

SEAFARERS LOG



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No. 49

General Strike Called By AFL In Oakland

OAKLAND, Calif., Dec. 4—The American Federation of Labor yesterday roared a militant answer to the use of police interference for imported strike-breakers by calling a general strike which completely tied up this city of 1,000,000 population.

More than 130,000 members of the AFL unions answered the strike call protesting the police escort provided on Sunday for 12 trucks carrying merchandise to two department stores through picket lines established a month ago by the stores' clerks. The trucks, operated by an outfit calling itself the "Veterans Trucking Company," came from nearby Los Angeles.

Following the strike call, thousands of pickets massed around the two stores whose owners refused to grant an election to determine a collective bargaining agent, after the AFL Retail Clerks Union had signed up a majority of the employees.

Although the two stores remained open, very few persons crossed the picket lines. All other enterprise in the city was at a standstill with restaurants, bars, food stores and theaters closed. Buses, street cars and taxi-cabs stopped running. The four local newspapers were not published. Elevator operators did not report at hotels and office buildings, and there was no work at several shipyards.

CIO unions respected the AFL picketlines.

Last night, an AFL spokesman said that the "protest walkout" would continue tomorrow with more workers being called out.

AFL attorney James F. Galliano said the employers and city officials would have to take two steps before the strike would be called off:

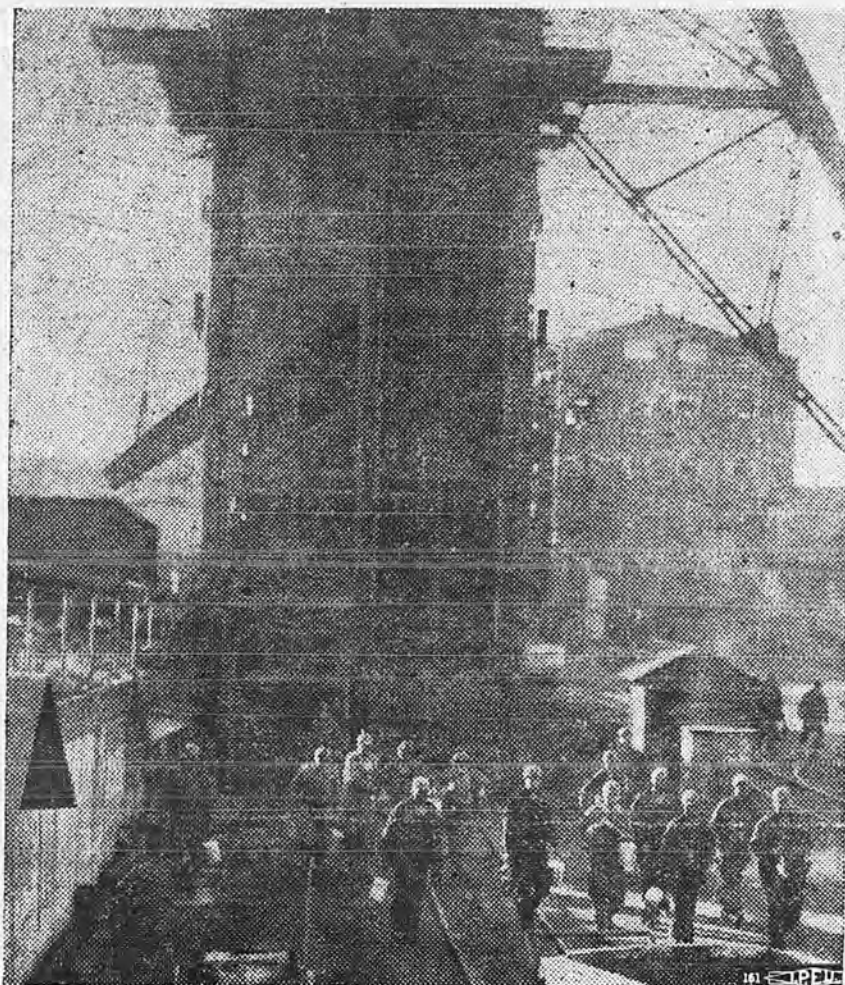
1. The strike-breakers who carried the merchandise through the picketlines must return to Los Angeles.

2. There must be "assurance by responsible city officials and civic leaders that the City Council, under pressure of influential employer groups, will not use the police department as the tool of these groups."

Do It Now

There is still a little time to vote for officers of the Atlantic and Gulf Districts for 1947. Voting closes on December 31, 1946. You can vote in any SIU Hall, in whatever port there is one established. It is your duty to vote, so do it now.

WALKING OFF THE JOB



These miners are calling it quits at a mine at West Frankfort, Illinois. The same story was repeated by over 400,000 miners, all members of the United Mine Workers, AFL. Although an injunction was taken out by the Government to restrain this action, the men, nevertheless, walked off the job.

SIU Takes Lead To Improve Conditions In Snug Harbor

Acting swiftly on complaints that the old, retired seamen who live at the Sailors Snug Harbor on Staten Island are not receiving the high type of attention that the original endowment provides for, the Seafarers International Union this week sent a letter of protest to the director of the institution.

Stating that "the Sailors Snug Harbor is close to the hearts of United States merchant seamen who see in it a home for their old age," the letter recounted the complaints that have been received, and asked action to correct the existing, sub-par conditions.

The complaints specifically dealt with the poor quality and preparation of the food, and with the fact that residents are not permitted to accept part time employment outside the grounds of the institution.

Following is the complete text of the letter, signed by Joseph H. Volpian, SIU Special Service Representative:

Mr. Howard A. Flynn, Governor Sailors Snug Harbor New Brighton, Staten Island, New York. Dear Mr. Flynn:

Very recently, the conditions that exist at this time at Sailors

Snug Harbor were brought to the attention of this Union by one of our members who lives in the vicinity of the institution. He gained his knowledge by conversations with some of the men who are at present residents.

From what he has heard, and passed along to us, it appears that conditions at Snug Harbor are far below the conditions enjoyed by seamen aboard ships of the American merchant fleet. If this is true, it is patently unfair to these men who have served loyally over a long period of time to reward them in such a poor manner.

COMPLAINTS OUTLINED

Specifically, here are the complaints. Poor food heads the list, but this is quickly followed by the protest against denying the men the right to seek outside, part time employment. These men maintain that they are expected to work in the handicraft section of the institution where their earnings are limited to \$10 per month, when they could be gainfully employed on the outside for far more than that sum. They need the extra earnings in order to buy the many items and

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Mine Case Decision Is Seen As Periling Labor's Basic Rights

WASHINGTON—In a far-reaching decision which, if left on the books, may limit labor's future rights, Justice Goldsborough found John L. Lewis and the members of the United Mine Workers, AFL, guilty of contempt, and fined the union \$3,500,000. Mr. Lewis was personally fined \$10,000. Joseph Padway and Welly K. Hopkins, attorneys for Mr. Lewis and the UMW, immediately made plans to appeal the decision, and execution of both parts

of the judgment were suspended until the appeal has been heard and action taken on it.

The action of the court was not unexpected. When both the State and the Defense rested their cases on Tuesday, December 3, Justice Goldsborough found Mr. Lewis and the mine workers guilty of civil and criminal contempt of court for refusing to work in accordance with the union's traditional practice of "no contract, no work."

REAFFIRMATION

As soon as the decision was read on Tuesday, and after His Honor had set 10 a. m. Wednesday for passing sentence, Mr. Lewis was permitted to address the court.

His speech was full of meaning for workers everywhere and shows that he was prepared to take his place with other labor leaders who have courted jail in the Debs-Gompers tradition by

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Isthmian Hearing

The phony reasons that the NMU is using to further delay the final accounting of the 502 challenged votes in the Isthmian election will be brought to the attention of the NLRB today.

An informal conference at the New York Regional office of the NLRB will determine whether or not speedy disposition can be made of the NMU's unquestionably false claims that have so far held up certification of the SIU as the bargaining agent.

The delaying tactics of the NMU are cheating the Isthmian men out of representation, and out of the wages and conditions that are enjoyed by other SIU members on SIU-contracted ships.

Regional NLRB Decision Upholds Seafarers In Midland Election

DETROIT—Fred Farnen, Secretary-Treasurer of the Great Lakes Division of the Seafarers International Union, last week reported that the Regional Board of the National Labor Relations Board, located at Cleveland, Ohio, had handed down a decision favorable to the SIU in the case of the Midland Steamship Company.

In the Midland election held last October, covering the seven ships operated by that company, the SIU was the victor, receiving 64 per cent of the total ballots cast. The phony Lakes Seamen's Union—Independent, which challenged the results on some flimsy excuses, received only 8 valid votes.

After throwing out the objections of both the company union

LSU and the NMU, the Regional NLRB Board recommended that the SIU be certified by the National Board as the collective bargaining agent for the Midland Company. Their decision was forwarded to the Washington headquarters, and a report should be forthcoming in the near future from the National Board.

Since the recommendation has been sent to Washington, the LSU has filed another objection. However, Secretary - Treasurer Farnen says he is confident that the Regional Board's decision will be upheld, and that the SIU will be certified as the bargaining agent. Then negotiations leading to a contract can begin immediately, and Midland men will get the SIU representation which they voted overwhelmingly for.

SEAFARERS LOG

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Promoting Unemployment

Hardly a day goes by that one of the ponderous spokesmen for the shipping industry doesn't gravely announce that the Maritime Industry of the United States is going to hell in a hand basket. They claim that our foreign trade is decreasing, that foreign bottoms are well able to take care of the European and Far Eastern trade, and that American maritime trade will stabilize at about 20 percent of the high peak hit during the war.

All this would lead one to believe that the shipowners and the Government would give earnest thought to what to do to decrease unemployment in the ranks of the seamen. But that is not so; what they are actually doing at this time is to go ahead with plans to train more and more embryo seamen, and in that way to flood the already overpopulated market.

Announcement was made last week by the Maritime Commission that three of the largest training stations and two large training vessels will be kept in operation for the purpose of training unlicensed and licensed seamen. Thousands of seamen were trained at these stations to man the wartime cargo fleet, but with the greatly reduced status of shipping today, it is obvious that there is no further need for such schools.

Of course, it can be clearly seen why the Government and the shipowners are in favor of continuing such a program. For them it represents a chance to train men, away from a union atmosphere, and to establish them as a source of anti-union infection in the union body.

Second, it will create a vast pool of seamen, eager to ship out in the coming days of reduced shipping, who will fight like dogs for the few available jobs. When that happens the shipowner usually benefits.

When there is a surplus of men for only a limited number of jobs, the employer cuts wages and standards with the certain knowledge that circumstances will force men into taking any kind of job that comes along.

It has been wisely said that the only way to train for the sea is by sailing in the foc'sle as a seaman. No amount of training in landlocked stations and on supervised training voyages can take the place of actual experience as a working seaman.

The Government has not set up any schools to train carpenters, shoe salesmen, or clerks. There is no reason why the seamen should have been singled out for particular attention. In the merchant fleet of the United States, there will be enough opportunity to completely train all the new people who could be absorbed into the industry.

Any attempt to speed up this process is done for the purpose of creating vast unemployment among seamen, and to have a ready source of scabs in the event that seamen find it necessary to go on strike to defend their jobs and living standards.



