that is pertaining to the Articles expiring out in China, but at this time I have no report to make on this. Whatever comes of it, I will report to the Log.

## With SIU In Canada

### First Patrolman's Report

Shipping in the past week has been slow but indications are that it will pick up in the near future.

Activities of the CSU are the same as any other time—still going around giving away free membership to any and all who want it. This is the only way they can get members, at the same time crying to Trade Unions or financial support.

How can they reconcile themselves to such action while at the same time they spend a goodly sum of money on roundtrip fares for their organizers, for the purpose of giving out free books? Where is the money coming from? Seamen are asking and, of course, can't understand the antics of the comies on the waterfront.

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Here it is fellows: It was in the local newspapers—the Canadian Government had cleared a cool \$100,000,000 on the Park Steamship Co., Ltd., a crown company.

And, of course, the shipowners who chartered these ships have made their millions also. But the poor seamen who has to do all the hard work for these—(name it yourself) does not make enough for an honest living. He has to work seven days a week while at sea and these office stiffs only sit on their backsides for 44 hours a week and get good pay to boot.

The seamen have themselves and the CSU to thank for the lousy conditions under which they work on these Park ships. Take

## Midland Trend Is To Seafarers

By FRED FARNEN

DETROIT—We are still making every effort to organize the Midland boats on the Lakes. So far the general trend of opinion of the men we already have on these ships are that the SIU will win unanimously when this election comes up. We are unable at present to give the dates as to when these ships will be voted.

We have petitioned the NLRB for an election. The owners of these ships are following the usual procedure and are making every effort to stall the election. This is one of their well-known tricks to wait until fall when the ships are ready for the lay-up, and the interest of the crew as far as wages and conditions is not at a peak.

The SIU, Great Lakes District is circulating a newspaper article giving its own members and prospective members a true picture of the actual set up of the NMU. It is a well-written article and the author apparently knows the score on communistic tactics as they were practiced on the misled members of the NMU.

Starting this week, I am sending Henry Chappel, No. 3729, to replace Charles Meyers in the port of Ashtabula. Work there on Midland has not been progressing as satisfactorily as it should have, and Chappel should bring it back on the beam.

a hold of yourselves, fellows, get into the SIU, and help yourself to some of this cream. Why let the owners or operators, with the assistance of the CSU get it all.

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### Second Patrolman's Report

The past week really has been a tough one as the commie stooges of the CSU are trying hard to cut us out on this waterfront; and to make matters worse our own men are turning down jobs that they really should take, especially on U. S. S. vessels.

I'd like to remind these Vancouver Union men that a union is only as strong as its membership, or in other words a chain is as strong as its weakest link—don't YOU be the weak link. Take these jobs on U. S. S. Ships, or some CSU stooge is going to take it.

Before any union can obtain good conditions it must first have an active membership, men who will organize and stay on the job when conditions are poor. Don't quit, get the crew together, and then we can obtain these conditions in practically no time at all.

The vessel Samuel L. Cobb which is in port at present, and which is the first of the dry cargo vessels of the American Pacific Steamship Company to hit this port, is truly a model vessel and is the last word in cooperation. The deck delegate reported a good crew, particularly the Stewards Dept., and states that the Chief Steward is one in a million and puts up the best of show. From all indications they are a happy crew from the Skipper right down, there should be no beefs on this wagon.

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### EIGHT HOUR DAY

The eight-hour day has been granted to Great Lake Seamen. It is in effect on all deep water boats. It is in practice on the B. C. Coast too, with the exception of one of two companies.

B. C. Provincial legislation has ordered a shorter work week for all workers within the jurisdiction of the Provincial Govt.

A partial forty hour week was awarded by Chief Justice Sloan to B. C. lumber workers along with an increase in take home pay as compensation.

Fourteen unions affiliated to the Victoria Trades & Labour Council have been working a forty-hour week for a long time now, the same to a greater extent affect workers affiliated to Vancouver Trades & Labour Council.

Forty-hour weeks are being awarded workers in other fields all across the country.

The eight-hour day has long been in effect in this Province, and has been made mandatory for all seamen on the Great Lakes.

Why should one or two companies in B. C. be allowed to be the exception to this established rule? The eight-hour day must apply to all seamen within the maritime industry in Canada regardless of the locality. The SIU will establish the eight-hour day for all seamen in B. C.



## Beefs Settled In Jacksonville

By J. REDDEN

JACKSONVILLE — We have had a little shipping and business in this port in the past week. A payoff on a South Atlantic tub involved quite a few beefs, and it took a few days to get things settled on her.

The Company finally came around and saw things our way, and paid all the beefs but one. This involved the making up of the Purser's room. We have forwarded this beef to the Assistant Secretary-Treasurer in New York, and we hope it will be settled soon.

We also have the Coastal Advocate of the Smith and Johnson outfit in here. She came in from Canada on a coastwise run and discharged her cargo here. She had a few beefs, but due to the fact that she did not pay off in this Port, we could not do much with the overtime beefs. One of these was the place for Electrician's quarters. It seems that over seven months ago they had their rooms changed and were put where the Cooks were supposed to stay.

### CHANGE MADE

I took this up with the Company, and showed them where, according to the ship's blueprints, the Electricians were in the wrong rooms. The matter has been corrected, now, for yesterday the Company informed me that a change was made and all are now in the proper quarters.

The few replacements we had to make on the ship were made okay with some help from Tampa.

Some of the boys aboard the ship were from the City of Brotherly Love, and they tell me that Blackie Cardullo has turned out to be a poet and writer. Here's wishing you luck, Blackie, on your new adventure. I know that you have plenty of material for it up there.

Well, that is about all from this fair city of sunshine, and I do mean sunshine. It hasn't rained in four days now. Maybe that is a sign things will pick up in this port.

## Lakes Extends Organizing Drive

By "RED" BOULANGER

SAULTE STE. MARIE, Mich. — I am contacting the Wilson boats, and those of the Midland line as they pass through the locks here. All ships plying between Lakes Superior and Huron pass through these "Soo" locks, a very vital link in Lakes shipping. I can say with assurance that the men aboard these vessels certainly do enjoy the *Seafarers Log*. The men cannot wait until I get the Logs aboard the ships. And they sure go for what the SIU stands for, and the conditions it is working to accomplish.

I am making every effort to get to as many boats a day as is possible. I have quite a few pledge cards right now, and I expect to get more soon. There will be more to report later.



By ERIC UPCHURCH

For good reasons, a lot of emphasis should be placed on spreading the Southern organizational drive to include the funeral professions, namely: licensed embalmers, apprentice embalmers and ambulance drivers (funeral homes down South operate ambulances as a courtesy and advertisement, as a rule).

As a forerunner to fact, emphasis might be the only thing we would be able to place, because the fascination the profession plays upon younger men offers the greatest obstacle.

The pay of an ambulance driver is very poor, for instance. Why? Some thrill-crazy kid who loves to be heroic, and blow a siren through crowded streets, be a big shot to the women, etc., will do this job for nothing if given the opportunity. In my opinion, it is all artificial and false ego. And the owner uses it to his advantage.

### ME AND MINE

A common remark to the new applicant is, "The only two high salaried people on the place are my son and I. If you're looking for a job, we have one. If you're looking for a position, we have nothing to offer." Yet, one is asked to work wholeheartedly for the advancement of the profession, and at all times to maintain the dignity of said profession. How? I ask.

It is largely a family matter, too. The undertaker by whom I was employed had a son who constantly reminded one, in case of too much thought on the "position" angle, that "Me and Daddy don't give a tinker's dam who comes or goes, we can run the place."

Again, refer to the above paragraph, and allow me to repeat—how? Not only this, you must feel obligated for the favor of your employment.

### BIG DOUGH

After coming off the T. B. Robertson, where money flowed freely (toward Joe Udiljack's dice), I was offered the glorious sum of eighteen dollars a week to start. I felt compelled to ask: Is this 1929, or 1946?

It is a real challenge, and for

personal reasons, I'd like a hand in it.

The Teamsters and Chauffers could work on the ambulance drivers, and the independent organizers could work on the apprentice and licensed embalmers. (Licensed embalmers are also required to drive. They, too, could be worked into the Teamsters and Chauffers.)



Last week I wrote a piece about a Seafarers dramatic group. Well, what I said still goes. Although, of course, I am now on the high seas, I shall be back one day; so



if you have any comments on my suggestion, send them in to the Editor. Anyway:

### STARRING ANDY

I sincerely hope to see a play or motion picture produced someday on the life of Andrew Furuseth. One could not ask for more colorful material to work with. I would attempt to do this, but feel my amateurish style would not do him justice. A good title: "Abraham of the Sea."

We've all known men who were capable of doing great things in creative art, but felt content to leave it go unnoticed. These are the type we encouraged to go ahead, but received a shrug of the shoulders for an answer.

Such a Brother I have in the name of Noel Kaul. To date he has published one poem on Labor. Yet his trunk at his home in Minnesota is filled with poetry worthy of production in book form. Nevertheless, I am sending him some data on Andrew Furuseth, and asking him to write on it. If it is good, and I am sure it will be, I'll do my best to see that it is published, perhaps in this space.

## The Patrolmen Say...

### Sticky Fingers

This week we paid off the SS John Gibbons, Overlakes, which had just returned from a two months trip to Poland. Everything went along smoothly in figuring up the wages and overtime, so we thought we had a cinch and would be able to leave that ship without too much trouble. But that was not to be.

When we started to go over the accounts of the slopchest, the men complained that the Purser had jacked up each man's account by an average of \$15.00. The crew asked the Skipper to look into this and so he asked the Purser for the log book.

At first, the Purser insisted that he had lost the book, but

he later admitted throwing it over the side. The Captain had no alternative then, so he asked each man to list his purchases and he agreed to accept this amount.

Charges have been preferred against the Purser, and he will be tried shortly by the Coast Guard.

The crew members aboard the Gibbons are all good Union men. We would like to take this opportunity to thank them one and all for their cooperation in paying off this ship, and we are sure the Brothers in hospitals will appreciate their generous donation of \$30.00.

Ray Gonzales  
Sal Colls

## United Action Beats Company And John Law In Sign On Beef

By BOB HALL

TAMPA—One June 26 I got a telephone call from John Hawk, asking me to go to Boca Grande and look over the situation on the SS Ellenor, where he had heard conditions weren't so good. He said he wanted a full investigation and a complete report.

Of all the places in the world to get to, Boca Grande takes the cake. It is an island, about forty-five minutes from the mainland, served by only two ferries daily. As a consequence, it was June 27 before I was able to reach the island. I went right to the local beer joint, and was lucky enough to run into the entire Deck gang of the Ellenor.

We discussed the situation, and knowing that the Deck Delegate and the Bosun went on board to talk to the Captain. They asked him about the increase in pay and overtime, but the Old Man told them that he was not interested in these small matters.

The Deck gang thereupon decided that it was poor policy to sail until these matters were thrashed out. Then the fun started.

### HUNG UP

The Skipper asked the Stewards Department and the Black Gang to shift the boat to the stream while a new bunch of sailors were ordered, but this they refused to do, and furthermore, they warned the Captain that if any finks came aboard, there would be a walkout of the Stewards and Engine Departments.

So get the picture of this mighty queen of the seas near ready to sail, alongside of the only loading pier in the island, and unable to move. Therefore, all ships due to load were rerouted during the three weeks the Ellenor was tied up.

Along about this time, the Harbor Master and three Pilots entered the scene. They were crying the blues because the rerouting of ships was preventing them from collecting fees, and like the non-union finks they are, that was all that bothered them. The HM went so far as to warn me that unless we shifted the ship, he would take matters into his own hands.