Men Now In The Marine Hospitals

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

- STATEN ISLAND HOSPITAL**
- C. G. SMITH
 - T. WADSWORTH
 - S. G. LOPEZ
 - R. G. MÖSELLER
 - C. W. SMITH
 - J. H. HARE
 - W. G. H. BAUSE
 - W. B. MUIR
 - L. A. CORNWALL
 - L. L. MOODY
 - H. BELCHER
 - C. M. LARSEN
 - C. L. JACQUES
 - L. KAY
 - R. J. BLAKE
 - J. B. PORTER
 - J. H. DANIEL
 - S. INTEGRA
 - V. RODRIGUEZ
 - S. RIVERA
 - C. R. POTTER
 - J. HALL
 - J. M. FORD
 - B. F. TROTTIE
 - W. R. WELCOME
 - P. DOMICA
- ***
- GALVESTON HOSPITAL**
- LONGKEMPT
 - PAURGASON—SUP

- ALDERHOLDS KING
 - MITCHELL
 - DOWELL
 - DEETRECH
 - SWENSON
 - CASTAGNERE—B.C.
 - MULKE
- ***
- BALTIMORE HOSPITAL**
- RAYMOND VAN DREELE
 - RALPH FREY
 - ROBERT CAVENDER
 - CARL SCHULTZ
 - PETER LOPEZ
 - VAYNE TROLLE
 - FRANCIS O'BRIEN
 - MOSES MORRIS
 - MAX FINGERHUT
 - MANUEL ROMERO
 - MAAREUR ABDELKANDER
 - PHILP JEFFERS
- ***
- NEW ORLEANS HOSPITAL**
- NORMAN PALLME
 - H. G. DARNELL
 - JACINTO NAVARRO
 - DALE BARNES
 - CHARLES TILLER
 - KARL PETTERSEN

Hospital Patients

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

Staten Island Hospital

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

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

- J. W. DENNIS
 - JAMES CANARD
 - F. J. SOSS
 - EMIL PAPIO
 - MAX SEIDEL
 - F. GARRETSON
 - WILLIAM C. BARGONE
 - EDWARD CUSTER
 - EDWARD BROCE JR.
 - DONALD BELL
 - P. HAWKINS
 - J. W. ATKINS
 - W. QUARLES
 - RALPH FRINK
 - CENTRAL MASON
 - R. M. NOLAN
- ***
- NEPONSIT HOSPITAL**
- H. BURKE
 - J. S. COMPBELL
 - B. BRYDER
 - B. LUFLIN
 - E. VON TESMAR
 - G. F. McCOMB
 - E. FERRER
 - R. BLAKE
 - J. R. HENCHEY
 - J. FIGUEROA

Trade Unions Must Prepare Selves For The Coming Anti-Labor Drive

By EARL SHEPPARD

The Seafarers International Union is fully aware that in the days just ahead organized labor must be stronger than ever in order to stand off attacks against us from all sides. Strikes like the Miners and the AFL General Strike in Oakland, California are a tip-off as to the way injunctions and police-protected scabs will be used to weaken us.

It's easy to see the anti-labor trend in the hysterical newspaper editorials and radio broadcasts denouncing the "unlawful" power of the unions. Today, our labor movement is much stronger than after World War I. Then, industry, government and other reactionary forces united in a common fight against labor and for the open shop. Today, the same forces are lining up for the same battle—to end the closed shop, and weaken labor's strength.

This time the picture is a lot different. Organized labor—fifteen million strong in the AFL, CIO and Independent unions—will stand as one against any attack upon their rights. Too many of our brothers have lost their lives and too many of our heads have been bashed in fighting the cause of labor for us to let them down without staging the battle of our lives to protect labor's rights.

TRUMAN'S DILEMMA

Our bungling president, Harry Truman, has recently told friends and associates that he favors sweeping revision of the Wagner Labor Act. This is supposed to provide for the less preferential treatment of labor unions in their beefs with the bosses.

The confused Mr. Truman doesn't know which way to turn. Should he continue to pose as "labor's friend" giving us a stab in the back occasionally or should he become an open enemy of labor trying to win reactionary support?

Another big business outfit, the U. S. Chamber of Commerce has recently come forward with their proposed legislative program which would really put chains on organized labor.

They are in favor of federal laws to outlaw the closed shop and otherwise hog-tie the labor unions so that the bosses will be able to have a big edge when bargaining with the unions.

Not one of these outfits or individuals realizes that organized labor is here to stay. We are not some fly-by-night outfits ready to fall down at the first strong gust of wind. When are these guys going to learn that if they ever succeed in breaking the labor unions that they are going to bring the entire system of so-called free enterprise tumbling about their heads?

FUTURE DEMOCRACY

We don't pretend to be an expert economist or a specialist in politics, but we do know that the only chance for our democracy to grow and develop is for capital and industry to learn that they must bargain in good faith with labor.

There would be no need for paralyzing strikes like the miners, which the SIU fully supports, if government and industry would negotiate fairly with the unions.

Unless they do bargain fairly, there will continue to be such unrest that such a thing as industrial peace can never exist. There will be continuous warfare.

If these "hate labor" men would stop for a moment to realize that the labor movement is the largest section of the public, then they wouldn't be in such a hurry to cry about labor's actions hurting the general public. Because organized labor has a voice and speaks out against all reaction, some individuals think that labor is separate from, rather than a part of, the public.

One thing is certain, although we have built up an enviable record in the maritime field, and continue to do a good job in or-

ganizing the unorganized, the SIU must continue to grow and develop. We can't afford to stand still.

However, the NMU is not missing a trick to try to hold up the certification of the Seafarers as bargaining agent for the Isthmian Fleet. Even though we have won this election, we can't negotiate a contract until we are able to cut through the accumulated red tape. So, it might still be necessary to try a little job action in order to hurry things up.

In line with the SIU's full speed ahead in organizing, a brand new Organizers Handbook will be out next week to spark the Seafarer's organizing efforts

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MEET THE SEAFARERS

Sam Patterson



For a man who has been going to sea for twenty-seven years, Samuel T. Patterson, Steward, looks surprisingly young. Of course part of this can be explained by the fact that he made his first trip as a youth of 13, but still and all, his many years at sea have left few marks on him.

Brother Patterson was born in Jacksonville, Florida, where his father was a brick mason. Young Sam was supposed to follow in his father's footsteps, but early in life he decided that he would be unhappy if he did. So he ran away from home, and took his first job as messboy on the SS Apache, a passenger liner.

"I have never actually regretted this action," he says, "but being a brick mason would be a good trade to have at my fingertips. I have been happy as a seaman, and I take pride in my work."

MAKES OWN WAY

Patterson really has worked his way up. From Messboy he advanced through the other ratings until he was qualified to sail as Chef. During the war he made many trips as Chief Steward, but he is looking forward to the time when he can again sail as Chef.

One of the memories he has of his early days will always stick with him. This was when the Apache rammed the SS Springfield off Eastport, Florida. Both ships sank quickly; but happily, there were no casualties.

Having once made up his mind that he wanted to be a merchant seaman, Patterson has never deviated from that thought. Except for short periods of time which he had to spend ashore as a result of ill health, he has sailed steadily since his first taste of a seaman's life. The war years were no exception.

NEAR MISS

His worst experience during the war came on September 26, 1943. He was aboard the SS Francis A. Walker, Eastern Steamship Company, when a torpedo missed the ship but hit the next one in line in the convoy. Both ships were loaded with high-octane gasoline, and the struck ship went down immediately, with all hands. The concussion was so



great that all the doors of the Walker were broken loose from the hinges.

Besides this incident, Sam was on ships that were bombed "in every port of Europe," as he puts it. Liverpool, Naples, Sicily, and Bizerte, were a few of the places where they were subjected to bombing.

"We were sure lucky," he recalls. "Ships all around us were sunk, but we came through everything okay. I kept my fingers crossed all the time, and I guess it worked."

UNION MAN

Brother Patterson has been a good union man since the days of the old ISU. When the Seafarers International Union was formed, he joined and has been an active member. During the SIU 1946 General Strike he was in a hospital, but he made it his business to report to the Union Hall whenever possible so that he could help out.

Patterson is married and has two children. The eldest one, a boy, shows signs already of a preference for the sea.

"It's all right with me," says Sam; "but he has to finish his schooling first, and then he can start to ship out. The sea has been kind to me, so it will be okay for my son to make the merchant marine his trade also."

Brother Patterson is a proud man; proud of his family, proud of his job, and proud of his Union and the job it is doing to improve the lot of working seamen.

THERE IT IS



Johnny Capps (right) and Jack Craig comment on letter that the bucko Fairland Skipper wrote to the West Coast Sailor. Brother Capps gets his innings in story below.

Fairland Skipper Really Threw His Weight Around

"Everybody knows that a seaman's life is not peaches and cream," says Johnny Capps, AB, "but very few people realize what we have to go through if the Skipper is a tough guy, or if the ship is a tub. And it was a lot worse before the Union got strong enough to fight for us."

What brought on this tirade from Johnny were the happenings on board the SS Fairland, Waterman Steamship Company, on the trip from Mobile to China. Capps made the ship at Pensacola on July 8, and right after that he was elected Ship's Delegate.

One of his first duties was to check the stores and slopchest. The stores were okay, but it was an entirely different story with the slopchest. In order to provide for the men's comfort on such a long trip, Capps recommended to the Skipper that razor blades, cigarettes, and some articles of clothing were needed. As it was, the slopchest contained only a few pairs of extra size pants.

CHANGE OF HEART

At first the Captain refused to put on the supplies, but as the ship put out to sea he promised that the slopchest would be replenished when the ship came into San Pedro. However, once through the Canal Zone, he changed his mind.

The ship made port at San Pedro on July 21, and when the time came to throw off the lines to continue the voyage, the Captain started some more trouble.

"I hate to say this about the Skipper," said Capps, "but he was drunk. I wouldn't bring it up except that he wrote a letter to the West Coast Sailor in which he accused the members of the crew of being drunk. As far as I could see, the crew was feeling happy, but the Captain should have been the last one to talk."

Drunk or sober, what the Master did then was inexcusable. He first sent a Wiper and an OS to steer the vessel out of the har-

bor. When they refused to go, and when the crewmembers backed them up, he hit an AB, and a Fireman, and then picked up the Chief Mate and threw him halfway across the deck.

Seeing this, none of the crew wanted to sail with Ryan, so to a man they left the ship and sent to San Francisco for a Patrolman. Capps went to tell the Skipper of the crew's decision, and in reply the Captain pulled a gun and ordered Capps off the ship.

The morning the Patrolman showed up, immediately the Captain changed his attitude. He promised that he would forget the whole matter if the crew would, that no charges would be brought against any member of the crew, and that he would not continue his harsh methods in the future. This was agreed to and the ship left San Pedro.

LULL BEFORE STORM

But the calmness was short-lived. As soon as the ship was underway, the Skipper stated that every man who had walked off the ship would be logged two days pay, plus the expense of holding up the ship. Capps kept his head about him, and as a consequence none of the men signed the log.

From then on it became even worse, if possible. The Skipper, who is a big fellow, threw his weight around and insisted that since he was the Master of the ship, everything would have to be done his way.

"When we showed him the agreement," recalls Capps, "he threw it to the deck and said he didn't give a damn about the Union, the agreement, or anything else. He used to like to bait the crew by making dirty cracks about the Union. But we kept our mouths closed, and that burned him up worst of all."

In Shanghai they had a hearing before the Coast Guard. After listening to all the evidence, and

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HERE'S WHAT I THINK...



QUESTION:—How has the high cost of living affected you?

RICHARD PINCKNEY, OS:

As far as I am concerned, rising prices are going to make a homeless man out of me. When I am on the beach I usually stay at a hotel. Well, rooms at this hotel used to be \$1.00 per night, and now they charge \$2.00 to \$3.00 for rooms in the same place. I can't afford to pay those prices and still eat. And any food worth eating has gone way out of sight where price is concerned. The rich people can buy what they want because they have the dough, but we working stiff have to do without.



THOMAS WILLIAMS, Steward:

The dollar is not worth a dollar any more. It has become very difficult for a seaman to make both ends meet, especially when shipping is slow. For a while meat prices came down a little, but now they are climbing again and will probably go higher than they were. I recently bought a suit for \$75.00. I used to spend only \$25.00 for suits, and I give you my word that those suits were much better than the one I just bought. The same condition applies to shoes and other articles of clothing.



RAY STANGLE, MM:

The only thing that a man needs to live on that hasn't gone up in price is water. Everything else is so high that most people can't afford to eat decently, or to dress decently. Take me, for instance. When I'm on the beach I like to go to a movie at night. Now movies are \$1.25; so it's either pay that much or sit around with nothing to do. Food is also high, and most of it is not as good as you could buy for less money just a few months ago. No seaman can ship enough to make enough money to live on.



GEORGE VAGO, Wiper:

I'm still a single man so it isn't too bad for me. But even single men have to watch out. Cigarettes used to be 15 cents per pack and now they are 20 cents. Shoes are twice as expensive as they used to be and they are not nearly as good. Food has gone so high that a man has to be a millionaire to get a square meal in most restaurants. My last trip was to Arabia, and when I returned I was surprised at how much prices had advanced in the short time I was away.

Attention Members!

All Departments

When your ship docks, it is a good idea to have a list of necessary repairs to give to the Patrolman. This will help in letting the company know exactly what has to be done to get the ship in tip-top condition.

Seafarers don't have to sail beat-up ships. Do your part to make every ship a clean, well kept vessel.

Seafarers Asks Improvements In Snug Harbor

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articles that aid to their pleasure and their comfort.

On the subject of food, they maintain that it is usually so poorly prepared and served, that it is unappetizing if not outright revolting. No attempt is being made to follow a sensible diet, and this added to the poor quality, has made mealtime a hardship rather than a pleasure.

In view of the fact that the Sailors Snug Harbor is one of the most richly endowed institutions in the world, and since this money is only being used at present for the care and maintenance of 400 individuals, we believe that more attention should be paid to the quality and preparation of the food.

POOR ATTITUDE

The well-being of the old men is tied up closely with the treatment accorded them. Certainly anything that makes their every day life trying, such as poor food and denial of personal rights, tends to make them unhappy and ill.

This institution was endowed for a specific purpose. On the basis of the complaints which we have received, we believe that the spirit and the letter of the endowment are not being carried out.

We trust that you will look into this situation with an eye toward raising your standards to a parity with living conditions aboard SIU-contracted ships. If this matter must be taken up first with your Board of Trustees, we hope that that can be done without too much delay.

The Sailors Snug Harbor is close to the hearts of the United States merchant seamen who see in it a secure home for their old age. For this reason, we hope that you will be able to dispel any doubts they may have regarding the treatment they can expect in the future.

Hoping that you will give this matter your prompt attention, and that we may hear from you in the near future,

I remain,
Very Truly Yours,
Joseph H. Volpian
Special Services
Representative
Seafarers International
Union, AFL.

FROM THE LAKES

The crew of the SS Rockwood, operating out of Chicago, turned over \$26.50 for the hospitalized seamen at Fort Stanton, New Mexico.

Now Is Time To Initiate Four Watches On SIU Ships

By JOSEPH S. BUCKLEY

Some of the previous issues of the Seafarers Log have carried references by Paul Hall, in his column "Clearing the Deck," to the four watch system. We old-time seamen realize that when all the ships go back into the hands of the private operators we shall have a great many Brothers out of work due to the lack of jobs.

The four watch system is not an impossibility. It can become a reality if we endorse such a program when we send our official representatives to negotiate with the Isthmian Steamship Company when the time comes.

The four watch system will lead to the creation of more jobs and less working hours for our membership. Cutting down the hours of labor is the only method the seaman has to beat the unemployment situation that will face us within the near future.

By this means we will have nine hours of leisure instead of the eight we now get; we will have four oilers and four firemen, and day men will work six hours instead of the usual eight.

SAW IT WORK

Two years ago I fired coal on the Great Lakes under the four watch system. This was on an SIU contracted ship out of South Chicago. It worked out swell, and meal hours worked out okay, too.

Of course, Mr. Shipowner will

put up a stink about lack of quarters and such bull, but we can easily overcome these objections by pulling job actions at the point of production. That is the only language that the bully Shipowner understands.

Aboard a ship, in the engine room, a worker is in reality a slave. He is obedient to the clock and to the mechanical monster who never seems to get enough oil in the four hours it must be fed, if he is on a four hour watch.

END EXPLOITATION

To meet the progress of science we must reduce the hours of labor so as to increase the manning power that the machine has taken from us. The fewer men who are employed, and the harder they are worked, the greater profit for the shipowner and the rest of the thieves who represent the profit system of exploitation.

It is the duty of every individual member of the Seafarers International Union to back up the drive of the Union officials in this program to increase the manning power aboard all SIU-contract ships.

Bring the subject up in your shipboard meetings, and in the regular meetings ashore. Let us make that the prime object for this coming year.

Sincere, conscientious union men can do anything if they are interested in fighting to create a "Brotherhood of the Sea."

Anti-Petrillo Law Is Declared Unconstitutional By U. S. Court

CHICAGO—The first test of the Lea Act, commonly called the anti-Petrillo law, resulted in the law being ruled unconstitutional, and the criminal proceedings against James C. Petrillo, President of the American Federation of Musicians, AFL, being dismissed.

The charges against Mr. Petrillo, filed last June 13 by United States Attorney J. Albert Woll, alleged that he used force and coercion to require radio station WAAF to employ more persons than it needed to conduct its business. This, it was charged, was a violation of the Lea Act.

In an eight page opinion, handed down by Federal Judge Walter J. La Buy, it was held that the Act violates the fifth Amendment because of the indefiniteness and uncertainty in the definition of a criminal offense; is in contradiction to the first Amendment which guarantees freedom of speech; and violates the fifth and thirteenth Amendments by the restriction upon employment of labor.

U. S. TO APPEAL

The United States Attorney said that the case would be immediately appealed to the Supreme Court under provisions permitting questions on the constitutionality of a specific act to be taken straight to the highest court in the land.

At his headquarters, Mr. Petrillo issued a statement praising the court's action, and commented, "The Federal Court preaches and practices free speech, democracy, and Americanism when it

says that you can't discriminate, which is what this law called for."

Boiled down to the simplest facts, the ruling upheld the right of peaceful picketing; the right of employes to leave their place of employment collectively as a means of enforcing their demands; and the freedom of workers to leave their jobs at will or for no reason at all.

The motion to dismiss the suit on the grounds of unconstitutionality was made by Joseph A. Padway, counsel for Mr. Petrillo and for the AFL.

Labor Must Prepare For Coming Reaction

(Continued from Page 3)

in the tanker and other fields. In addition, a couple of other organizing leaflets are now being finished and should be ready for publication within the next two or three weeks. The organizing program of the SIU is not dormant. It's just taking on more fuel for the big job that lies ahead.

Until every unorganized worker on the deep water, inland rivers, harbors, and Great Lakes is organized, there is still a job for the SIU to accomplish. We can't afford to rest until that job is finished, and it's up to you as loyal Seafarers to help this program to the utmost. It's your Union, Brothers, and it's your job as well as ours to see that every unorganized seaman and waterfront worker becomes a member of the SIU.



Trade Unionists In New Orleans Resent Commie Waterfront Drive

By BUCK STEPHENS

NEW ORLEANS—The commies in this port are crying to high heaven about unity. Recently they issued a pamphlet, endorsed by the Seamen's Club, Port of New Orleans Communist Party. This club is supposed to be composed of both AFL and CIO seamen.

Only half of this statement is true, because while CIO seamen are members of the club and the communist party, no AFL seaman in this port, or in any other port that I know of, is a member of the communist party or any of its clubs.

In this leaflet the CMU is mentioned many times, and each time with a lot of flowery phrases

about the unity and leadership of the group. We all know what a part the CMU played in the last maritime strikes, and there is no question about what a disruptive force they were.

LIE AFTER LIE

The same pamphlet mentions the fact that shipowners, the Item (a local newspaper), and certain AFL officials are working together "to split the maritime unions" and that the climax of this action was a "fascist, storm-trooper attack upon a public meeting of the communist party."

This is another complete lie because the names of all those taking part in the battle were published in the local papers and all are local boys and good trade unionists.

The meeting referred to was the 29th Anniversary of the Bolshevik Revolution. This was supposed to be a mass meeting for speeches and organization. Chief among the speakers were the incoming and outgoing chairmen of the communist party in Louisiana.

Also present were some top-notch officials of the National Maritime Union; the Marine Cooks and Stewards; the International Longshore Workers Union, as well as officials and members of other CIO unions.

In the middle of the principle speech some seventy-odd people took objection to the un-American remarks of the speaker and started action to force him to keep quiet. Soon there was a small sized riot going on, and approximately 125 people were hauled off to the hoosegow.

UNION OPPOSITION

Those pleading guilty to disturbing the peace were fined \$2.50. The SIU men pleaded not guilty, and were able to get out on bond. Later in court, the case against them was dismissed.

Seventeen of the comrades were fined \$20.00 or ten days in jail, so that is proof that the remarks of the speaker were the main factors in causing the riot.

All honest trade unionists in New Orleans are against commie infiltration in our trade unions. It is high time that we register our opposition to the communists and get to work clearing them out of the labor movement.

Slow Shipping And Cold Weather In Boston — Organizing Goes On

BOSTON—Winter has arrived in New England and made its advent with a pretty fair-sized blizzard, leaving a thin mantle of snow covering icy streets and sidewalks. The new Hall provides a comfortable haven against this weather, and this morning's first call found between 150 and 200 members in the Hall, virtually all of them interested in about twenty jobs on the board.

Two out of every three ships hitting here are foreign, and apparently this trend is on the increase. But if this sounds gloomy, it does not necessarily mean that we are without hope for a comeback pretty soon.

The Kyska paid off here on a Sunday. She came in here under the control of the Maritime Commission and is going out today as a privately owned Waterman.

She signs her foreign articles here, and it is rumored that more Waterman ships on the North Europe run will sign and payoff in Boston. If this should prove true, it will give the Branch a much-needed lift.

DELAYS FREQUENT

As far as the Eastern ships are concerned, delays have been frequent. Now it appears unlikely that the first ship will be in commission before January 15—which means that 50 or 60 members will be out of work that much longer.

Of course, with Eastern operating regular service, a certain amount of shipping business is guaranteed. Then, too, the inter-coastals have by no means returned to normal since the West Coast strike ended. These have always provided some additional work for the port.

In the meantime, while the slump has been at its worst, there has, strangely enough, been plenty of work for all hands in the office. We still have to cover the ships, take care of beefs arising on same, plus the ones that come over the counter. And these are legion when so many members are on the beach for any length of time, as most of them have been.

Also, there is the organizing work which is always going on, and in which this port has been

successful in making valuable contacts. In this connection we have just received a most gratifying letter from the SUP organizer, Johnny Hansen, commending us for our work on a Standard tanker.

PLAIN TO SEE

The unorganized tanker companies must be able to read the writing on the wall. They are going to be organized eventually, and may as well consent to elections and get it over with. Every Cities Service tanker contacted here is in good SIU shape; unquestionably this outfit also will go the way of Isthmian.

Well, the outlook for the coming week is a little bit brighter. Waterman is putting the Niantic Victory in operation this week and will put on the crew within a few days.

Waterman is also taking over the Abe Clark, formerly NMU, and will be crewing her up shortly. It is also expected that this company will operate the Simmons Victory after this week.

With a couple of West Coast tankers scheduled for this week, too, quite a few members should be able to duck the cold weather mentioned in the opening paragraph.

NO NEWS??

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

CHARLESTON
PORT ARTHUR
HOUSTON
NORFOLK
JACKSONVILLE
TAMPA
MOBILE
CORPUS CHRISTI
SAVANNAH

Duluth Has Last Shipping Flurry As Close Of Lakes Season Nears

By EINER NORDAAS

DULUTH—We are getting the last rush of business here in Duluth before the season ends and everything is coming at us at once. The weather has been quite bad and has held many of the ships out on the lakes until now, so they are all coming into port at once.