### LINES BUZZ

We did not know how far he could go, but we wanted the information for future use, so we decided to stay ashore and find out exactly how far his authority went. The telephones there started to do a landslide business: Bull Line in New York, then the Company Agent in Tampa, then the Coast Guard, then Washington, all trying to bring pressure on us.

First the HM would threaten, then he would plead, but nothing helped, so the Bull Line sent trouble-shooter Masterson down to fix things. He was very sarcastic and wanted to know how long we thought we could hold out. By the fifteenth day he knew.

That was the day they called in two FBI men, the local Sheriff, and the gendarmes. They gnashed their teeth, but we had committed no crime, so their hands were tied. They next tried to

put me under a peace bond, but no luck there either. So finally I was ordered off the dock, and given a bodyguard of two FBI men to watch me.

### NO COMPROMISE

The HM then tried once more to have the ship shifted, but we beat him to the punch, and by the time he reached the vessel, the whole crew had already piled off. Then the big shot really moaned. The CG came in and arranged for me to meet with the HM, Masterson, and the CG, but I declined as there was nothing for us to discuss.

Monday night, July 15, it looked like Normandy or Anzio on D-Day. The Navy sent two crash boats from Tampa, and there were guys with guns running all around. On the next day, the CG asked me to talk with them only, and at the conclusion of the conference, they refused to take any action. What a surprise!

A few days later, however, the Navy brought in a tug, and the good ship Ellenor was finally shifted to the stream, where she lies right now. The Feds have left, all Mates and Engineers have walked off the ship, and all is quiet on the waterfront.

The Bull Line would like to tow the ship to Tampa, and have asked for three FWTs to do the job, but no one would take the job.

That is the way things stand at present, and we were only able to accomplish this job be-



cause of the cooperation of the MM&P, and the MEBA, plus the support of a few local people. It only goes to prove that a united action is hard to beat.

## Seafarers Give To Ill Brothers

By WM. (CURLY) RENTZ

BALTIMORE — Contributions totalling \$83.00 received this week from the crews of four vessels in this port enables the Hospital Committee to continue its good work, reported John Taurin, the committee's chairman.

Twenty-four dollars came from the crew of the Alexander Lillington, while the men from the SS American Merchant Marine gave \$17.00, the SS R. Richter, \$26.00 and the SS Francisco M. Quinones contributed \$16.00.

The money was divided among the Brothers in the Marine Hospital, each getting \$7.00 for personal expenses. The men are Friedo Fondile, Floyd Liles, Harry Walsh, Moses Ellsworth, Eugene Stewart, Moses Morris, T. R. Carroll, Jeames E. Kelly, E. J. Dellamano, Peter Lopez, Harry Bennett and Charles Dunn.

# SHIPS' MINUTES AND NEWS



## Crew Pulls Rescue Act On Tulane

It looks like the crew of the Tulane Victory missed out on a nice piece of salvage money, when the Captain refused to pick up a crashed Bristol Wayfarer at sea, after rescuing the survivors.

The plane was worth \$150,000.

Here's the way Deck Delegate Joseph Catatanotto reported the incident:

After enjoying a holiday supper prepared by our erstwhile Steward department the fellows were laying around dreaming of the señoritas and rum that was awaiting them in Rio, only to be disturbed by the ship's alarm system going off in our ears. On reaching the boat deck one could see what appeared to be a passenger plane circling the ship, apparently in distress. Word came from the bridge to prepare boats one and two for launching, thereby assuring us of the plane's distress.

Boat Number One's engine would not start and Number Two's conked out before she hit the water. Our efforts to start the engine were futile and we decided to row as the boats were being lowered away. The plane came in off our stern for a crash landing. The pilot made a beautiful landing as the boat's got away under Norwegian steam.

### SURVIVORS

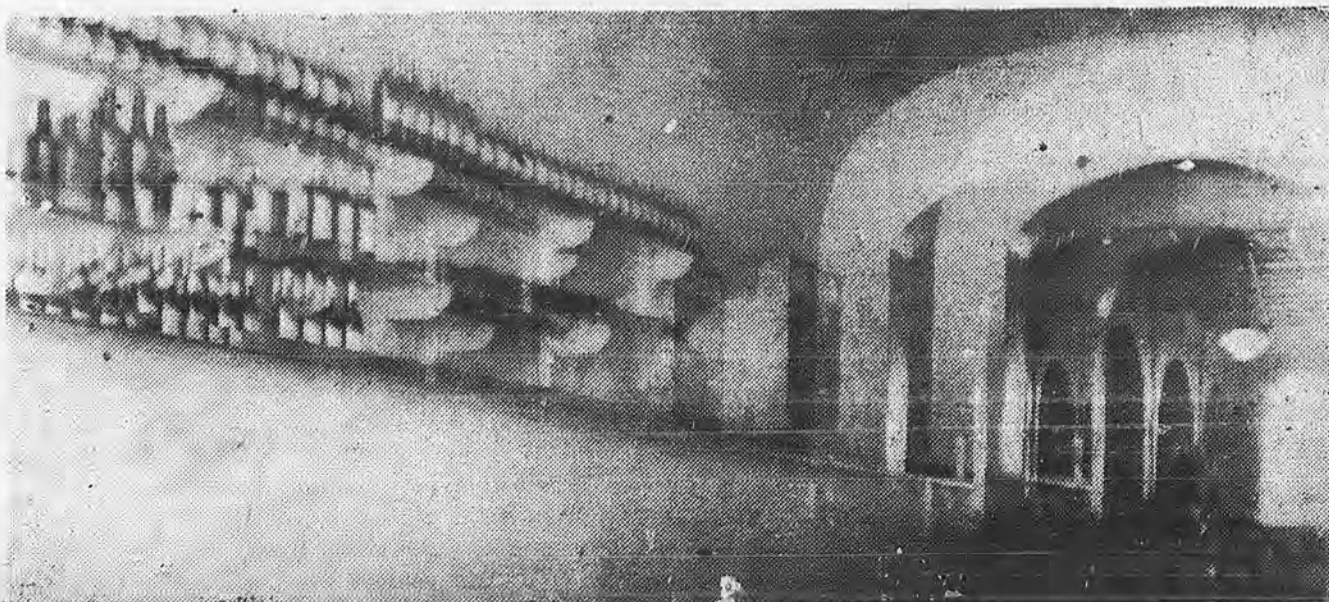
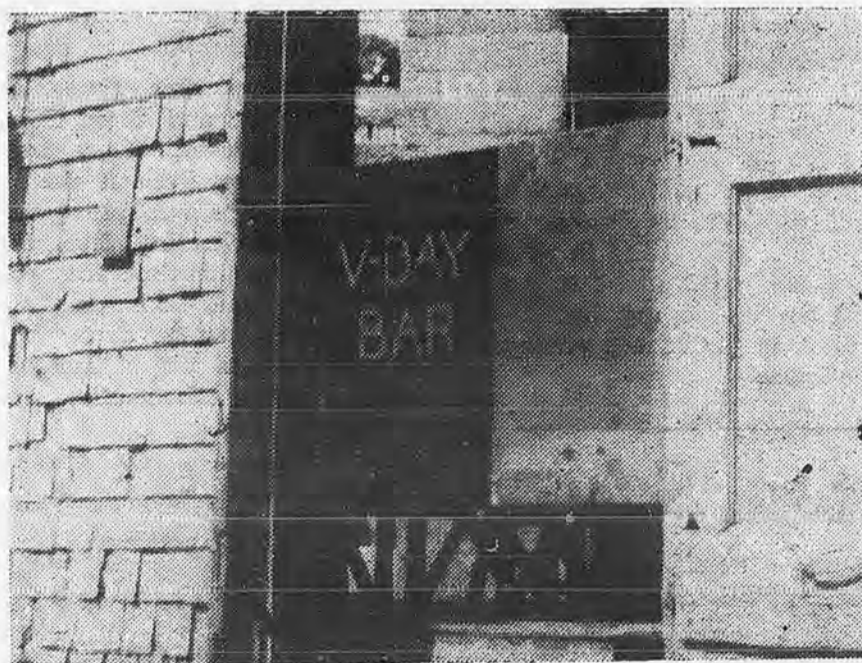
Boat Number Two was the first to reach them and took one survivor who turned out to be the Captain of the plane. Boat number one circled and came in along the port side of the plane wedging in between the fuselage and the wing. Picking up the remaining four survivors was an easy task. We came alongside and boat number two was picked up first. "She been on the lee side." The old man swung the ship around to put boat number one on the lee and then raising her to take off the survivors. Everything went off smoothly from the word go, thereby showing one could always rely on an SIU crew in any emergency.

The plane was a new type Bristol "Wayfarer" the first of its kind to be produced. Although there were no passengers aboard, she was designed to carry forty and was being delivered to Buenos Aires for regular passenger service.

My first thought after taking the airmen aboard was salvaging the plane, thinking of the nice piece of change this would involve, but the Old Man had other ideas, and \$150,000.00 was left to the Deep Sea but it was a good thought anyhow.

All hands roundly thanked by the ship's officers for their fine performance and obedience to all commands during the rescue.

## CAMERA RECORD OF AN ISLAND TRIP



## 'Hungry' Middle Name Of The Richard Lee

Being a report on the Richard Henry Lee, a Calmar scow, which is more commonly known as the Richard Hungry Lee among this crew. Report covers the tenth voyage, which started June 1, 1945, and ended on July 9, 1946. Contained also are some slight congratulations.

### Finks & Jinks:

When our 12 month articles expired in Shanghai, the American Consul informed us that we were not forced to stay aboard the ship and could get off and go back as passengers. We then held a meeting of both officers and crew members and decided that if we got our transportation money from Shanghai to Frisco we would stay on the ship and take her back to the States. If

they would not pay us the money we would get off in Shanghai.

The motion was voted on without opposition. The Consul then sent a cable to Washington. The answer came back—No!

We decided then to do only necessary work until we hit the dock and 24 hours later would shut the plant down. When the time finally came we found out we had five phonies in the Deck Dept., two in the Black Gang, and all but two in the Stewards Dept. Naturally, we couldn't stage it, thanks to a swell crew of phonies.

### Liberty Ship Carried Bosun, Bosun's Mate

The Chief Mate was the Bosun on this trip and the Bosun just a Bosun's Mate, more commonly known as the crow's Mate. (Ed. Note: Not to be confused with Crow Bait.)

### Who Said Capt. Bligh Turned His Book In?

Captain Thomas P. Winduyer, who is more commonly known as Capt. Bligh among the crew, lived up to his nickname. At one time when our 12-month articles were about to expire the Captain refused to go ashore and find out what we could do about getting off the ship. When he was informed that he was not taking care of his job, his reply was, and we quote: "What are you trying to do, start mutiny on this here ship. I'll go back there and put that there flag upside down and get that there destroyer alongside."

On another occasion when we had been out of coffee for 10 days and flour for two weeks, we

These pictures were snapped by Brother Butterfield on a recent run to the Virgin Islands. Top: Some passengers watch the "birdie," while the Chief Mate at left dodges sea gulls during a boat drill. Above: The palms sway gently in front of a church in St. Thomas. Left: No trip is complete without one of these — a local what-it-says-on-the-door. Below: This is the interior. Brother Butterfield says it's exactly how it looked to him after two drinks.



were forced to eat corn bread three times a day and drink tea. At the time we were anchored over in Shanghai, and when the Captain was asked why he hadn't sent in the Steward's requisitions, his reply was, and we quote again: "This here ship has plenty of stores."