Most of the ships that pull out of this port are on their final journey of the season with quite a few taking cargoes of grain. Today, two Midland ships leave for Buffalo with three more leaving in a couple of days, and then the port will be pretty barren for the rest of the winter.

There is very little need to repeat that shipping is slow, because in a matter of a few weeks there will be no shipping at all and we will have to sweat out the long cold winter with the Lakes frozen over, eagerly awaiting the ice break-up in the spring.

Many SIU men are still around the port visiting the Midland ships before they leave to talk to the Midland seamen and take the Logs onto the ships, but most of the men have taken to the highways and points south. Some of the SIU men who have done excellent jobs on these Midland ships are Brothers Storval, Jennings and Thompson, and they'll be back in the spring to renew organizational activity on the ships as they hit Duluth.

The Duluth Hall will be kept open all winter and we invite you all to come around. Meetings will be held the first and third Monday of each month, at 7:30 P.M.

I would like to take this opportunity to thank all members for the splendid cooperation given at all times during the 1946 season. I hope that you will all be back at the start of the 1947 season, so that we can continue our job of organizing the unorganized into the Seafarers International Union.

Beach Clearing Rapidly In N.Y. With End Of Maritime Strikes

By JOE ALGINA

NEW YORK—The beach has certainly cleared up here the last few days, and it is about time. For a long period of time we were unable to ship due to our own strike and the strike of our Brothers in the Masters, Mates, and Pilots. Now that all the strikes have been settled on all three coasts, shipping is picking up, and the board has been listing quite a few good jobs.

Of course, there is little chance that shipping will hit the same peak that it did in the heyday of the war; but any improvement over what it has been in the past few months is all to the good.

The people, shipowners, who begrudge us the salary increase we just gained, should take into consideration the fact that a seaman usually works only nine or ten months each year. Not that he wouldn't like to work more; it's just that there are not enough jobs to keep all seamen employed for any longer period of time.

HARD TIMES

This situation, coupled with the rising prices, means that seamen are having a tough time making ends meet. I was speaking to one AB, a guy with two kids, and he told me that his wife can't afford to serve meat more than twice each week. He says that his kids don't get the milk they need, and that keeping them in clothes and shoes is an impossible job.

Don't think that this story is an isolated instance. I'll bet that there are quite a few seamen around today who cannot afford to buy the food and clothing that they need. And if there are a



couple of children, it makes the situation that much worse.

When the shipowners agreed to our wage demands, price control was still in effect. Our increases meant something then. But the way things are going now, we didn't gain a damn thing.

The bosses think it is funny to give a man a raise and then hike up prices even beyond the piddling raise. They don't lose anything, but the working stiff does.

Now the picture looks black, and only a decrease in prices, or an increase in wages with prices remaining where they are, will answer the problem.

The Patrolmen Say...

Hot and Cold

Taking showers with cold water in the North Atlantic and in hot water in the tropics was the lot of the men of the Cape Mohegan until very recently. I went aboard this ship for a partial payoff and that beef was the first one handed me by the crew.

They said that due to poor construction of the vessel, the only way to take a cool bath in the hot climates is to go back to the old days and use a pail.

We talked with the Port Engineer and he said that nothing could be done about it since it had already been taken up with the WSA and they had not done anything about it.

I soon saw that I wasn't getting anyplace, so a shipboard meeting was held and the men decided not to sign on until the necessary repairs had been made.

When I told this to the Skipper, he called the Chief Engineer and with the blueprints in front of us, we traced the lines.

Soon it became apparent what the trouble was. The tank that fed the showers was filled each time before the ship left for Puerto Rico, and was not filled until it returned because taking on water in Puerto Rico is illegal.

That meant that the water stayed in a tank, open to the elements and was therefore hot in hot climates and cold when the ship got into northern weather.

We decided to try an experiment. From now on water will be pumped from the domestic tank in small quantities so that it will have a chance to cool off in the tropics, and to heat up in the north. We hope that the plan will work.

Claude Fisher

LAKES NEWS

Pursuant to a recent decision made by the membership, news from all the Lakes Port Agents appear on these pages. Although the Seafarers Log is the official organ of the Atlantic and Gulf District only, it welcomes these reports and will publish them whenever received.

If any port in the Atlantic and Gulf District does not appear in the port pages, it is because the Log has not received any news from that port.

Port Baltimore Is Still Hotspot For Seafarers Organizing Drive

BALTIMORE—While shipping from the Hall in Baltimore at present is going on at a lessened pace and a large number of men as still on the beach, the organizers in Baltimore are being kept on the hop with quite a few unorganized vessels tying up at this port.

Isthmian alone expects six of her ships in at any time, and organizer Max Beck is considering the hiring of a helicopter to get around to all the ships. Be-



cause of this increased organizational activity Mike Hook has been added to the staff for the time being.

Despite consistently unsuccessful attempts in the past, Calmar and Ore outfits are trying to ship finks aboard their vessels. This finky maneuver requires, and is getting, the greatest of attention from the Union, and Baltimore is devoting quite a bit of its time to this problem.

Although shipping is at a reduced rate, the local office has been kept busy handling several beefs, and at the same time Agent Curly Rentz has been making numerous changes in the Hall, streamlining it with a view to reducing expenditures, and to insure a smoother running machine to handle the many activities of that port.

Personal friends of Johnny Hatgimisios, Walter Haas and the other SIU men involved in a beef have contributed close to \$1,000 to give the boys a helping hand in their fight to straighten matters out.

FACTS ON ISTHMIAN

Now that the Isthmian campaign has come to a close, and a successful close for the SIU and Isthmian seamen, some interesting facts come to light to show

Crews Donate To Hospitalized

By WILLIAM (CURLY) RENTZ

BALTIMORE — Recent SIU ships which tied up here in Baltimore donated a total of \$78.00 to Seafarers hospitalized in the Marine Hospital helping them to defray personal expenses while they are recuperating.

John Taurin of the Hospital Committee reports that the money was received from crewmembers of the SS Claggett, \$50.00; SS George Gershwin, \$23.00; and the SS Andrew Jackson, \$5.00, and divided equally among the following men giving each man \$5.58. Francis R. O'Brien, W. L. Gillespie, M. J. Welsh, Moses Morris, and H. W. Sherwin.

Also receiving the aid of their thoughtful Brothers were: Ralph Frey, Max Fingerhut, Wayne Trolle, Peter Lopez, Roy Justice, Carl Schultz, Raymond Von Dreele, Albert D. Whitehouse, and Manuel Romero.

the important part the port of Baltimore played in the drive. The magnitude of the Isthmian drive in itself is a hard thing to grasp, and an amazing item in the campaign is the fact that during the past six months 80 Isthmian ships touched this port in other words practically every ship in the Isthmian fleet at one time or another during the past six months tied up in Baltimore.

Each of these ships had to be met and the crews spoken to. It was fast and furious work while it lasted and there was little time to think of the tremendous job being done. Time passed quickly and it wasn't until the end of the campaign that the organizers were able to realize the magnificent job accomplished.

Now that it is all over and the official announcement of the NLRB is awaited, Baltimore in taking stock finds itself high on the list of factors that contributed to the resounding victory of the SIU in its campaign to win the Isthmian fleet.

Unorganized Visit SIU Hall In Toledo

By HENRY W. CHAPPELL

TOLEDO—Activity in this port is practically nil due to the impending freeze over of the lakes, and so all of our energies are being expended in making contact with ships as they lay up, and talking SIU to the non-union crews.

In the short time that the Toledo Hall has been open we have been particularly gratified at the turn-out of unorganized seamen who have dropped in to give the Hall the look over.

They find it a welcome relief to be able to come in and sit down in a Union Hall and be left to themselves without someone giving them the political low-down on British Imperialism in Greece, or American Imperialism in China.

They're glad to visit a Hall where the guys they meet are interested in the betterment of conditions for the seamen, and are concentrating all of their energies in that direction instead of shouting slogans of condemnation against England and us for our activities in foreign countries.

FOR SEAMEN

By coming to the SIU Hall at 615 Summit Street in Toledo you can be sure of getting the facts of the story on the Great Lakes in an unadulterated form.

The SIU has no axe to grind politically, nor has it any employer to serve; the SIU is first and foremost a seamen's union made up of rank and file members who decide who their leaders will be, and what course of action the union will follow.

Every seamen wants better conditions and higher wages and it is through a democratic Union like the SIU that the officials will be urged to go out and fight for better contracts for its membership. That's the way a democratic union works, and that is the SIU.

THE RIGHT WAY



Joseph Santos studies the ballot before he enters the polling booth to make his choice of officers for 1947.

Alert Crew Helps In Collecting 1500 Hours Disputed Overtime

By BLACKIE CARDULLO

MARCUS HOOK — We had quite a bit of activity in the port this week, and shipping has picked up to a point where the dihard beachcombers are taking ships in self defense.

The SS Council Crest paid off last week after a five month voyage, and as you can imagine, there was plenty of disputed overtime to be settled. Luckily, the crew was an exceptionally alert bunch of men who had figured that something like this might happen, so they had been keeping any disputed overtime on separate sheets.

All this made it easy for us to settle the overtime to the complete satisfaction of all concerned. Everybody was paid in full, and in time to take off for home for Thanksgiving Dinner. With \$1500 they must have been able to rustle up a good time.

ORGANIZING SUN OIL

Organizing on the Sun Oil Company is going full blast and I hope that within a short time we



will be able to say, "The SIU Does It Again."

This whole campaign is one of the most unorthodox organizing jobs ever undertaken by the SIU.

Whenever any of us go on the waterfront to give out the SIU Tanker News or to talk Union to any of the Sun Oil employees, we have to be careful that we are not seen. If any of the company stooges see a man talking to us, that man is fired the very next day.

It has gotten to the point where it is a game of hide and seek. But with all their spotters and stooges, they haven't been able to stop us yet. We are continuing to organize these Brothers who are working under crimp



conditions that we ourselves once worked under.

Many of the boys we talk to are surprised when we tell them of the wages and conditions that have been achieved by the SIU. Once we get a chance to talk to these boys, they are with us 100 per cent.

ROMANCE, ROMANCE

We hope that this story will prove to be the last chapter in the history of one of our local belles. She has been leading an SIU member around by the nose, and every time she two-timed him, she said that she had been out with one of her brothers, cousins, uncles, or what have you.

This guy says that he didn't get suspicious until she introduced him to a Norwegian father, one Spanish and one Irish brother, and two uncles who spoke a language that no one could identify.

It seems that this girl had all male relations and everyone a seaman. Our advice to this guy is that a long whaling expedition, say about three years long is the way to mend a broken heart.

In this way he can meet some nice mermaids who have no relatives, and who won't double-cross him.

Cleveland AFL Maritime Council To Hold Meeting During Winter

By STANLEY WARES

CLEVELAND—Like most ports on the Great Lakes at this time of year, shipping is at a standstill, and we expect it to remain that way until next Spring.

In the meantime, with the cold weather setting in, the fellows who are not heading for the coast are hanging around the Hall unraveling their yarns of incidents they experienced during the past season.

It's going to be hard to tell who deserves that well-known medal, because they sure are telling some dandies.

At a regular meeting in Detroit recently, the membership passed a motion requesting the Agents in each port on the Lakes to submit an article each week to the Seafarers Log.

With the end of the season at hand I can hardly blame them for making that request, because they will all be heading for parts unknown, and those columns in the Log are the only way they

Engineer Has Very Bad Case Of Sour Grapes

By RAY SWEENEY

GALVESTON—Some guys just can't stand to see anyone make advances unless they make the same steps forward. What is even worse is that this time the guy who is trying to beat us down is an Engineer, a member of the MEBA, and we all know that if it hadn't been for our Union the MEBA would have lost its strike, sure as shooting.

Here is what happened. When our new agreements were signed we all thought that there would be no further need for disputes since all work and overtime is pretty clearly explained. But that's not the way some guys figure, especially that Engineer.

The SS Helen, Bull Lines, came into port after the strike was settled. The new agreement was already in force, and the Skipper and the Chief Engineer agreed to pay all the overtime that was in dispute at that time. So the Helen sailed, and paid off in Baltimore without any trouble.

HARD TIMES

Practically the whole crew signed on again, but this time it was different. As soon as the ship sailed, one of the Engineers started getting "snorty." He forced the Oiler and the FWT to stand up all watch. He refused to blow tubes on Sunday. In fact he did everything he could to cut overtime and to make the trip miserable.

It's not our fault that we were able to negotiate a better contract than they did. After all, we didn't force them to allow Harry Bridges to do their talking for them. It all goes to prove that if you get something good and the other fellow doesn't, he will go out of his way to deal you all the misery he can.

The Maiden Creek is in now, and even with Morgan Hyle as Skipper all hands are happy as one big family. They had a swell feed on Thanksgiving, so that was enough to be thankful for.

Cleveland AFL Maritime Council To Hold Meeting During Winter

By STANLEY WARES

have of keeping up to date as to what each port is doing or plans to do.

Personally I must confess that I am not a columnist, but when the membership speaks I'll fulfill that request to the best of my ability. So you can rest assured that I'll report whatever takes place this winter in the port of Cleveland.

During the coming winter the Marine Council in this port expects to meet to discuss ways and means of being ready for any emergency that may come up. We've seen how effective it has operated on the coasts, and you can bet that we intend to make it just as effective here on the Lakes.

More and more seamen on the Lakes and on the coast are finding out that the SIU is the only Union in the field that is in there fighting for them, instead of wasting its time building up the political ambitions of party-liners.

SHIPS' MINUTES AND NEWS



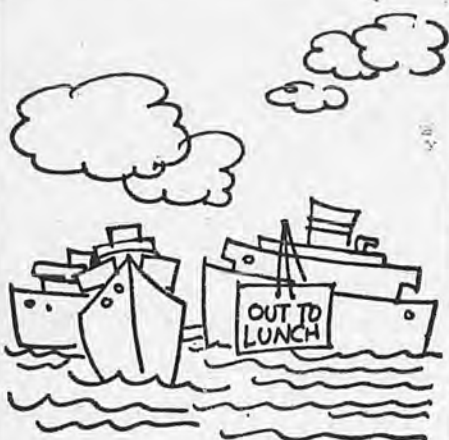
CG Hangs Up When CO Goes To Lunch

Seafarer Fred Reppine long ago marked the Coast Guard as phony. He was convinced that it only had time for the prosecution of merchant seamen.

Last week his convictions received corroboration when he spotted a newspaper item in which the Coast Guard figured prominently by its absence. Brother Reppine told of the amusing incident in a letter.

It seems that three East St. Louis, Ill., policemen talked for an hour and a half to dissuade a war veteran from jumping from the Eads bridge over the Mississippi river while a desk sergeant tried to get a Coast Guard rescue boat to the scene.

The veteran was finally dragged back to safety, but the boat



never showed up. The police sergeant said that when he phoned the Coast Guard station he was told:

"Sorry, but the commanding officer is out eating. I'll tell him about it as soon as he gets back."

Commenting on the Coast Guard's cessation of operations while the CO was out to chow, Brother Reppine says:

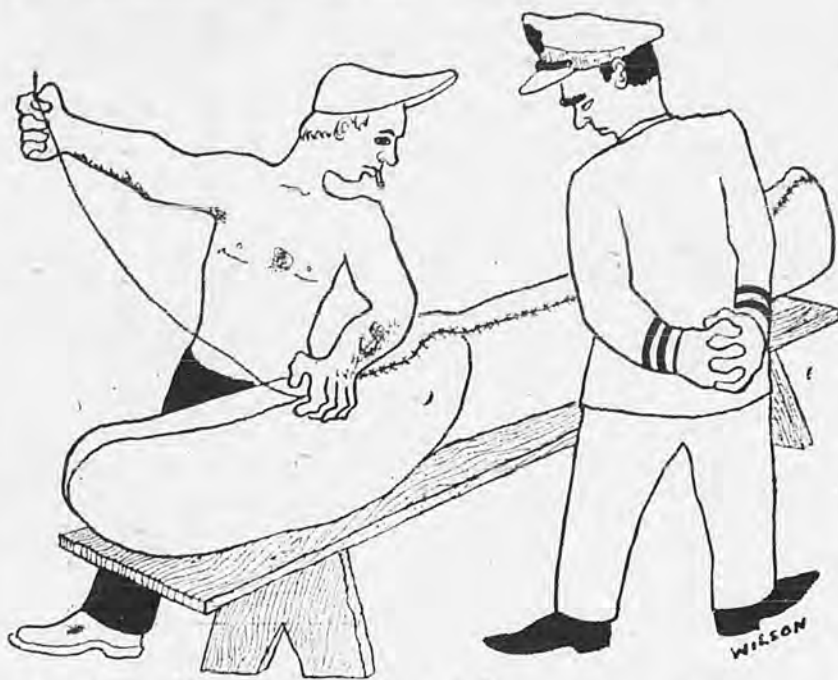
I'll bet if it was a sailor who was going to jump off the bridge he would have lost his papers for about a year or more.

"Next time the Coast Guard has my number, I think I'll call them up and tell them I'm going to jump from a bridge. Perhaps in that way I can beat the rap."

What would you do, Brother Reppine, if the Coast Guard told you it was going to jump off a bridge?



SAFETY FIRST



Nobody wants the Overtime For Sewing you up In a piece of canvas

Sent in by the Baltimore branch, this poster is part of the campaign there for accident prevention.

Knife Attack On 4 SIU Men Brings Consular Protest

The American vice-consul in Santos, Brazil, has officially requested a complete report of the police investigation of the attack made on four Seafarers by a band of armed hoodlums late last October 13. The men were returning to their ship, the SS Walter Christensen, and were just inside the dock's gate, when the gang set upon them with knives.

The attackers, after being driven off, escaped in the darkness. None of the victims was injured.

The consul's action, in which he also urged the local police chief to adopt measures "to prevent repetition of similar incidents," followed an appeal to his office by the Christensen's three department delegates, after several attempts to stir local authorities into action were unsuccessful.

UNPROVOKED ATTACK

The attack on the four SIU crew men was entirely unprovoked. The men, whose identity was not disclosed, had left a downtown Santos motion picture theatre. They headed directly for the vessel. The note to the consul stressed that the men were completely sober.

At 11 p. m. the Seafarers reached the dock gate at the foot of Rua General Camera, where the Christensen was tied up. They were inside the gate, not far from the ship, when the attackers, knives in hand, sprang out of the darkness.

The noise of the ensuing scuffle brought aid from the Christensen, and the hoodlums were routed.

The civil authorities were notified of the incident but the men received little cooperation, they said.

It was then that the following letter was sent to the vice-consul:

TEXT OF LETTER

Mr. Arthur Parsloe
American Consul
Santos, Brazil

Dear Sir:

At about 11 p. m. on Oct. 13, 1946, an unprovoked attack, in which knives were used, was made on four members of the crew of this vessel just inside the gate at the dock at the foot of Rua General Camera.

These four men were returning to the ship from a motion picture and were completely sober. We have endeavored to have this affair investigated by the civil authorities, and at every turn we have received very little cooperation.

We feel that as American citizens coming to this country as seamen, we have a right to representation from you in this matter. If you should not take action satisfactory to us, with the aim of suppressing these attacks by unknown persons, we intend to consult the State Dept. by cablegram.

We feel sure, however, that you will give this matter your immediate attention.

Respectfully yours,

Robert High, Deck Del.
Mike Hook, Engine Del.
L. Glanville, Stew. Del.

The consul took immediate action, informing the Christensen crew members by letter of his official communication with the Santos police chief, requesting his report on the case, and the recommendation measures to "prevent" recurrences.

Pilgrim Crewman's Injuries Laid To Unsafe Conditions

A charge that "unsafe working conditions" were responsible for the injuries sustained by Marion McClintoc aboard the SS Alcoa Pilgrim was made at a recent ship-board meeting held at sea. McClintoc fell from a 15 foot boom he was working on during a heavy fog. The boom was rigged at a 10 degree angle.

The incident was reported to the meeting by Deck Delegate James Foster. Foster stated that on the day of the accident the Bosun knocked the men off at 9:30 a.m. due to the wet, slick condition of the decks and booms, and the thick fog which shrouded the vessel. The Bosun judged these conditions as unsafe.

"At 10:30 a.m.," Foster continued, "the Chief Mate came storming down and turned the men to again." At about 11:30 a.m. Brother Marion McClintoc, who is an excellent seaman, fell from the boom.

PUT TO BED

"The Bosun reported the accident to the Chief Mate and the Purser right away. They confined the injured man to bed," Foster said.

Continuing his report, Foster stated that "the Chief Mate had the other officers sign statements saying that the booms were not wet.

Foster said that he immediately asked some 15 or 20 men to inspect the booms. All found that the booms were wet.

Foster pointed out that the Bosun who had ordered the men to knock off was an oldtimer, "who really knew his business."

The deck gang assailed the Chief Mate's method of "marathoning

dunnage." They charged that he drove some of the crew to work as much as 30 hours handling and stacking dunnage from one pile to another. The men said they felt the Mate's methods contributed to accidents.

Several other conditions aboard the Pilgrim stirred the crew to action. It was moved and passed that a communication be sent to the New York Hall revealing two shortcomings on board.

The communication was to point out that the ship had sailed from the United States and from Trinidad, going north, without winter gear. In Trinidad the men had asked the Captain for winter wear. He told the Purser to give the men what they needed, though apparently the stock was inadequate. The men said "we understand that the law governing slopcheats on board ships, reads that winter gear should be available at all times."

SOAP SHORTAGES

Added to the communication was the Black Gang Delegate's report on shortages of soap and soap powder. On board two months, the men had made several requests of the First Assistant for soap, soap powder and lava soap, but were refused each time. The Delegate then went to the Chief Engineer, who was willing to issue the soap and said he would order some in the next port.

Meanwhile, the First Assistant admitted he had soap powder. He used it himself, but still refused to issue it.

Nils Gronberg served as chairman of the meeting, and L. W. Highsmith was recording secretary.

Wiper Takes Handicap At Jamaica, BWI

The horse flesh enthusiasts at the Kingston, Jamaica, race track waited patiently for the day's feature event. Last minute bettors hurriedly sought out the book makers for a final fling. The starter was making feverish efforts to line up the nervous nags.

Suddenly a deafening roar broke from the stands. To a man the spectators jumped to their feet. "They're off!"

The amazing sight unfolding on the track had seasoned veterans proclaiming that never before had they witnessed such a spectacle of speed and reckless racing. History was being made at the Jamaica track. It couldn't even be called competition.

CROWD WILD

The crowd cheered crazily as the lead mount streaked the course. The nearest bit of horse hide to him was still stomping at the starting line. The shouts of encouragement made a drunken din.

"Get a horse," hoarsed the nag wags.

Still the leader came, loaded with fire and fury.

Splitting the tense atmosphere

(Continued on Page 8)

Had Tough Trip



Brother E. Mattson, the SS Waltham Victory's Chief Steward on a recent South African run had a hectic time trying to straighten out the food snarls resulting from short supplies. Mattson had a series of scrapes at every turn as he fought to get sufficient food for the men.

Digested Minutes Of SIU Ship Meetings

AHCOA PILGRIM, Oct. 3— Chairman Nils Gronberg; Secretary L. W. Highsmith. New Business: motion made to have a written statement in regards to the treatment of the Deck Gang and present it to the American Consul. Motion made that the overtime be signed as it is written or be disputed as it is written by the Chief Mate. Good and Welfare: Chairman Gronberg gave the members a long talk on unionism and how they should all stick together in everything. A list of charges was written and read to be presented to the American Consul.