### Appropriate Thanks To Sundry So-and-So's

When the Department Delegates went ashore at Shanghai and explained to the company agent and the Consul our drastic need for food and other necessities, they had the Stewards Delegate make out a requisition and brought the stores out to the ship immediately. And did the Old Man blow his top.

Thanks to Steward Sweat for

(Continued on Page 11)

# Digested Minutes Of SIU Ship Meetings

**ALCOA MASTER, May 11—** Chairman and secretary not noted). Minutes of previous meeting accepted. All beefs are to be settled and repairs made before payoff; new crew not to be signed on until then. Good and Welfare: Motion carried calling for new water cooler for crew's mess. Each delegate to contact Patrolman to see if linen money can be collected for two weeks. Check fans and install additional one in crew's mess, also a toaster and coffee pot. Increased linen supply. Other needs are: new motor for water cooler; fans; mirrors for unlicensed personnel's wash-room; screens for crew's mess and fo'csles, and cot's. Repairs necessary in crew's quarters and in heads.

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## GIs Praise Grimm For His Baking

To Oscar Grimm, SIU Cook & Baker aboard the Claymont Victory came the following tribute in the Daily Roll, GI publication aboard the ship during the trip from Le Havre to New York:

### "BON BOULANGER"

"Our baker, Oscar Grimm, who is a native of Switzerland, has been baking on troop ships since the war began as he also did in the last war. Oscar was on the SS Robert Moore, which was torpedoed on May 21, 1941 in the south Atlantic. This was the first ship torpedoed in this war. (Not the first experience of this kind for Oscar.) 48 people were aboard, headed for Capetown, South Africa. Oscar spent two weeks in a lifeboat, in frightful weather and was rescued by a British ship, and was taken to Capetown. Two weeks more of near starvation followed and finally was returned to Boston on an American vessel. Oscar not satisfied with nearly losing his life and starving returned to Troop Ships and is still baking excellent pies and cakes for the GIs. Oscar is a great narrator and has kept all of us interested with his magnificent anecdotes of the sea; not forgetting either his fatherly advice and kindly treatment of the EM's in all respects. Well, Oscar is always going to roam the sea and wars, shipwrecks, and consolidated messes and other discouragements are not going to stop him. The "Daily Roll" wishes you Bon Chance Oscar."

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**JOSEPH I. KEMP, May 26—** Chairman Bill Silva; Secretary Joseph A. Caldeira. Motion carried: that ship favors 44 hour week with overtime for all work and watches after noon



Saturday and all day Sunday and holidays. Chairmen read Union pamphlet, "Here's How, Brother," including section and article on drunkenness in port and at payoff. Everyone is to wait for settlement of disputed overtime. Good and Welfare: List things to be done before new crew signs on: coffee pot and hot plate for mess; radio fans, lockers and fo'c'sle doors need repairs; new wringer for laundry; full-length lockers for all quarters; and messroom painted. Fresh cigarettes for slop chest, sufficient and assorted sizes of clothing, gum and candy. Meat boxes and dry stores to be checked. Crew to leave quarters in good shape at payoff.

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**T. J. McCARTHY, June 23—** Chairman Sloan; Secretary Ragsdale. Delegates made reports on various beefs handles last week. Motions carried: that Delegates see Steward on suggestion of duties for Utility man forward; that the Delegates record of each man's standing be an open book if any doubt arises. The crew is to wait until ship is tied up at dock before leaving ship. Good and Welfare: Motions were carried urging Delegate to see about new buckets for washing clothes; to put blackboard at gangway stating sailing time. This motion was tabled.

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**GEORGE WESTINGHOUSE, April 24 —** Chairman Carl Wamsley; Secretary Charles Dix. Delegates made their reports. Motion passed to call two meetings, to be held whenever necessary. Two copies of minutes to be made up, one posted on the board, the other sent to the Union. Good and Welfare: Inquiry on lack of buckets, Steward says that there are enough to go around. Carpenter to make a box for the ship's library. Garbage should not be piled against the 'midships house, but dumped farther aft along the deck. Last standby on watch to clean

messrooms. Steward asks for cooperation in keeping mess clean. All fo'csles and heads need painting. Delegate to consult Captain for time. Gear in galley should be properly secured in rough weather to prevent noise of moving objects from interfering with crew's sleep. Each department to take laundry for a week. Radio is out of order but "Sparks" is fixing it. There is an inadequate supply of food (desserts, greens, etc.) aboard. Steward asks that someone go over supplies and make suggestions. Following committee elected for this purpose; Brother's Gold-finger, Gerard and Harvey. All hands are to see Carpenter about keys for their fo'csles.

~ ~ ~

## Cattle and Clothes Don't Mix In Laundry

If there's anything the crew of the SS Spartanberg can't stand, it's the laundry smelling like a stall.

It's not that the crewmen have anything against the Cattlemen aboard the vessel, in fact, it's quite the contrary. But when the animal handlers use the laundry at the same time as the crew, it sort of weakens the effect of even a strong soap.

So the crew got the bull by the horns at a recent meeting, and it was decided that the Cattlemen would use the laundry on Mondays, Tuesdays and Wednesdays, while the crew sudsied their gear the remainder of the week.

~ ~ ~

**CECIL W. BEAN, March 23—** Chairman Victor Melazoo; Secretary Paul Nagy. Beef up again in regards to coffee and cigarette butts cluttering mess-hall and deck, leaving dirty cups around, putting feet on chairs. Motion carried: to hold a meeting of all departments every Sunday at 1:00 p. m. Fine of \$1.00 to be imposed on those not attending. Full delegates' reports to be made, or be on hand, at last meeting before arrival. Good and Welfare: Navy mess turned into recreation room and will be kept clean by one man of each department alternating weekly.

~ ~ ~

**CECIL N. BEAN, June 16—** Chairman Fred Bruce; Secretary Paul W. Nagy. No overtime beefs. Motion carried: that Delegates have full report ready before arriving in Port. Good and Welfare: dirty mess-hall at night—all hands asked to cooperate in keeping it clean. Motion passed to have crew leave glasses in mess instead of taking them into fo'csles.

# 'Hungry' Is Middle Name Of Richard H. Lee

(Continued from Page 10)

the lack of stores. He would not requisition them, and when he was forced to the Captain would scratch them out.

Thanks to Chief Cook Theodore Smith, our daily diet consisted of approximately two pounds of grease, plus a few other minor items.

Sincere thanks, however, to Brother Harry Collins for his swell baking, which was the only thing that kept the crew alive.

## Plate Was Caught With Pants Down

We also paid off with a few beefs because the payoff was

taken care of by two capable Patrolmen, Red Simmons and Ed Teague. The Mate tried to pull a fast one—not turning in the disputed overtime, but was caught and we got it all.

Incidentally, the whole crew paid off under protest because the good old Calmar line didn't pay out month's extra wages for the voyage being extended beyond the agreement.

Well, Brothers, for those who may follow, put the wheel hard over and steer clear of:

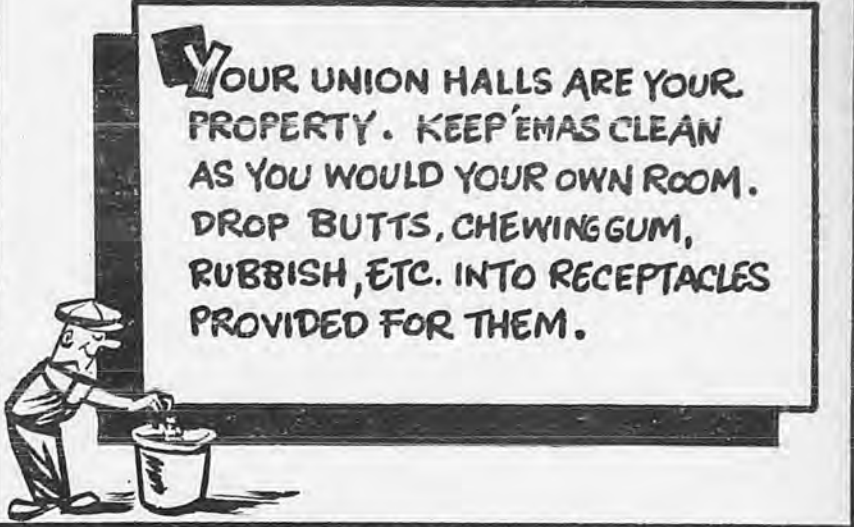
Bosun James J. Richards, Chief

Mate H. W. Harrison, Capt. Thomas P. Vinduzer, Chief Cook Theodore Smith and Steward James Sweat.

We also heard rumors that Captain and Chief Mate were office boys together in the Calmar offices in peacetime. Also that the Chief Cook is trying to get a port steward's job with the company.

(Editor's Note: The names of the three men who wrote this report are being withheld at their request because two of the three plan to sit for their tickets after the payoff.)

# SEAFARER SAM SAYS:



# CUT AND RUN

By HANK

Well, while we, the forgotten heroic Merchant Seamen are now undemocratically and unbelievably chained under the merry dictatorship of the Coast Guard, which no doubt makes Westbrook Pegler and the shipowners so happy they could cry with joy and sleep nights easier, we're turning to on another one of our half-baked columns. . . . Brother Jerry E. Cannon blew into town for a short visit to see if any shipmates were around. Jerry, fresh from three Army years in Africa, etc., passed along his address to us in case any of his pals want to say hullo again. Let us know.

~ ~ ~

Brother Padre Garafoldi and "Red" Hanock just got in from the romantic and furious land of Curacao on the Morgan tug, SS Farrolon. Their visit involved conversational romance, harmless drinking, jealousy and poetic justice. The first day they were ashore the curious Curacao senioritas bought them drinks in appreciation, after hungrily and perhaps sentimentally digesting the masi-high yarns they were getting from the boys. However, the barnacle bar-fly B-boys, otherwise known as landlubbing pilots (little tots and grand-dads, they are in all the worldly ports in tribute to Good Time Joes, the Merchant Seamen) became so jealous that they blew their foreign tops about this beef and gave some of the crew a disputed work-out with two-by-fours. Next trip will be better, fellas!

~ ~ ~

Meet Seafarer Blackie Lloyd Gardner: He's a big guy and like most of us has had perhaps a thousand nights of humorous and dangerous adventures. One time in Florida, Blackie walked into a bar full of Navy sailors and their pin-ups and dared any of them to fight him. Not a canary peeped. Another time in a Mobile cafe full of NMU stiffs and two calm SIU and SUP brothers, Blackie walked in, ordered his merry drink, then shouted happily enough, "God Bless America and the SIU." Nobody turned to in dumping our good old Blackie Gardner. Well, Blackie, may Time, salted or not, splice many more happy incidents for you, indeed!

~ ~ ~

We're wondering if that Gulfer oldtimer, Woodrow Tomlinson, nicknamed "Streamline" because he's a big man indeed, has been out there on the West Coast since February of this year? . . . The Merry Callahans just came in recently from a rip down the islands. Buddy is using horse sense right now while Warren is flying kits and fishing in his week-ends! . . . "Red" J. Whitten grabbed a ship headed for Denmark . . . While Pete King, Mickey Moran, Bob Bunce, Bob Kennedy and Bob Porter are in town right now, our shipmate, Salvatore Frank, is on a ship for the Far East. When they ask you how our Brooklyn Dodgers are doing, tell them they're losing games just to let the other teams catch up for a change!

~ ~ ~

From our pal, Buck Stephens down in New Orleans, we received the following tribute: Peggy and Josie of the staff in the Council Club certainly are doing a swell job looking after our less fortunate Seafarers. Their newest helping hand is a bean pot on the bar for the boys in the Hospital. When the more fortunate brothers have some loose change in their pockets they give the bean pot a merry ring, indeed. On Saturdays the girls empty the pot and distribute the worthy dough to the boys on Sunday. Well, fellas, when you're in New Orleans, remember the girls and their swell hearts. A few pairs of nylons will gladden their unforgetting hearts, indeed.

(Continued on Page 13)

# THE MEMBERSHIP SPEAKS



## Coast Guard Units Still Frame Trials

Dear Editor:

A lot of members think the Coast Guard hearing units are just about finished, but don't be fooled, they are still going strong. I had the experience of finding that out.

I received a letter from them on the third of the month, instructing me to get in touch with them as soon as possible. I reported up there yesterday to see what the score was and I was told that they wanted to hear me on a case that happened last August. So I went up to the hall and got Joe Goggin to represent me and we took it up with them. Well, it boiled down to this. They had three charges against me and the main one was failure to join a vessel in a foreign port.

Although they had nothing to go by except a copy of the official log, they decided it was enough. I tried to explain that there was no sailing board posted on the ship when I went ashore and that the ship wasn't supposed to leave until after 8 a. m. But she left two hours earlier; consequently, I missed it. Well, right away the guy that was hearing the case (Lieut. Comdr. Hicken) starts telling us about when he was going to sea he was on the South American run for eight years, and in all that time only one man ever missed the ship.

But, said he, in those days they had real sailors. He said that if a man knew a ship was going to sail he would be there hours ahead of time ready to go to work. Then he went on raving about the money it costs a company every time a man misses a ship.

Well, all that happened up to this point wasn't too bad but then he starts telling me that I'm not a good citizen and that people like me disgraced the American flag in foreign ports by getting drunk ashore. Now, of all the charges he had against me none of them were for being drunk, and as a matter of fact, I never was charged with being drunk on any ship. Even if I was a gashound, what I do ashore is my own business.

Now as far as me being a good citizen goes, I would like to say that I risked my neck for



my country by sailing ships through the entire war and that's a lot more than Commander Hicken can say. I have found out that the only thing he sailed during the war was an LMD (Large Mahogany Desk). He's one of the many officers of the Coast Guard who never saw ac-

tive service and who're now basking in the glory of the real fighting Coast Guardsmen.

Anyway, he pulled my papers for a month and put me on probation for a year and then he started telling me what a break he was giving me, and that if I ever went before him again he was going to revoke my papers for good. I guess he's one of those guys who figure that seamen are going to stand for the hearing units forever.

I would also like to mention here that Joe Goggin did a swell job of representing me. The way he put up the case, the charges would have been dropped if fairness had been the rule there instead of the exception.

Theodore W. Papioski

## THE BEST SEAMEN OF ALL COME TO SAN JUAN HALL

Dear Editor:

I would like to make a comment on the SIU Hall in San Juan. It is one of the best-runs I have had the pleasure of going into. Under the capable hands of a typical SIU Agent, Bud Ray, it's no wonder. He has a good word for every SIU man and is strictly on the ball in all disputes and beefs that enter his port. He is trying now to get things done in the port for the benefit of our Union.

Say, Ed, can't we give the hall here a better bit of cooperation. This is a strategic spot during a strike. The men here need a few things, such as a filing cabinet and our white caps. We should be able to send down a gross or so, just to have in case of trouble. Ray also needs a Patrolman very badly, as he is covering the whole island by himself. I was surprised at the meeting held on July 3, 1946, at the splendid attendance, not only of men on the beach, but of men on the ships in port. All men who could come were there, and gave a good example of union cooperation on all beefs. I would like to see the members try to go to all meetings while in ports where we have branches.

Well, Ed, I guess I have said enough. But I felt as though I had to say something about a hall like this one. I would like to see this in print soon in the Log to acquaint membership as to facts about the Hall in San Juan. We should be able to build a new one here soon. Then we can all come down for a rest where the most beautiful gals in the world are waiting with open arms for everyone.

S. L. Woodruff.

(Editor's note: Rest, that is?)

## Trouble Dogs The Grout But She's Still Pitching



Dear Editor:

I am forwarding you a picture of our Chief Mate of the good ship SS Grout, hoping that you can find space in our good paper so that the other Brothers can look at a damn swell mate. As Ship's Delegate I am speaking for the whole crew. Thanking you for your service.

A. (Blackie) Bankston

## DELEGATE TELLS OF EVENTFUL TRIP SHIP MADE TO BORDEAUX

Dear Editor:

Just a few lines to let you Brothers knows how things are going on one of these old dispute Rust Pots (Libertys), now that they are using it as it should have been used before. To carry cargo and nothing but cargo. Maybe we can make a trip now without coming in with troops, and a hell of a lot of beefs for the shoreside Delegates.

The Port Steward came aboard with a WSA man and a couple of packing house buyers, who bought all the good food stuffs that was aboard for the troops they didn't bring back last trip.

Well, Brothers, you know what happened to the rest of it. Into the crews' boxes it was thrown, after it had been left out all day. We were lucky enough to go to Pensacola. Everything was rotten when we got there. The Delegates got the Captain; he said he wasn't going anywhere either. Well, Brothers, we got fresh stuff and plenty of it. And we want to thank Brother F. D. Lynum for his untiring efforts to bum food off every ship that came into the Port of Bordeaux, France, which we pulled into after breaking down two or three

times with two-thirds of a load of coal for France.

The vessel was just run to death during the war. She just couldn't make it anymore. We stayed in Bordeaux two months getting the L. P. cylinder re-bored, and that is a long time in one port. No ship has ever stayed one week without a lot of logging, killing, and jailing. But we made a record. None of it. And thanks to Captain Hunter, a captain you'd like to pass a sea buoy with. The rest of the officers were okay, except the Ch. Engineer, a Simon Legree named Mike Petit. He gave us the only trouble until the Captain had a talk with him. And we are going to refer him to the Hall when we get in.

So, Brothers, I felt good to know I belong to a good Union, the SIU — the only seamens Union. The Port Captain of the WSA said that this was the best crew that ever came to Bordeaux. The other ships had trouble the first few days. We had a few oldtimers who showed the Frenchmen how to drink wine all day, and make it back on board even if on all fours.

So, until we hit port, on to a bigger and stronger SIU.

A. Bankston.

## CAPTAIN ZEIDLER GETS A SALUTE FROM HIS CREW

Dear Editor:

The crew of the George Washington has just finished a very pleasant assignment for more than three trips aboard this ship. Some homesteaded even longer, but the ship has been sold and we must return from it to reship.

The ship was a Robin Line-operated ship, owned by the WSA. There was nothing unusual about the ship itself or the crew. It was just a plain old tramp, but the main reason for liking the ship was the Skipper, whom we dub-

bed "the smiling Dutchman."

Whenever any trouble arose you were certain to get a square deal from Captain George Zeidler. He was not a softie, far from it, and when WSA or any finks tried to doublecross him it was just too bad. He has been sailing since 1908 and had been a member of the SUP. He is now a member of the MMP.

The Captain took a personal interest in his men's welfare, no matter whether it was a small or large beef that came up. He saw to it that men had their share of overtime, but allowed no hogs.

We can safely say that there is not a man—even a bad one—who

## Log-A-Rhythms

### Sad Tale

By LOUIS J. HEITZLER

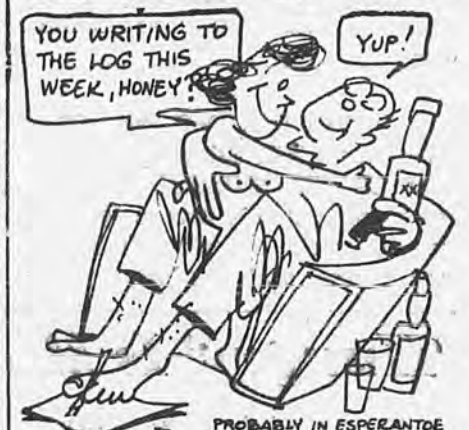
She was an old Calmar scow, First thing I noticed was the lousy chow. Soon after we had departed Was when all the trouble started. Now the Steward didn't give a damn, All he fed was corned beef, lamb and lamb. A new Bosun the Mate would seek, For he had a new one every week. The last Bosun was just a young snot, A first-tripper who couldn't tie a square knot. Oh yes! The Captain always had his way, Fire and boat drill every other day. Such navigation you never did see, The Mates were Mates yet to be. A good seamen will never sail Aboard a ship with Captain Gayle.

## DEAR BROTHERS: WHY DON'T YOU WRITE THE LOG

Here's a chance to do a little loggin' of your own, only nobody is going to get hurt by it. In fact, the 62,000 Seafarers and countless other readers who read these pages every week will probably eat it up. They want to know what you and your shipmates are doing, thinking and saying.

Pictures, poems, stories, letters make good Log material. Ideas for Union action, or trouble-saving tips for your Brothers—send 'em in.

No matter how often it is said, Seafarers and ships—



where they go, and what they do, their laughs and their beefs—are news. So, whaddya say? Let's Log it!

has sailed with him who could or would say anything against him, If all the company skippers would do the same, there would be no trouble keeping ships clean and in good condition.

Captain Zeidler, we salute you.

The Crew P. S.: Captain Zeidler probably will be getting another ship, a C-2 or a C-3 with the Robin Line.

# Hutch Gives Waitress Tip, Gets Bad One At The Track

Dear Editor:

The following is a word-by-word and eye-by-eye account of a little drama which actually took place in the New York Hall with Bellyrobber Hutchins and Henry Trick as the principal characters.

Hutchins: "Hello, Henry. Hi ya."

Henry: "Oh, hello, Bellyrobber."

Hutchins: "Whadd'ya say to a friendly bottle of beer?"

Henry: "You know me, kid. Let's go."

Well, from here on in we saw the rest.

Old Bellyrobber bought the first drink, and then Henry said, "Let's have another." "Okay," says Hutch (as if he's the guy to ever refuse a free one!)

Well, a friend of Hutch's comes along. "Sit down, Bill. Meet a friend of mine—Henry. Henry, this is Bill."

Henry: "Have a drink, Bill."

"Yeah. Sure," says Bill. "I'll have a sandwich too."

Well, to make a long story short, several of Hutch's friends accidentally wandered into this grog joint. After the first drink he bought, Old Bellyrobber's pockets developed a rare sickness of the pockets better known as "Lockjaw," or otherwise referred to as "Scotch Cramp."

Naturally, poor Henry got stuck for the tab, which amounted to over ten dollars by the time Hutch and his friends had finished freeloading. Of course, Hutch took care of the tip. Yes, sir. Hutch gave the waitress a nice large tip of the hat on the way out! He had a better day with Henry than he'd had at Monmouth Park a short while previously.

At the track, it cost Hutch 80 bucks. With Henry, it cost exactly 30 cents! And he got a bellyfull of beer and sandwiches, too!

Incidentally, old Bellyrobber is going to be married on July 28th. Everybody with cabbage is invited.

Joe Grimes



## REAL MASTER MAKES AYCOCK A TRIM SHIP

Dear Editor:

In these days of universal beefs against bucko skippers and would be Capt. Blighs, it gives us, the crew of the Charles Brantley, much pleasure to be able to state that the master of this ship, Capt. Martin G. Hansen, has the confidence of us all.