LAREDO VICTORY, Oct. 27— Chairman Samuel Howard; Secretary Milburn Tuttle. Delegates reported everything okay. Motions carried: that upon arrival in port, Patrolman be referred to beef on Germans dumping garbage in port; to see patrolman in regards to ship not maintaining continuous gangway watch in port; that slop chest be checked and stored suitable to crew. Suggested that a donation be made to the Merchant Marine Library Association. This to be done at time of payoff in a spirit of good will and no one to be under obligation to contribute. One minute of silence was observed in respect to lost brothers.

Wiper Takes Jamaica 'Cap

(Continued from Page 7)
like a peal of thunder, a voice boomed over the loud speaker: "Git thaht mahn off the cawse!" Like one big voice, the excitement-hungry mob retorted: "Keep going."
HERE HE COMES
For coming up the straightaway, a good two furlongs in the lead, riding like a bat out of hell, came the "winnah".
It was the SS Seaton's Wiper, mounted on a broken-down bicycle, shirt-tails flying in the wind,



with a bottle of good old "Jamaica" in one pocket and a bunch of bananas in the other.
Old hands at the track swore that the track's record was broken that day in the face of a terrific handicap. One reporter, who verified this, said it was a handicap indeed, for the bicycle's front tire was as flat as an old hag's honeymoon.
Wiper, by the way, was off the SS William Seaton, out of Norfolk, Va., and sired by the Seafarers. He paid through the nose.



M. V. SNAKEHEAD, Nov. 6— Chairman J. Lynch; Secretary J. Reed. Motion carried to have Steward contact Captain in regards to weevils found in the crackers. Motion carried to have Agent in Trinidad make arrangements for exchange of food supplies of other ships going back to the states. Motion carried for the three delegates and the Steward to see Captain and check over the supply list of what is on hand. Discussion of cleanliness of quarters. All hands pledged their full support on the subject.

STR. WESCOAT, Nov. 18— Chairman Henry Hanratty; Secretary N. McLeod. New Business: Motion carried to contact the Mate on supplying laundry soap to the deck crew. Motion carried to prepare final resolutions for future improvements and to have them ready for the final meeting with shore representatives. Good and Welfare Motion carried to have a solid platform at ladder so men can get up and down without the fear of falling and causing accidents.

BELLE OF THE WEST, Sept. 10— Chairman W. Dunham; Secretary F. Gardner. New Business: Motion carried to claim overtime for the man at the wheel who was ordered to leave the wheelhouse while the Captain set the iron mike on and to go on deck to work. Motion was carried to have no one pay off until the patrolman settles the disputed overtime in the engine department. Motion made to check the slop chest by the patrolman since there were insufficient stores and also high prices charged. Motion carried to have the fans checked aft. Motion carried to have another utilityman for the pantry due to the fact that the proper work cannot be done without another man.

SIU Men Injured In Rescue Of Motor Ship Off Azores

Working in high winds, the Janeway crew succeeded in tossing a line aboard the disabled Portugese motorship Alger at 2:30 p. m. Nov. 21. Several Seafarers were injured during the operation when a large sea crashed over the stern of the Janeway. Adverse conditions had prevented a rescue attempt the previous afternoon.
The Janeway arrived alongside the Alger in response to an SOS picked up the morning of Nov. 20. The stricken vessel was drifting helplessly, after her engine failed completely. She was bound for the Azores from Newfoundland. With darkness falling over the heavy seas, the Janeway waited until morning to effect the rescue.

RUTGERS VICTORY, Aug. 25— Chairman Albert Platts; Secretary George L. Sawyer. Motions carried: to put out better night lunches; larger quantities and more variety; to obtain an electric percolator; to obtain washing machine. Discussion of Officers receiving better food than crew. Beef about not having enough fresh fruit and vegetables. One minute of silence observed for our lost brothers.

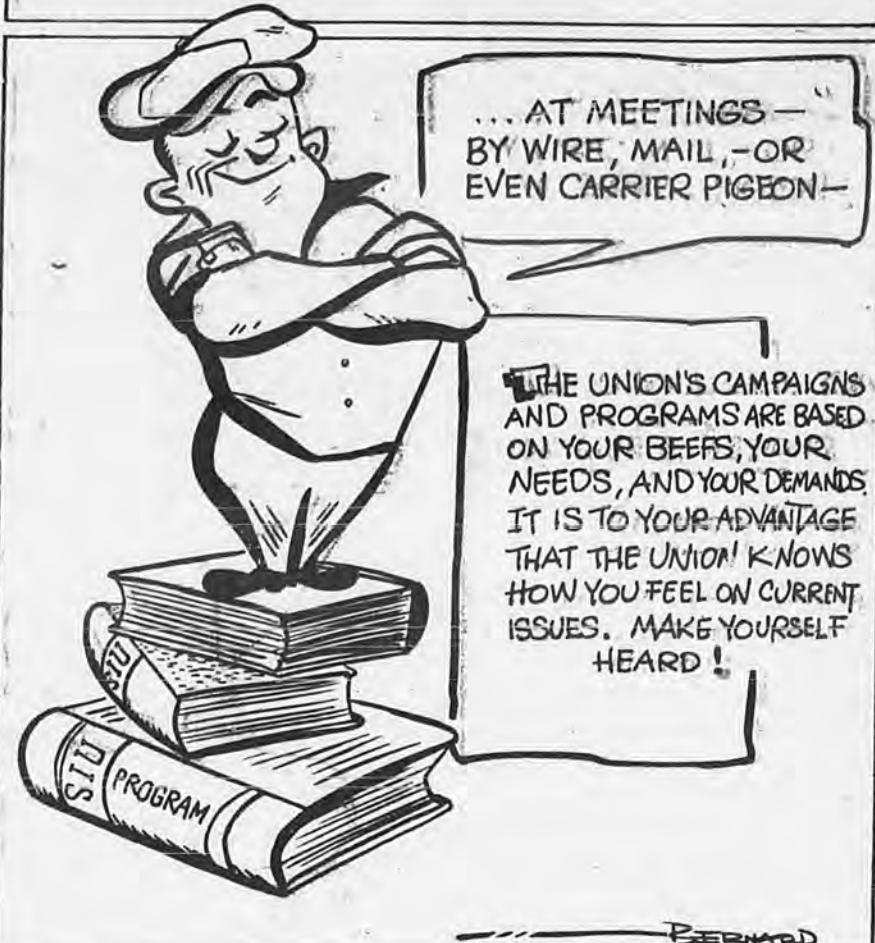
MV SNAKESHEAD, Nov. 18— Chairman Jack Lynch; Secretary Gordon Marbury. Discussion of food shortages and the necessity of the ship being fumigated. Discussion of Deck department overtime. Agreed to see Chief Engineer about sougeeing and painting Engineer's quarters and passageways. Agreed to wire N. Y. Hall for copies of new agreement. Motion carried to see Purser about stores that were short.



WALTER M. CHRISTIANSEN, Aug. 7— Chairman Ralph Garrett; Secretary Bob High. Motions carried: that the three delegates check the needed supplies and slop chest with the cooperation of the Patrolman; that the three delegates draw up a list of offenses and fines to be lived up to by the crew, amendment that the money collected by turned over to the Baltimore Marine Hospital. Motion carried that a regular meeting to be held every Wednesday night. One minute of silence was observed for brothers lost at sea.

F. H. KING, Nov. 13— Chairman G. R. Rood; Secretary G. E. Taylor. Motions carried: to have the Second Mate investigated by the SIU; that the First Mate be kept off of all SIU ships as he is not qualified to sail as Chief Mate. Motions carried: that the Chief Mate also be investigated by the SIU; that two delegates from the crew contact the shore Patrolman upon arrival in the states and that all hands be sober at time of payoff.

SEAFARER SAM SAYS:



CUT and RUN

By HANK

Well, Old Man Winter finally blew into town with full force this week and it seems he's going to stay for awhile—while the membership is waiting for retroactive pay, stretching those remaining rubber nickels and keeping their eyes on the board for those ships . . . We saw Brother Tannehill, one of our best organizers, drop into our town for a short visit from home country down in the Gulf. And with a big happy smile, Brother Tannehill said he was going back—also revealing the fact that Moon Koons shipped out as AB for hotter country . . . One of our shipmates, Weaver Manning, the Deck Engineer, looked at us through his glasses this week and instead of saying that we looked like we were losing weight (due to one week of husbandry or For Whom The Dollars Toll Now) he said, with an easy flip of the lip, that our column was getting shorter—of fresh news, he meant, of course.

Well, To Each His Own and may the rip-roaring Republicans cut those 20 per cent taxes off our necks, we still get hot flashes of good news. For example, from upper circles we are informed of the very happy fact that Brother Warren Callahan, former organizer, kite-flyer, and now a Brooklyn shipyard stiff, just became the proud and joyful father of a baby. Congratulations. Pop, good health to all concerned, and even if you don't mail us a cigar—we'll still say, Congratulations! Well, while Pete Bush went down to Baltimore to see how his brother is getting along, Pete's shipmate, Bosun Bera Smyley up here in New York, had a little celebration of his birthday this past Tuesday with his girl, Helen.

Steve DiGirolmo and his mustache just shipped out this week for European ports—hoping the ship hits Copenhagen, especially . . . We've just remembered it—so we'll mention the fact that Brother Guy Whitehurst, the electrician, who always keeps laughing and smiling, was the Preaching Parson of the Murmansk run with Paul the Dispatcher, who probably has just finished dispatching a little bit of an illness by now . . . Vic Combs, full of electricity and poetry, is at present full of whispers. He can't talk because he has a cold—and he has a cold because he's over-weight. Say, Vic, we'll take your weight and your cold, too. We can't stand it staying so healthy and underweight, you know.

One brother on the second floor showed a copy of Life magazine which had designs and explanations of some darn machinery for ships which will do away with Oilers. Someone naturally answered that bit of atomic news with the words: "Don't worry, son, you'll be old and gray before you'll see it in all ships. You see, kid, you shouldn't read these crazy magazines, anyway. It spoils your appetite for the sea"—or does it, indeed? . . . Jimmy McCullough, poker champ, gigolo and Brooklyn's first citizen, hasn't eaten a decent meal since he left the Moran tug, the Pointer. Anyway, Jimmy sends his regards to "Red" Morris and wonders why "Red" didn't run this election. We don't know, so tell him, "Red."

THE MEMBERSHIP SPEAKS



Curran Has Program To Rid Union Of Commies—He Says

Dear Editor:

In the November issue of the Readers Digest I came across an article by William Hard and Frederick J. O. Blachly, titled "Communists Invited Out." This article refers to the various CIO unions who are claiming to have rid themselves of commie influence.

Among these labor leaders is a comment by Joe Curran giving six different methods as to how commies can be removed from the NMU. His sixth lesson says the union member must not put politics before union policies. Coming from Joe Curran that calls for a laugh.

During this past strike when Paul Hall, chairman of the AFL Maritime Trades Department was assisting the Masters, Mates and Pilots to keep their ranks free of commie influence, it was the same Joe Curran who blasted Paul Hall as a "Johnny-come-lately," also setting upon Hall and other union members with a commie goon squad from the NMU hall. If Joe Curran is sincere in his talk on the subject of ridding com-



munists from the NMU, why does he back the PAC which any sensible worker knows is commie controlled?

CP CORRUPTS CHARACTER

The members of the Communist Party are not rats by reason of their character, but are rats by reason of their religion. For a party member to be a stool-pigeon on his fellow-workers on the job, on his fellow-workers in the party, on his relatives—these things are expected of him and the fact that he sees not the personal shame and degradation in these actions is proof positive of the extent to which his disease of rattery has corrupted his mind.

Because the policy of the Seafarers International Union has always been for "Direct-Action," leaving politics in the street upon entering the union hall where the worker is only concerned in battling for wages and collective bargaining; because our elected union officials use the method of direct-action to put across good rank-and-file unionism they are called ship-owners' stooges by such as Joe Curran, who since his election, has done nothing but tell his members to rely upon politicians to better their conditions.

PROUD SEAFARERS

The members of the Seafarers can be proud that we have union officials able to put across the present contract, which, in my

personal belief, is the best in the Maritime Industry and will be a pleasure to work with on the job.

The prayer of the Communist Party today is: Father Lenin teach me to be a better liar, a better cheat. Teach me the best method to gain power, do not let me be weak as I obey your commandments of your Moscow religion. Give me a Strong Mind that I can sing "Hosanna" to your glory and you will reward me for my party loyalty.

For a worker to trust any communist, no matter how close the friendship, is to insult that man by presuming that he is or will be false to the cardinal precepts of his religion of stool-pigeony. The workers in the marine industry who have not grasped the facts should study the marine history of the party for the past fifteen years.

We, who have been fighting these contemptible political rats these many years, hope some day all American workers will open their eyes to the filthy philosophy these people have been preaching under the guise of unionism.

Joe Buckley
Baltimore

Chums



The amiable chums above, Henry Wykosky (left) and John Hassin are old buddies as you can see. They posed for this shot aboard the SS Laredo Victory while on a recent trip. Both Seafarers have been shipping out of Baltimore for almost five years and during that time they have managed to be aboard the same ship. Here's hoping they have many more happy days of sailing as a team.

BREWSTER MEN CHEER AGREEMENT AND THE LOG

Dear Editor:

Just a few lines to extend my thanks for the bundle of Logs that were sent to us, the crewmembers of the SS William Brewster Alcoa Steamship Company, in Port Alfred, Canada. The Logs were enjoyed very much by all the crew.

The new agreement printed in the Nov. 1 issue interested us very much as we could not see the light without it. We will have to start working on a pay difference for the Bosun as they did not get a raise to meet the responsibility they have. Any way, here is a cheer for the new agreement and for the boys that hit the bricks to make it stick.

I believe that a few brothers would be interested to hear that "Top n' lift" Fowler was on this bucket of bolts, but got off last month in Halifax. How he does it, I don't know.

We thought we were on a six week bauxite run, but old Alcoa has us shuttling between S. A. and Canada and now they want to send us to France after we have been on this tub three months already.

Please send the latest Logs to Hotel DeParis, Port of Spain, Trinidad. All sailors hang the hook there.

"Chiseler" Walsh

Coal Strike Crucible Test For All Organized Labor

Dear Editor:

I predict a nation-wide work stoppage by the AFL, in support of John L. Lewis and his United Mine Workers. No matter what your private opinion of John L. may be, don't forget history is in the making, and he'll be making it. Let's hope the strike will be short-lived, but it appears the battle will be long and drawn out.

Truman, who no longer rates the title of President, has chosen to back one of his henchmen, who thinks he should dictate the coal industry in a manner that the boldest of coal operators never dreamed of being able to do.

WITHIN HIS RIGHTS

Let us examine the facts. The government signed a contract with John L. a few months ago. John L. then legally declared the contract null and void. A federal judge ordered him to rescind his order and keep the miners at work. Even if John L. had a mind to, he could not tell the miners what to do. Things have changed in the past decade. Few people in this country now can't read or write English. And most of them think a little. They can read the daily press and see through its deceptions.

The precedent that may be set in this controversy will affect labor very seriously in the future. It must be settled in labor's favor, or the result will be a terrible blow from which we might never rally. The final goal must be reached if it requires a general strike, or even revolution.

The upper class are certainly asking for revolution. The Republicans now in control of Congress have avowed their inten-

tion of curbing labor, which would mean slavery. But these men and those that hire them are not interested in humanity, but rather their pocketbooks.

SUPPORT LEWIS

Support Lewis to the hilt, if you desire any semblance of freedom. In the next election, organize a labor party and elect its candidates. But don't be misled by the Hillmans and Joe Curran, who would have you believe they are for the working class. They are merely the tools of another type of dictatorship worse than the one now threatening the nation.

Despite the stories in the press, it would be hard to prove that Lewis' actions are not to the liking of the majority of the miners.

There have been great strides made in the last few years to eliminate the type of labor leader the press would have you believe Lewis is.

SIU TO HIS LIKING

Our organization is the type I go for. It is strictly democratic. I have never been able to find any reason to believe otherwise. Keep it that way fellows. At the same time it is necessary to support any labor organization fighting for labor's fundamental rights.

Congratulations on the recent victory over some of the other would-be dictators. Continue the fight against the Coast Guard. Straighten out the marine hospital beef; clean them up.

Say hello to Harry, Whitey, Paul and all the boys I know personally, and thanks for the Log each week.

Ira E. Bishop
Alton, Ill.

BROTHER OBJECTS TO FINES IMPOSED ABOARD VESSELS

In a recent issue of the Log there were several reports in ship's minutes of action taken aboard to fine members of the crew for various offenses, such as leaving cups in the messhall, coming aboard drunk, leaving dirt in the recreation room, etc.

I would like to know if a ship's crew has the right to levy these fines. I believe the proper procedure is to bring major offenders up on charges when the ship arrives in port. Then the men can be tried on charges by a trial committee, without personal grudges affecting the decision.

What are some of the members trying to do—set up a new Constitution? Do not act like babies, Brothers. Most of the charges mentioned can be easily settled aboard ship, and if there are extreme cases the offending Brothers can be brought before a fair trial board.

No courts, please.

Ed Kelly

Answer: What the Brothers have done is a purely voluntary measure, agreed to by all hands, to make living aboard ship bearable and clean. It is the means the crew members have decided upon to handle minor offenses. Which are not serious enough to bring a man up on charges. However, there is nothing in the Constitution which says that a man can be brought up on charges for failure to pay such a fine—an offender does so voluntarily.



Chicago Ships Begin Tying Up As Winter Halts Lakes Shipping

By HERBERT JANSEN

CHICAGO—Shipping has definitely bogged down here in the Windy City, with almost all ships tying up to their winter berths. However, the sand boats are still going full swing and will operate until the ice stops them.

From all reports that have come in, the only passenger ship that will operate during the winter will be the Milwaukee Clipper. She'll continue the milk run across Lake Michigan between Muskegon, Michigan and Milwaukee, Wisconsin.

Now that most of the ships are tying up, preparations are being made to draw up new contracts for 1947. These contracts will be presented to the shipowners in the next two months, and all of the clauses in the contracts have been approved by the membership at meetings held at SIU Halls in all Great Lakes ports.

TIME FOR VOICE

I mention this approval of the clauses by the membership for a purpose, as many times in the middle of the season some guy will bring up a beef that he thinks should have been covered in the contract.

Usually the beef is a bum one, and I try to explain that he had his opportunity to express himself when the clauses were voted upon by the membership, and he will have to wait until the next contracts are drawn up.

Also I try to impress upon him that these contracts are not made in a saloon, or changed every time some individual gets an idea in the middle of the season,

but are approved at regular meetings held as the constitution specifies. Every member has his right to vote yes or no for any point brought up for a vote at that time.

All this bickering over provisions that are not in the contract, or the ignoring of clauses that are stipulated therein, only makes for hardships for the Union enforcement apparatus.

Let's all live up to the contracts; for if the shipowners don't live up to them we make it a point to jump on them, and we are put in an undesirable position when the shipowners point out that the union members are not bothering to live up to their half of the agreement.

To insure having complete knowledge of the contracts and all of the provisions set forth within them, I urge all members to attend as many union meetings as possible, and if an unsatisfactory situation exists in a contract, let your Brother members know about it at the meetings, for you are the fellows who know what the score is aboard your ships.

DEPARTED BROTHER

I am sorry to report that Brother Leo Sharon, better known as "Peg Leg" was killed in an automobile accident in Milwaukee, Wisconsin.

"Peg Leg" had many friends on the Lakes and will be missed by all Seafarers on the Lakes. The services and interment of Brother Sharon will be taken care of by the Union.

Recapitulation Shows Seafarers Won Big Gains On Great Lakes

By WILLIAM STEVENSON

DETROIT—Now that the 1946 season on the Great Lakes is almost at an end it is a good time to pause and reflect upon what we have accomplished during the past year.

On the asset side of the ledger, and everything was on that side this year, we have increased the wages for seamen on the Lakes, gained overtime for Saturday afternoon in port, and Sunday at all times.

We have increased the membership of the SIU on the Lakes, improved our Hall here in Detroit and opened new ones, and we have put our finances in a more stable position to carry out our campaigns next spring.

This was a big year for the SIU on the Lakes and we are not going to allow ourselves to rest on our laurels. During the winter months we will be planning strategy for the new organizing work to be done next year, and although it is early for New Years resolutions there is one that we can make already, and that is to carry the name of the SIU to all unorganized seamen on the Great Lakes and sell them on the best union in the maritime field.

A word to the Great Lakes District men who have been working on the coast. Any SIU members who are working on the coast and paying dues, assessments, etc., should ask for

Great Lakes District receipts when paying their money.

These receipts should be kept handy, for we have had numerous cases where members have brought in their membership books and showed us where they were in good standing while our records held that they were in arrears for six, eight and in some instances ten months.

This is due to the fact that the records have not been forwarded to this district. So I want to caution all Great Lakes men to check your records when in Detroit and keep receipts of all money paid on the coast so we can write and have them forwarded to Detroit.

One of the many oldtimers who are daily showing their faces around the Hall is Brother Dan "far Down" Gallagher, whom I haven't seen since I was last in Duluth.

Brother Gallagher is looking fine after his so-called "vacation" with Uncle Sam. Too bad Uncle Sam didn't board him for these cold winter months and let him loose to run around the lakes in the far off springtime.

We'll keep him in cold storage, however, until the drive begins in the spring and then we'll turn him loose on the unorganized ships.

Voted Yet?

Don't feel bad when voting has ended because you failed to vote. Once each year SIU members elect the officers who will lead them for the ensuing year. This is your chance, so make the most of it. From the way reports have been coming in it is apparent that all SIU men are interested in having their say. That is why more votes are being cast in this election than were ever cast before. Have you voted yet?

NMU Leadership Flouts Choice Of Isthmian Men

By LOUIS GOFFIN

NEW YORK — Recently the votes cast in the Isthmian election showed that the majority of the Isthmian seamen had chosen the SIU as their representative in collective bargaining with the Isthmian Steamship Company.

The total vote counted showed that the SIU had garnered a majority of the votes. Nevertheless, the so-called leaders of the NMU challenged a number of votes knowing full well that the challenged votes, if counted, would increase the SIU majority.

Through their challenge they are depriving the Isthmian seamen of the immediate negotiations between the SIU and the company, so they can gain the same high standards as the SIU seamen are enjoying.

I have had a few conversations with various rank and file seamen of the NMU, and they readily admit that the SIU has won the election. They are very disappointed in their leaders' actions in refusing admittance that the SIU has won the election. Though these seamen are good union men, and in the majority, it is unfortunate that they are too well controlled by their commie leaders to be able to express their sentiments.