There are no phoney heroics or gold braid about him, just a plain seaman who knows his own job and expects everyone else to know theirs. If you do, you never hear a peep out of him from one voyage to another, and you can rely on him to go to bat for you if you run into trouble. If you don't or if you come aboard for a free ride, Brother look out for squalls—and I mean squalls!

He has been Master of this ship for just on three years, and many of us have been four, five, and six voyages with him because we know that we could go a lot further and fare a great deal worse.

He is Danish-American and this trip we put into Copenhagen and he was able to see his folks after a 20-year absence; in fact we got quite a big kick in seeing the Skipper's brother, a civilian, go over the side in the old man's uniform top-coat, as those of us who know him, would have bet dollars to doughnuts that he didn't even own one!

Any of you guys who know your job, and fancy taking a slow old Liberty where there is never any trouble and is skippered by a real seaman, just wait till you see the Charlie B. Aycock, Mississippi Co., go on the board and grab her—you will not regret it.

For and on behalf of the crew,  
Jack (Aussie) Shrimpton



## NUMBER PICKET SQUADS, BROTHER SAYS

I suggest that in any future job action or strike, that squads be chosen and given a number. The squads number and place of picketing should be posted daily in the Hall. The number would give better recognition of squads.

I also think the Dispatcher should have a "mike," so that the Brothers wouldn't have to crowd the desk to hear jobs called.

Stuart E. Anderson  
Pac. 210

## Strike Committee Explains

According to the Strike Preparations Committee, a system such as suggested by Brother Anderson is used during a general strike. The plan followed during the recent CMU beef was to give the Brothers credit for their picketing duty.

The Dispatcher has a "mike," and he uses it when the Hall is crowded and noisy.

## SCHOOL FOR FUTURE ABs

What I am about to propose you have probably heard before, but here goes. I think that you should have a knot-tying school for future ABs. It would certainly help out a lot. A few of the Bosuns who are on the beach could be the teachers.

Marion Kirtley  
Book No. 35754

## Beefs Have Had Priority

The question of the upgrading school has been on the agenda for some time. Plans for the school have been formulated. Only the urgency of the great number of recent beefs which have required all the Union's energies has prevented the matter from getting action.

## SEAGOING PRIVATE STILL FINDS SIU TCPS IN UNIONS

Dear Editor:

I thought that I would write the Log to comment on how swell a paper it is. I was a temporary member of the Great Lakes for a time. Sadly enough I was drafted into the Army. I have been receiving the Log for the last year or so and I have always been proud of the Seafarers, even though I never had a full membership. Some day I hope to, though.

I wish to thank you for sending me the Log. Enclosed is a dollar which might help the SIU in some way. If at all possible I would like to have the Great Lakes Seafarer sent to me. I would really appreciate it.

Pvt. Kenneth Zeni

Editor's Note: The Great Lakes Seafarer is no longer being published.

## THE UNION MAKES A SHIP ALMOST A HOME AT SEA

Dear Editor:

Please send the Log to my home address. That way, sometime when I drop around to see my folks at home I can catch up on my reading. The way it is now, hedge-hopping around I miss about half of them.

I would like to give thanks to our fine Brotherhood of the SIU for pulling together and making living conditions on SIU ships good enough so that a man can almost call one a home.

I have been on this one ship, the Coastal Mariner, for eight months and don't remember the Deck Department having a single beef. So let's keep up the good work, one for all and all for one and build a strong Union.

John Harrison Hicks

## FORT WINNEBAGO STORY INTERESTS SUP MEMBER

Dear Editor:

I am a member of the Deck gang aboard the Fort Winnebago, en route to Texas. We saw the copy of the Log of Friday, July 12, 1946, containing a write-up on this ship.

I would like to have a copy of this issue sent to my home address, if possible, and also get on your mailing list. I am an SUF man, and have been reading your paper with interest for some time now whenever I have come across it.

Walter Paas  
Editor: Your requests have been taken care of.

# CUT and RUN

(Continued from Page 11)

In various ports the following brothers may still be anchored: In New York: Victor Shavroff, Orville Payne, Thomas Richardson, Charles Connors, Charles Henry, A. O'Quendo, Basilio Estrella, Antonio Gonzales, Clarence Yearwood, Bulton Frazer, Manule Landron, Samuel Ford, Esteban Cruz, Victor Silva, Luigi aGlio, Cecil Leader, Finn Schefstad, Adolph Swenson, Alberto Santiago, G. Saucer, and James Kouvardas.

§ § § §

In Baltimore: Lloyd King, J. M. Prohownik, James Antoniadis, Elbert Hogge, W. P. Adlam, Preston Sammie Smith, Joe Buzalewski, Alfred Ball, Henry Mathers, Carl Bush, E. A. Edwards, Carl Axelsen, and Hans Schwarz. In Norfolk: James Cobb, Vernon L. Hopkins and Erwin Allen.

§ § § §

Manuel Cotty just came back from a Puerto Rican trip. Stanley Cieslak was up in Boston in June. T. N. Hutchins and Roy Clark may still be in Galveston. Ricardo Garcia probably left New York for Spain recently. And last, but not least, we notice that our pal, Eddie Grzegozewski, who lives in Philly, not far from Allegheny Avenue and the waterfront, is still sailing around. Come on up here and say hullo, Eddie!

# Brother McGillicuddy Is Quitting Sea — Mrs. McGillicuddy Says So!

Dear Editor:

Just a few lines to let you know that every thing is going okay here on board the Philip F. Thomas. We had our first shipboard meeting last night, and let me tell you that it was very successful. You could not have kept the men away even if you stood at the door with a base ball bat. A lot of petty beefs were straightened out that will mean a better trip and better Union ship.

I must say that this crew we have on board are 100 per cent okay and that is saying a lot when you have a mixed crew like we have, half of them are from Philadelphia, and half from New York.

Speaking about Philadelphia, I must say that Brother Truesdale really gives you service, and I don't mean telephone conver-

sation service. It's old Brother Red in person.

We stored the ship in New York and when we got to Philadelphia we had a personal visit from our old friend, who at one time, by the way, on this ship's first trip, was Bosun and then Third Mate. He asked me if I had received my watermelons or cantaloupes at N. Y. I told him that I had not. Well it wasn't two hours later that a truck pulled up at the dock with 20 watermelons and two crates of cantaloupe. Talk about action. Also the two refrigerators were not working in the mess rooms so Brother Truesdale got on the phone and contacted the Port Captain at Philadelphia. The same occurrence all over again. The boxes were repaired and every one was happy again.

Also, he had a little talk to my messman and utility men,

which really helped 100 per cent. Not that they are bad boys but just young fellows.

We have a couple of boys on here who were formally NMU



but after sailing on our ships they cannot understand how they could of put up with that phony outfit so long. They are SIU 100 per cent.

Well, after two and one-half years as Steward on this wagon

and being very proud to have had the privilege of belonging to such a great combination as the SIU for four years I must confess that I am quitting the old sea.

A request by Mrs. McGillicuddy.

It has been a pleasure sailing with all the boys I have come in contact with in the last four years. I wish you would say hello to all the boys for me through the Log, as that is the only way that I will be able to do it.

I was sorry to read in the Log about the death of Tommy Keavins in LaRochelle, France. Tommy was a utility for me about a year and one-half ago and a very good one, as our ship and cargo is going to France and only about 60 miles or so from LaRochelle I will be glad to go to the cemetery there and see if I can't get a few flowers for Tommy's grave.

This would be a good suggestion for other crews calling at that port, at Tommy was a great Union and SIU man. I remember during the invasion of France, we met a couple of men from NMU ships and Tommy really went to work on them. Before he was through they were all ready to turn in there NMU books. I found out later they did.

In closing, I would like to thank all the boys in the New York, Philadelphia, Baltimore and other union halls for all they have done for me, especially the Patrolman. Say hello to Brothers Hart, and Fisher, I will drop by the hall and say hello before I board that train for Connecticut. If any of the boys get up to Hartford, Conn., tell them to drop in and say hello. The name is in the phone book.

Francis E. McGillicuddy,  
Steward

# Two Operators Sign 'Best Ever' Contract

(Continued from Page 1)

\$17.50 will receive retroactive increases from June 15, 1946.

This means that any men who have sailed with Waterman or Mississippi recently have some cabbage coming.

Signing of the contracts meant the immediate release of several ships in ports all along the Atlantic and Gulf coasts. The ships had been tied up by spontaneous walkoffs in protest of stalling of the operators.

### VESSELS SAIL

Two vessels in Mobile were manned and sailed two hours

after word of the settlement reached the branch there.

The John B. Waterman was to sail from Bush Terminal, Brooklyn, for Shanghai tomorrow, and men were expected to board other Waterman and Mississippi ships at Philadelphia, Norfolk, Baltimore, Mobile, New Orleans and Port Arthur.

The break in the long, niggling negotiation sessions came unexpectedly. The sessions concluded at 1:30 p. m. today; they were scheduled to be resumed at 5 p. m. About 3 p. m., L. A. Parks, Director of the Atlantic & Gulf Operators Association,

and biggest stumbling block in the negotiations, notified the Department of Labor conciliators that the operators were not prepared to meet any more that day.

### SOME ACTION

When this announcement was made by Parks, Charles Logan, labor relations director for the lines, got in touch with the Union's negotiating committee.

"Look," he said. "I can see where all of this stalling never is going to bring about an agreement. I'm ready to talk turkey."

Logan came over to the SIU Hall at 5:30 p. m. Within an hour the newly-typed agreement had been signed by Logan, the ne-

gotiating committee members and the Department of Labor men. Logan was ready to go.

Before he did, he also signed a memorandum agreement which requests the WSA to approve the agreement for vessels under WSA. It stipulates, however, that regardless of WSA action the agreement between the Union and the two companies shall stand.

### A VICTORY

It further states that the agreement is not subject to approval by any Government agency.

That is a signal victory for the SIU in itself, for it means that the contract can't be screwed up

by the Wage Stabilization Board or some other agency. In addition, it sets the pattern for other contracts.

Commenting on the new agreements, Hawk said:

"The forthright action of Logan shows us where we stand. Due to the machinations of L. A. Parks and A. V. Cherbonnier, there have been bad relations between the companies and the Union. With Logan at the labor relations wheel for Waterman and Mississippi, I feel sure we can look forward to improved relations with these companies."

The text of the agreement follows:

## Agreement Between Seafarers, And Waterman, Mississippi Cos.

The wage scales and overtime rate and addendum thereto now presently in the contract between Seafarers International Union and the Waterman Steamship Corporation covering freight ships are hereby canceled and the wage scales and overtime rates set forth herein shall be substituted. All other terms and conditions of the existing agreements except as herein amended shall continue in full force and effect pending completion of negotiations to amend the general rules and working rules.

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

### OVERTIME RATES

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

To reduce the straight time, work week in port from 44 to 40 hours per week and pay overtime for work performed in excess of 40 hours per week; for the purpose of this paragraph Saturday and Sunday in port shall be overtime days.

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

### NO PYRAMIDING

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

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

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

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

### STANDBY RATE

Standby rate of pay shall be

\$1.45 per hour straight time and \$2.17½ overtime.

The Union agrees to make every effort to immediately release any and all vessels which are presently tied up because of action by members of the unlicensed personnel. Negotiating committee for the operators and the negotiating committee for the Union shall continue negotiations so that a complete agreement can be reached covering wages for the Stewards Department on passenger vessels and to amend general rules and working rules as soon as possible.

### SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA

By JOHN HAWK,  
Secretary-Treasurer

J. P. SHULER,  
Asst. Secy. Treas.

ROBERT MATTHEWS,  
Headquarters Engine Department Representative

PAUL HALL,  
New York Agent

### WATERMAN STEAMSHIP CORP.

By CHARLES H. LOGAN

Witnessed By:

WALTER A. MAGGIOLO  
Commissioner of Conciliation  
U. S. Dept. of Labor

LOUIS A. STONE  
Commissioner of Conciliation  
U. S. Dept. of Labor

WILLIAM MARGOLIS  
Commissioner of Conciliation  
U. S. Dept. of Labor

### MEMORANDUM AGREEMENT

It is hereby understood and agreed that the Agreement reached this 24th day of July, 1946 between the Seafarers International Union of North America and the Mississippi Shipping Co., Inc. covering wages and hours of work is to be submitted to WSA with a joint request by Union and company for acceptance by that Agency as applicable to vessels under WSA, GAA and it is further understood and agreed that regardless of the WSA action in this respect the rates and conditions stipulated in the Agreement which is attached hereto and made part of this memorandum shall apply to private owned and/or bareboat chartered vessels operated by the Company.

Other than submission for WSA approval as above stated, this Agreement is not subject to approval by any other Government Agency.

(This Memorandum Agreement had the same agreement as above.

## Comparative Breakdown Of Wage Scales

### DECK DEPARTMENT

| Rating                      | SIU Old Wage Scale | SIU New Wage Scale | SIU Amount of Wage Increase | NMU New Wage Scale | SIU Wages Above NMU Wages |
|-----------------------------|--------------------|--------------------|-----------------------------|--------------------|---------------------------|
| Bosun .....                 | \$162.50           | \$205.00           | \$42.50                     | \$175.00           | \$30.00                   |
| Bosun's Mate—Day Work ..... | .....              | 192.50             | .....                       | 172.50             | 20.00                     |
| Bosun's Mate—Watch ..       | .....              | 180.00             | .....                       | .....              | .....                     |
| Carpenter .....             | 162.50             | 205.00             | 42.50                       | 175.00             | 30.00                     |
| Storekeeper .....           | 157.50             | 197.50             | 40.00                       | 167.50             | 30.00                     |
| AB Maintenance .....        | 155.00             | 187.50             | 32.50                       | 162.50             | 25.00                     |
| Quartermaster .....         | 155.00             | 172.50             | 17.50                       | 167.50             | 5.00                      |
| AB .....                    | 155.00             | 172.50             | 17.50                       | 162.50             | 10.00                     |
| Watchman .....              | 150.00             | 172.50             | 22.50                       | 162.50             | 10.00                     |
| OS .....                    | 132.50             | 150.00             | 17.50                       | 145.00             | 5.00                      |

### ENGINE DEPARTMENT

|                            |          |          |         |          |         |
|----------------------------|----------|----------|---------|----------|---------|
| Chief Electrician .....    | \$252.00 | \$294.50 | \$42.50 | \$269.50 | \$25.00 |
| 2nd Electrician .....      | .....    | .....    | .....   | 246.50   | .....   |
| Asst. Electrician .....    | 182.50   | 227.50   | 45.00   | .....    | .....   |
| Unlic. Jr. Eng.—Days ..... | 187.50   | 230.00   | 42.50   | 205.00   | 25.00   |
| Unlic. Jr. Eng.—Watch ..   | 187.50   | 205.00   | 17.50   | 205.00   | .....   |
| Machinist-Plumber .....    | 194.50   | 237.00   | 42.50   | 212.00   | 25.00   |
| Deck Engineer .....        | 162.50   | 205.00   | 42.50   | 180.00   | 25.00   |
| Chief Reefer Engineer ..   | 252.00   | 269.50   | 17.50   | .....    | .....   |
| 1st Reefer .....           | 220.00   | 237.50   | 17.50   | .....    | .....   |
| 2nd Reefer .....           | 201.00   | 218.50   | 17.50   | .....    | .....   |
| Engine Storekeeper .....   | .....    | 197.50   | .....   | 172.50   | 25.00   |
| Engine Utility .....       | 155.00   | 205.00   | 50.00   | 180.00   | 25.00   |
| Evaporator Maintenance ..  | 172.50   | 190.00   | 17.50   | 190.00   | .....   |
| Oiler—Diesel .....         | 155.00   | 195.25   | 40.25   | 172.50   | 22.75   |
| Oiler—Steam .....          | 155.00   | 177.50   | 22.50   | 172.50   | 5.00    |
| Watertender .....          | 155.00   | 177.50   | 22.50   | 172.50   | 5.00    |
| Fireman-Watertender .....  | 155.00   | 177.50   | 22.50   | 172.50   | 5.00    |
| Firemen .....              | 145.00   | 167.50   | 22.50   | 162.50   | 5.00    |
| Wiper .....                | 132.50   | 160.00   | 27.50   | 150.00   | 10.00   |

### STEWARDS DEPARTMENT

|                          |          |          |         |          |        |
|--------------------------|----------|----------|---------|----------|--------|
| Chief Steward .....      | \$202.50 | \$220.00 | \$17.50 | \$217.75 | \$2.25 |
| Chief Cook .....         | 182.50   | 205.00   | 22.50   | 200.00   | 5.00   |
| Night Cook & Baker ..... | 182.50   | 205.00   | 22.50   | .....    | .....  |
| Second Cook .....        | 167.50   | 185.00   | 17.50   | 185.00   | .....  |
| Asst. Cook .....         | 157.50   | 175.00   | 17.50   | 175.00   | .....  |
| Messman .....            | 132.50   | 150.00   | 17.50   | 150.00   | .....  |
| Utility Man .....        | 132.50   | 150.00   | 17.50   | 150.00   | .....  |

All members of the Stewards Department will be paid overtime for all Sundays and Holidays at sea and for all Saturdays, Sundays and Holidays in port. No member of the Stewards Department will be laid off Saturdays, Sundays or Holidays at sea or in port. (NOTE: Stewards Department negotiations are not completed.)

### OVERTIME RATES

| SIU Old | SIU New                | SIU New               | NMU New        | NMU Old     |
|---------|------------------------|-----------------------|----------------|-------------|
| 90c     | Under \$200.00 a month | Over \$200.00 a month | \$1.00 per hr. | 90c per hr. |
| 90c     | \$1.00 per hour        | \$1.25 per hour       | \$1.00 per hr. | 90c per hr. |

# BULLETIN BOARD

**J**

|                        |       |
|------------------------|-------|
| Jones, Harry A.        | 10.32 |
| Jones, H. R.           | 20.17 |
| Jones, Henry           | 5.09  |
| Jones, John W.         | .74   |
| Jones, P. E.           | .75   |
| Jones, Paul M.         | 4.50  |
| Jones, Raymond Jr.     | 1.78  |
| Jones, Raymond Jr.     | 6.55  |
| Jones, Ralph           | .71   |
| Jones, Robert H.       | 1.48  |
| Jones, Walter          | 3.00  |
| Jones, Walton F.       | 2.75  |
| Jordan, C.             | 1.58  |
| Jordan, E. J.          | 14.33 |
| Jourdain, Geo. A.      | 33.38 |
| Jordan, J. O.          | 1.58  |
| Jordan, James Wm.      | 4.01  |
| Jordan, William H.     | 11.57 |
| Joseph, G. L.          | 2.25  |
| Joseph, Joseph         | 3.17  |
| Jourdain, P.           | 10.69 |
| Jourdain, Lougille, P. | 4.42  |
| Judge, Carville A.     | .73   |
| Judge, Edward M.       | 1.42  |
| Judice, C. O.          | 2.10  |
| Jump, Terry D.         | 2.60  |
| Juneau, S.             | 4.41  |
| Jurgensen, H.          | 13.92 |
| Juscus, John           | .74   |

**K**

|                          |       |
|--------------------------|-------|
| Kachaylo, Nickolis       | 19.28 |
| Kaelop, Oscar            | 6.24  |
| Kiser, Hy                | 5.00  |
| Kaiser, William P.       | 2.83  |
| Kakaroviannis, George A. | 24.79 |
| Kakta, Stanley D.        | 5.69  |
| Kala, Andrew B.          | 1.95  |
| Kalani, Wm. K.           | .45   |
| Kallweil, Alfred         | 11.85 |
| Kalmbach, Chas. R.       | 6.93  |
| Kaluza, Richards B.      | 1.42  |
| Kampel, Sidney           | 3.46  |
| Kane, James B.           | 47.00 |
| Kane, Wm. R.             | 19.22 |
| Jones, Everett K.        | 1.34  |
| Jones, George F.         | 11.91 |
| Jones, Guirnell I.       | 3.82  |
| Jones, Harold A.         | 5.18  |
| Kamey, William V.        | 3.62  |
| Kania, Czeslaw           | .89   |
| Kapp, John T.            | 24.66 |
| Karaman, Per             | 9.98  |
| Karfs, Carl B.           | 1.32  |
| Karfakis, Jerry          | 7.77  |
| Karoll, Robert           | 1.91  |
| Karr, Robert P.          | 6.94  |
| Kartsonis, Chas.         | 5.51  |
| Karzowski, A.            | 6.34  |
| Kasmewosky, Julius       | 2.25  |
| Kasmirsky, Stanley J.    | 8.53  |
| Kaszyk, James            | 4.21  |
| Katronick, Emil J.       | 2.12  |
| Kay, Leonard             | 5.44  |
| Kay, T. C.               | 1.34  |
| Keahey, Albert E.        | .99   |
| Kearney, Jno. Lee        | 1.63  |
| Keck, Wm. T.             | .59   |
| Keener, Harry A.         | 2.23  |
| Keicher, John H.         | 2.23  |
| Keitel, Ernst            | 38.88 |
| Keller, Donald C.        | 2.93  |
| Keller, Gordon C.        | 66.61 |
| Keller, Irvy             | 5.13  |
| Keller, Irvy P.          | 11.38 |
| Kelly, Charles F.        | 5.97  |
| Kelly, L.                | .01   |

## —Unclaimed Wages— Mississippi Shipping Company, Inc.

This list comprises unclaimed wages as of December 31, 1945, some of which may have already been paid. If you still have a claim, write to Mississippi Shipping Company, 339 Chartres St., New Orleans, La., enclosing your z-number, social security number, date and place of birth and present address.

|                        |        |                        |        |                       |       |
|------------------------|--------|------------------------|--------|-----------------------|-------|
| Kelly, Lawrence        | 26.80  | Knab, Joseph C.        | 9.19   | Kuhu, E.              | 1.65  |
| Kellison, Albert L.    | 6.52   | Knecht, James W.       | .45    | Kulas, John J.        | .45   |
| Kelly, Floyd           | 2.06   | Kneck, E.              | .60    | Kullhanek, T.         | 19.83 |
| Kelley, Frederick E.   | .59    | Kneidinger, J. F.      | 2.60   | Kulitz, E.            | 4.01  |
| Kelley, Mike R.        | 23.51  | Knell, Frederick       | .80    | Kulovitz, Louis E.    | 19.30 |
| Kelley, Paul E.        | 6.88   | Knickerbocker, Geo. B. | .89    | Kupstas, Elias J.     | 2.38  |
| Kelly, Russell D.      | 4.47   | Knight, Dempsey        | 1.65   | Korkimilis, Milton A. | 5.35  |
| Kelotzer, Edwin P.     | 2.25   | Knight, L. F.          | .01    | Kurz, Edgar N.        | .89   |
| Kelp, Harold W.        | 18.38  | Knight, R.             | 3.34   | Kuselj, Ivo           | 81.78 |
| Keltman, L. F.         | .45    | Knight, Richard E.     | 1.37   | Kutz, Aaron I.        | 2.47  |
| Kemmer, Henry Lindsey  | 21.84  | Knight, Russell        | 19.30  | Kwaitowski, Walter    | 2.23  |
| Kemper, W. H.          | 2.64   | Knight, Truman R.      | 3.96   |                       |       |
| Kempson, C. L.         | 7.70   | Knighton, Augusta      | 1.40   |                       |       |
| Kendall, Russell L.    | 25.82  | Knighton, A.           | 2.00   |                       |       |
| Kennedy, E.            | 1.48   | Kisley, D. A.          | 2.25   |                       |       |
| Kennedy, Jacob J.      | 122.02 | Knowles, H.            | 2.08   |                       |       |
| Kennedy, Louis         | 7.20   | Knowles, J. C.         | 14.00  |                       |       |
| Kenny, A. J.           | .33    | Knowlton, Robert       | 9.30   |                       |       |
| Kenny, Peter F.        | 1.14   | Knox, Thomas L.        | 6.77   |                       |       |
| Kensinger, Lawrence    | 5.51   | Kocanovski, E. J.      | 2.23   |                       |       |
| Kephart, Stanley       | 11.84  | Koenig, Arthur G.      | 2.64   |                       |       |
| Kerchinko, Lewis       | 9.50   | Koenig, Phillip        | 15.87  |                       |       |
| Kerhoney, Amos E.      | 3.55   | Koenigseder, Mav A.    | 2.84   |                       |       |
| Kerns, Albert          | 2.13   | Kofnovec, Anton        | .89    |                       |       |
| Kerr, Alexander T.     | .71    | Kohlzanski, J.         | 8.69   |                       |       |
| Kertley, Marion        | 13.26  | Kors, Ralph            | 2.84   |                       |       |
| Kessen, Aloysius A.    | 16.10  | Konecny, Jaroslau      | 16.15  |                       |       |
| Kessen, A. K.          | 1.32   | Komofski, James        | 2.23   |                       |       |
| Kessett, Howard H.     | 11.02  | Kontis, Nickolas       | 1.42   |                       |       |
| Kessler, Francis       | .37    | Koons, Lloyd Patton    | 6.79   |                       |       |
| Ketchum, D.            | 61.62  | Koplitsky, H.          | 6.20   |                       |       |
| Kettler, A.            | 3.76   | Korapka, Stanley J.    | 9.90   |                       |       |
| Kevzenski, E. S.       | 4.80   | Korbel, John M.        | 1.01   |                       |       |
| Keyes, O'Malley        | 136.34 | Kornek, Joseph S.      | 3.02   |                       |       |
| Keyes, Will O.         | 21.23  | Korneliusson, Ture E.  | 2.75   |                       |       |
| Khoth, Frank           | 8.33   | Korsak, Anthony        | 83.77  |                       |       |
| Kelcey, Arthur A.      | 7.92   | Korzynski, Arthur      | 117.50 |                       |       |
| Kiddy, Lloyd A.        | .59    | Koster, E.             | 1.67   |                       |       |
| Kiersvik, Hans         | 2.97   | Kostegan, Stefan       | 4.27   |                       |       |
| Kiil, Andrew B.        | 15.36  | Kostick, Vaholia       | 9.40   |                       |       |
| Kiley, Albert J.       | 8.11   | Kostelich, Thomas      | 5.79   |                       |       |
| Kimball, W. H.         | .99    | Koszyk, Joseph M.      | 2.13   |                       |       |
| Kimbell, Chas. M.      | .89    | Kough, B. M.           | .33    |                       |       |
| Kimes, Robert G.       | 8.26   | Koulla, D. P.          | 1.32   |                       |       |
| Kinard, W. S. Jr.      | 3.96   | Kouns, Martin          | 109.35 |                       |       |
| Kinavey, Wm. H.        | 7.69   | Kovamees, Wasile       | 3.96   |                       |       |
| King, Curtis W.        | 2.75   | Kowacz, Adam           | 9.00   |                       |       |
| King, Howard E. Jr.    | 18.38  | Kozielewski, Stefan    | .74    |                       |       |
| King, Jack             | 3.31   | Kozlowski, Jos.        | 1.42   |                       |       |
| King, Kendrick         | 4.88   | Kramer, Allen          | 1.90   |                       |       |
| King, Orval C.         | 1.91   | Kramer, George L.      | 1.02   |                       |       |
| King, Samuel E.        | 2.06   | Kramer, L.             | 3.06   |                       |       |
| Kingston, James M.     | 52.46  | Kramer, Theo.          | 16.50  |                       |       |
| Kingston, Wm. R.       | 52.33  | Kramer, George L.      | 1.24   |                       |       |
| Kinkhead, S.           | .01    | Kraszeski, Leo         | .87    |                       |       |
| Kipp, Howard           | 2.25   | Krause, Frank W.       | .01    |                       |       |
| Kirby, Chas. H.        | .30    | Kraus, Wallace         | 2.67   |                       |       |
| Kirby, George F.       | 5.27   | Krekel, Mareo A.       | .22    |                       |       |
| Kirby, Jesse A.        | 8.75   | Krenclez, E. R.        | 3.51   |                       |       |
| Kirby, Robert          | 14.61  | Krezmoniet, George     | 17.46  |                       |       |
| Kirby, Robert          | 11.88  | Krueger, Paul          | .79    |                       |       |
| Kirchner, Raymond      | 4.50   | Krieser, Lawrence R.   | 5.35   |                       |       |
| Kirk, Lyman A.         | 3.78   | Krighton, A.           | 1.98   |                       |       |
| Kirkland, Joseph       | 1.31   | Krkovich, Steve        | 3.65   |                       |       |
| Kirkpatrick, Ellis F.  | 121.63 | Kropaczewski, Frank    | 10.32  |                       |       |
| Kirs, Oscar            | 5.02   | Krowkowski, Constanty  | 15.75  |                       |       |
| Kirsham, Robert E.     | .45    | Krueger, Richard J.    | 8.22   |                       |       |
| Kish, J.               | 5.46   | Krulder, Harold C.     | 57.72  |                       |       |
| Kizer, Raymond, I.     | 4.81   | Krines, Charles        | 12.00  |                       |       |
| Kettinger, Kenneth M.  | 1.91   | Krolyck, Harold        | 2.25   |                       |       |
| Klass, Arthur          | 9.50   | Kryank, M. M.          | 9.75   |                       |       |
| Klavins, Anthony A.    | .79    | Kubek, Frank J.        | .69    |                       |       |
| Klaveness, Dad         | 2.38   | Kuibcke, August J.     | 4.90   |                       |       |
| Kleiber, Melvin C.     | 12.02  | Kubina, J. L.          | 2.25   |                       |       |
| Klie, John N.          | 18.61  | Kubische, Mike         | 9.98   |                       |       |
| Klincher, John William | 10.57  | Kubitz, Henry J.       | 11.38  |                       |       |
| Kline, Robert W.       | 6.97   | Kuhar, Edward          | 2.68   |                       |       |
| Klinger, Harry A.      | 35.23  | Kuhar, Edward          | 37.85  |                       |       |

### SIU HALLS

|                  |   |
|------------------|---|
| NEW YORK         | 51 Beaver St. HAnover 2-2784            |
| BOSTON           | 330 Atlantic Ave. Liberty 4057          |
| BALTIMORE        | 14 North Gay St. Calvert 4939           |
| PHILADELPHIA     | 9 South 7th St. Phone LOmbard 3-7851    |
| NORFOLK          | 127-129 Bank Street 4-1083              |
| CHARLESTON       | 68 Society St. Phone 3-3680             |
| NEW ORLEANS      | 339 Chartres St. Canal 3336             |
| SAVANNAH         | 220 East Bay St. 3-1728                 |
| MOBILE           | 7 St. Michael St. 2-1754                |
| SAN JUAN, P. R.  | 45 Ponce de Leon San Juan 2-5998        |
| GALVESTON        | 305 1/2 22nd St. 2-8448                 |
| TAMPA            | 1809-1811 Franklin St. M-1323           |
| JACKSONVILLE     | 920 Main St. Phone 5-5919               |
| PORT ARTHUR      | 445 Austin Ave. Phone: 28532            |
| HOUSTON          | 1515 75th Street Phone Wentworth 3-3809 |
| RICHMOND, Calif. | 257 5th St.                             |
| SAN FRANCISCO    | 59 Clay St. Garfield 8225               |
| SEATTLE          | 86 Seneca St. Main 0290                 |
| PORTLAND         | 111 W. Burnside St.                     |
| WILMINGTON       | 440 Avalon Blvd. Terminal 4-3131        |
| HONOLULU         | 16 Merchant St.                         |
| BUFFALO          | 10 Exchange St. Cleveland 7391          |
| CHICAGO          | 24 W. Superior Ave. Superior 5175       |
| CLEVELAND        | 1014 E. St. Clair St. Main 0147         |
| DETROIT          | 1038 Third St. Cadillac 6857            |
| DULUTH           | 531 W. Michigan St. Melrose 4110        |
| CORPUS CHRISTI   | 1824 N. Mesquite St.                    |
| VICTORIA, B. C.  | 602 Boughton St.                        |
| VANCOUVER        | 144 W. Hastings St.                     |

### PERSONALS

**RICHARD ARNOLD OWENS**  
Please contact your mother immediately.

\*\*\*

**JESSIE SHARPE**  
A package for you from El Paso, Texas, is being held at the New York Hall, 4th floor.

### NOTICE!

When in New York please come to headquarters with your Union book.

|                    |       |
|--------------------|-------|
| Layne, Simion      | 480   |
| Rios, Juan         | 4411  |
| Pinkowski, F.      | 26768 |
| Meger, Curt        | 29012 |
| Lantis, ArviMe     | 43751 |
| Peck, Bernard      | 1147  |
| Hodges, William    | 33963 |
| Clarke, Florian    | 23311 |
| Andrews, W.        | 43574 |
| Mandragog, Ray     | 49657 |
| Camora, Juan       | 24039 |
| Garcia, Charles    | 49500 |
| Landis, Valdman    | 29883 |
| Hommack, W. L.     | 43827 |
| Smith, R. W.       | 40610 |
| Newsome, Damon     | 33249 |
| Young, Richard     | 41163 |
| Holmes, Elmer      | 31225 |
| Hilland, D. C.     | 32661 |
| Justa, M.          | 4755  |
| Deal, Fred         | 32322 |
| Frederick, V. L.   | 32207 |
| Harris, James      | 43865 |
| Hollis, Ronald, J. | 46982 |

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**OSCAR M. PYLES**  
Your clothes are in the baggage room at 51 Beaver Street, New York 4, N. Y.

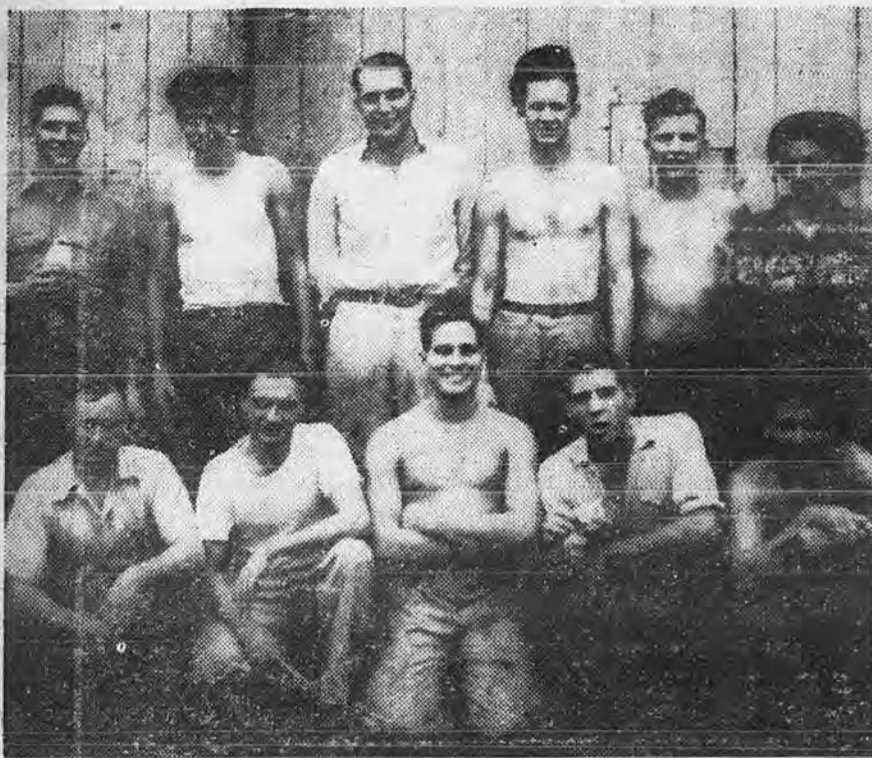
### NOTICE!

The men who were on the A. Baldwin on May 9, 1946, may collect their money for personal effects lost when the ship was rammed, at Mississippi SS Co., 17 Battery Place, New York City. The money will be held there until Sept. 23, when it will be sent to the main office in New Orleans.

### Money Due

**GREAT LAKES TRANSPORT CO.**  
Checks for William Zenkel and Edward Verming are being held at the SIU Branch office in Detroit. These men will please get in touch with the office as soon as possible.

# Isthmian Twin Falls Continues SIU Trend



Here's the Engine Dept. of the Twin Falls Victory. Kneeling (reading from left): Painter, Nettleton, Spegle, J. Landaiche and Scheidel. Standing: F. Landaiche, Gleghorn, Franklin, Kinnard, Laubersheimer and Busby.

One of the more recent additions to the Isthmian Fleet, the Twin Falls Victory, sailed recently from Philly for the Far East with a solid crew of Seafarers or pro-SIU pledges. Formerly owned by Pope and Talbot (West Coast operators), the Twin Falls was crewed up in New Orleans on June 8, stopped at Mobile and New York enroute to Philadelphia, and then departed on her Far Eastern itinerary of Alexandria, Haifa, Red Sea and all major Indian ports.

According to volunteer ship's organizer Warren Wyman, practically all the gear aboard the Twin Falls was in bad condition; the ship was dirty; anchor stocks were too large for the hawse pipes, causing anchors to get stuck and freeze. In fact, both anchors were stuck in Mobile, and it was necessary to get a Waterman derrick to heave the anchors out.

Things were so bad when Wyman went aboard that he wanted to pile off right away. However, Gulf Organizer Lindsay along with some of Wyman's other cronies, finally "persuaded" him to remain on the Twin Falls to do a job for the Union. So, he remained.

### RETURNS TO SEA

"Chips" Ed Tassin, about whom numerous former shipmates were inquiring, returned to sea on this Isthmian scow after almost six months on the beach due to a bum Coast Guard rap in New Guinea. These high-handed individuals took Tassin's own papers issued by the Dept. of Commerce away from him in New Orleans, and then stamped them invalidated. Finally, they issued him Coast Guard ABs papers, claiming they had lost his old AB certificate.

On the trip north, July 4 to be exact, the Twin Falls held a regular shipboard meeting. Frank Hughes was elected chairman, and Mesford as recording secretary. Delegates E. Petty (Stewards), Frank Hughes (Deck), and Speegle (Engine) had already been elected at a prior meeting held at New Orleans.

Motion was carried that all three Depts. cooperate fully with each other, and live up to the



These are the boys who make up the Deck Department on the Twin Falls. Kneeling (from left): Anis, Fulmer, Billings and Hughes. Standing: ship's organizer Warren Wyman, Travis, Coony and Tassin.

conditions and standards the same as aboard SIU ships. A second motion was passed that all instances of uncleanness be fined 10 cents each, and that the fines be donated to the Log. Finally, another motion was approved that all three Depts. alternate on successive weeks in cleaning laundry.

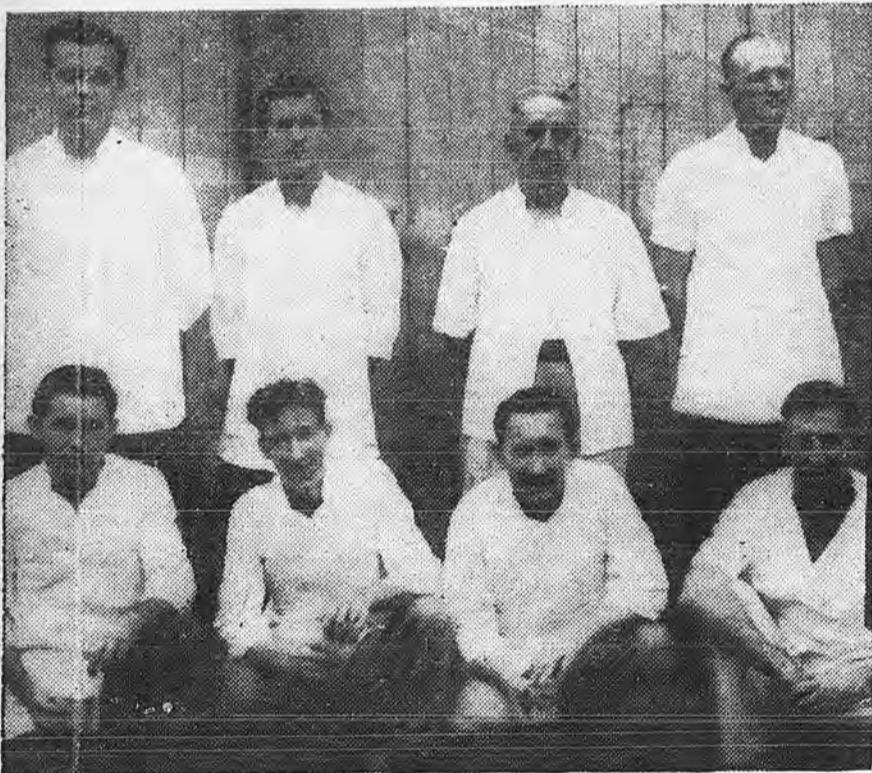
Under good and welfare, all men signed pledge cards, and those who wished to take out SIU memberships were advised that this could be done upon arrival at New York. Since then, all men have received their books.

"One instance occurred," declared Wyman, "in which a Deck man was supposed to be logged for sleeping in his bunk during working hours. Later, this OS worked off the two hours on his own accord. This is contrary to SIU policy and principles, and all men sailing Isthmian are strongly urged to refuse to do this. When Isthmian goes under an SIU contract, it will be much harder to stop this practice if it becomes general."

On the Twin Falls, the crewmembers are well satisfied with their Skipper. This officer, Captain William Williams, is an old-time SUP man, and considered Promoted Skipper only three months ago, this is indeed rare praise from the average seaman.

Captain Williams rarely wears a high pressure uniform. Often, he is seen in khaki, and a newcomer would mistake him for an AB on the bridge. He's always on the ball, knows his job, and treats the crew decently. In addition, the Deck gang has put the stamp of approval on the Chief Mate who is considered an okay Joe.

Crew members were also loud in their praise of Bosun Warren Wyman, ship's organizer, and another good fellow aboard the Twin Falls. Through his daily organizational activity, he's had a lot to do with this ship becoming solidly pro-Seafarers. Outside of an SIU contract and the wages and conditions which it brings, the Twin Falls crew really have a good ship.

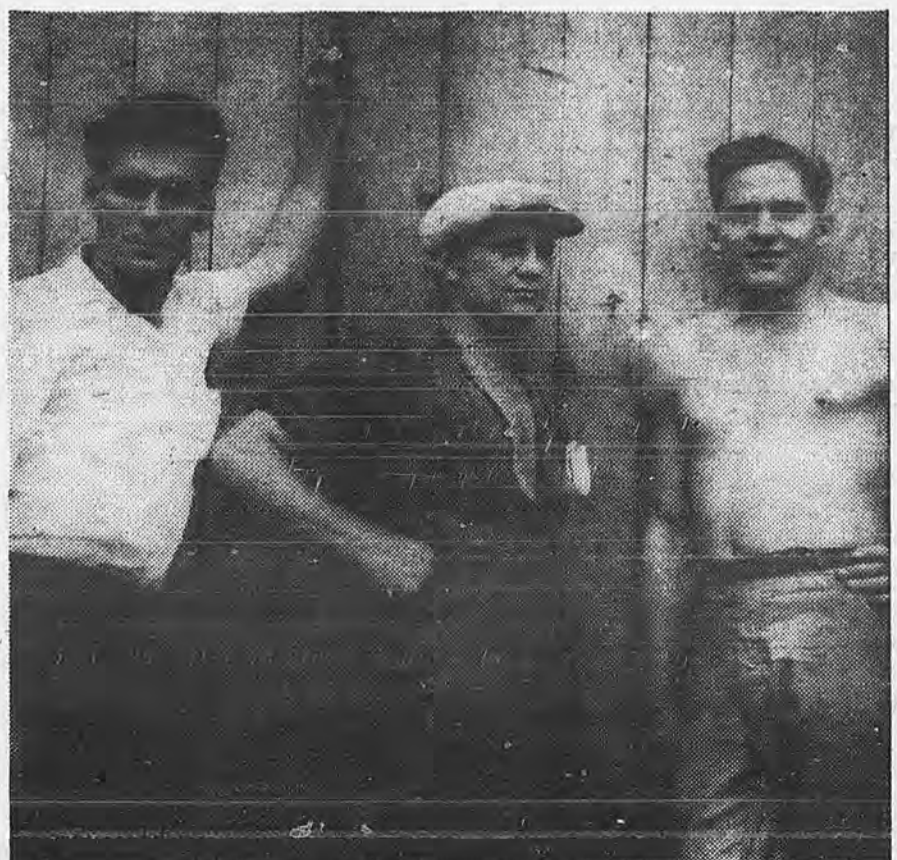


This well-fed looking group in their immaculate whites typifies a good Stewards Dept. on a swell Isthmian ship—the Twin Falls Victory. Front (left to right): Papes, Petty, Barron and Strange. Rear: Chukorin, Levy, Wagner and Hull.



Snapped while their ship was docked at Greenpoint, Brooklyn, this is the major portion of the Twin Falls crew. Crewmembers of this Isthmian scow are lined up solidly for the Seafarers, and are anxiously awaiting the day when Isthmian seamen will be protected by an SIU contract.

Front (left to right): Wyman, Hughes, Travis, Fulmer, Billings, Coony and Tassin. Middle: Seals, Annis, Scheidel, Nettleton, Papes, Petty, Barron, Strange, Wagner, Busby and Painter. Rear: Levy, Chukorin, Speegle, J. Landaiche, Hull, Gleghorn, Kinnard, Franklin, Laubersheimer and F. Landaiche.



These three men had a lot to do with making the Twin Falls the good ship she is. Deck Delegate Hughes (left), ship's organizer Wyman (center) and Engine Delegate Speegle. Steward Delegate Petty had to hurry back to his duties, and so was not in the picture.