PLAYING THE GAME

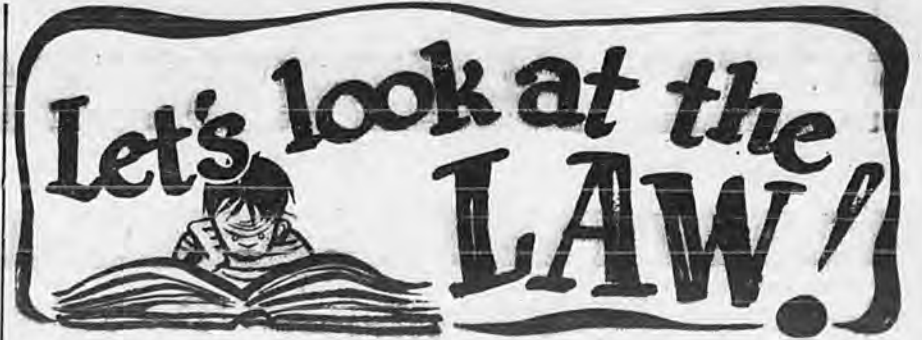
So now we see the majority of the NMU in favor of giving the seamen of the Isthmian line the right to choose the SIU as their collective bargaining agents which was won, and the minority of the NMU continuing to play the shipowners' game by stalling through their phony challenges and accusations.

In the meantime the men who are suffering from this phony action are the seamen and not the NMU's sidekicks, the shipowners.

Someday we hope to see the rank and file of the NMU rouse themselves, and throw out their



commie leaders, and elect true seamen like themselves as their leaders. Until that day, we can only say that the minority will continue to lead the majority around by the nose.



By JOE VOLPIAN

You all know that after a long and tough trip, some of us are bound to blow our tops, but before you do, stop and think what your reaction would be if one of your Brothers acted the way you're going to act.

In order to make the boys think twice about what they do or don't do, certain offenses have been frowned upon by the Government, and have been made punishable by either loss of your papers or by logging.

We will try to give you a brief resume of what these offenses consist of and their punishment.

1. For deserting a ship, the loss of all the seaman's gear he leaves aboard and further loss of all or any part of his earned wages, and other emoluments arising therefrom: bonuses, overtime, etc.

2. For neglecting or refusing without a reason to join the ship or to proceed to sea, or for absence without leave within 24 hours of the ship's sailing from any port; or for absence at any time without leave and permission from the ship and from his duty, not amounting to desertion, the penalty shall be forfeiture of not more than two days pay or enough to pay the expenses of hiring a substitute.

3. For quitting the ship with-

Buffalo Reports SIU Enjoyed Record Shipping

By ALEX McLEAN

BUFFALO — The biggest concentration of grain ships to hit this port in two years is at present tied up here in Buffalo with 32 grain laden ships soon to arrive for unloading, and following them 16 ships are on their way in with grain for winter storage.

This tremendously large number of ships running in out of here is keeping all of us on our toes as we are trying to contact them all with the limited number of men who are still around. Time is short, and we don't have much time to devote to each ship as they are all trying to beat old man winter who is wasting no time in tying up the Lakes.

Already snow and freezing temperatures are upon us and no doubt some of the ships will be caught in the freeze as happens every year, and there will be the usual pictures of ships caught out in the ice.

Checks are being held here at the Hall from the Erie Sand Steamship Company's vessel SS Scobell for H. F. Fitzsimmons, Chester Madrak, Walter Quick, R. Tucci, M. A. Bouchry and R. L. Bosshart. Also a check for Stephen Kelly from the McCarthy Steamship Lines.

In the Marine Hospital here in Buffalo the following Brothers are laid up: Francis Campbell, William Lindbloom, Allan Ott, and Roy Murray. Recently Brother John Crombie, a good Seafarer and in good standing, died at the Marine Hospital and his burial was handled by the Union.

out leave after her arrival at the final port of destination, and before she is secured, by forfeiting not more than one month's pay.

4. For wilful disobedience to any lawful command at sea, by being placed in irons until the seaman obeys, and upon arrival in port, by forfeiture of not more than four days pay or at the discretion of the court, by imprisonment for not more than one month.

5. For continued wilful disobedience to a lawful command or continued wilful neglect at sea, by being placed in irons on bread and water with full rations every fifth day until such disobedience shall stop; and upon arrival in port, by forfeiture for every twenty-four hours continuance of such disobedience or neglect, of not more than twelve days pay or by imprisonment for three months.

6. For assaulting any Master, Mate, Pilot, Engineer or Staff Officer, by imprisonment of not more than two years.

7. For wilfully damaging the ship or embezzling, or wilfully damaging any of the stores or cargo, by forfeiture out of his wages of a sum equal to the loss sustained by the ship and also by imprisonment for not more than one year.

8. For smuggling, whereby loss or damage is caused to the Master or owner, the seaman shall be liable to pay such Master or owner for such loss or damage, and all his wages may be retained in satisfaction or on account of such loss and he shall also be liable to imprisonment for not more than one year.

These are pretty stiff penalties; but very often they are justified, because once in awhile you get a performer aboard a ship who makes it bad not only for himself, but for the crew and the Union. Always remember that you are a Union man, and anything that you do will be held not only against you but against the entire Union.

The Patrolmen Say—

Follow Rules

NEW YORK—Article 32 of the Shipping Rules is being broken by men who either do not understand it, or who are breaking it deliberately in order to keep their job and also have time off.

It is the duty of every member to make sure that any man who gets time off calls for a standby man. If a man quits a ship, he should have the Ships Delegate call in for a replacement.

Members should remember Article 32, which read:

"In the event an employed member wants time off, he shall have the Ships Delegate call the Union Hall and secure a relief, and shall pay the relief himself at the regular overtime rate as per the agreement, and no reliefs will be furnished for less than four hour periods. Three days shall be the limit such reliefs are furnished. This shall not apply when replacements are not necessary."

Johnny Johnston

Mine Case Decision Is Seen As Periling Labor's Basic Rights

(Continued from Page 1)
refusing to obey the court's decree.

"The history of the labor injunction prior to 1932 is a sordid one," he began. "Congress in 1914 recognized that by passing the Clayton Act, and again in 1932 by enacting the Norris-La Guardia Act."

Later in his speech he outlined the historic AFL position regarding the use of injunctions in labor disputes by reading the report unanimously adopted by the American Federation of Labor at its 1919 Convention.

"The fate of the sovereignty of the American people again hangs in the balance," he said. "It is inconceivable that such an autocratic, despotic and tyrannical power can long remain in a democracy. One or the other must ultimately give way and your committee believes that this convention should declare that, as wage earners, citizens of a free and democratic republic, we shall stand firmly and con-

scientiously on our rights as free men and treat all injunctive decrees that invade our personal liberties as unwarranted in fact, unjustified in law, and illegal as being in violation of our Constitutional safeguards, and accept whatever consequences may follow."

LIKE SIU

Lewis' stand in regards to the Government's position is very reminiscent of the SIU General Strike against the WSB. In both cases the unions concerned were tangling directly with Government agencies which had been set-up to dominate each respective industry.

The morale of the miners remains high, and there is no indication that the decision and the sentence will break their solid front until a settlement has been made. It is with that thought in mind that the mine owners have tried to initiate new talks with the UMW officials so that the terms of a new contract could be agreed upon.

Blast Against Hiring Hall First Step To Smash Union

Marking the latest in a long list of shipowner attacks against union gains won over a period of years, Frank Taylor, head of the American Merchant Marine Institute, last week stated that union rotary hiring prevented the shipowners from establishing a closer relationship with their employees—the seamen.

According to Taylor, in shore industries employees are fairly permanent and over a period of time a sense of loyalty and understanding of the problems of both management and labor are firmly developed.

Taylor stated that with the union rotary system in effect, "The union not only controls the employment of its members but is in a position to see to it that they do not remain too long with any one company."

MM&P-MEBA SITUATION

This open declaration of war on the union rotary hiring system by the top man of the viciously anti-labor AMMI fits into the picture of the operators strenuous resistance to Union Security demands of the MM&P and the MEBA. It is plainly apparent that the operators intend to begin an all out battle against the hard-won conditions achieved over a period of years by maritime unions.

The entire MM&P-MEBA strike could have been over in a few days, probably need never have occurred, if the unions had been willing to give up their demands for union security. However, it was stretched out over seven weeks on the West Coast due to the strong resistance to the union preference clause put up by the Pacific American Shipowners Association.

Throughout their strike against the operators, it was made plain to both the MM&P and MEBA that the companies would grant their wage demands very easily

if they would give up the Union Security clause. This entire trend of operator resistance to any form of union preference, including the union rotary hiring system, now becomes very plain to everyone in view of the Taylor statement.

PAST HISTORY

Past maritime history reveals what has occurred in every instance where government or shipowners took over the hiring halls. During 1919 Sea Service Halls, (Fink Halls) which had been established by the U. S. Shipping Board late in the war, each maintained a black list containing the names of all militant seamen.

When the 1921 lockout occurred, after the operators declared that they no longer recognized the ISU, all shipowners were agreed that an open shop would replace the Union Hiring Halls, and that all seamen must be dispatched through the company personnel department or the Sea Service Fink Bureau. In addition, a drastic 17½ per cent wage cut was decreed.

There was no such thing as any form of rotary shipping or preference for the man who had been on the beach the longest. Fink Halls, operating as Sea Service Bureaus, were under complete control of the ship operators, and each shipping master had a "deferred list" compiled from the Washington records. On the Great Lakes and West Coast, a continuous discharge Fink Book was also in general use.

Seamen were forced to put up with these conditions for a long period during the early days of maritime organization, but they are determined that never again will they submit to the oppression, dictatorship, and company stooge preference of government or shipowner "Fink Halls."



NOTICE!

Blanco T. Williams would like to get in touch with the Deck Department of the SS John H. B. Latrobe, who signed on in Newport News, Va., February, 1946. Brother Williams address is 2926 Somme Ave., Norfolk, Va.

Crew of SS Belle Of The Seas (Voyage No. 1, May-Sept., 1946)

James W. "Scotty" Atkins writes from the U. S. Marine Hospital, 110 State Street, New Orleans, that he is ill with amoebic dysentery, presumably from the contaminated water on the Belle of the Seas. He warns the other eight men who had the same symptoms as he to go to the nearest marine hospital for an immediate examination.

RETROACTIVE PAY

All retroactive pay vouchers of the Smith and Johnson Steamship Company will be in the mail by December 7. The Company requests that no inquiries be made at the office concerning this as it only interferes with the dispatching of the vouchers and all men should be in receipt of their retroactive pay in a few days.

MONEY DUE

The Union Sulphur Company is paying back pay. Money can be collected at company office at 33 Rector Street, New York City.

NOTICE!

Anyone having information as to the whereabouts of Daniel Hunt's seamen's papers which were sent to the Philadelphia Hall, notify him at 477 Medilian Street, East Boston, Mass.

Fairland Skipper Pulled His Rank

(Continued from Page 3)

to both sides of the story, the Hearing Officer told Capps that there was no doubt about it, the Captain was 100 per cent wrong.

"And so," said Capps wonderingly, "the next day he pulled the papers of all the guys who had walked off the ship in San Pedro. Can you figure that one out?"

The Skipper tried to put Capps off the ship in Shanghai, but the C. G. commanded him to carry all the crewmembers back to the United States. So the Old Man waited until the ship got to Saigon, and there he forced Capps to leave the ship.

Johnny stayed on the beach for better than a month before he was able to catch a ship for home. He landed in Baltimore on November 30, and came immediately to the New York Hall to tell his story.

"The Captain tried to get us all in trouble by writing that letter to the Sailor," said Capps. "Well, if he can hand it out, he ought to be able to take it. The time is past when a Skipper could act like a dictator on a ship. And being ruled with a gun is something else that SIU men don't go for."



GALVESTON

SS El Morro—\$1.00.

PHILADELPHIA

INDIVIDUAL DONATIONS
H. D. Lewis, \$20.00; Lynn Gilmore, \$1.00; F. Brieger, \$1.00.

BOSTON

SS BENTS FORT
For LOG—\$4.40.
For Brighton Marine Hospital—\$8.70.
SS MIDWAY HILLS
Crew—\$13.00.

NORFOLK

INDIVIDUAL DONATIONS
C. R. Lane, \$2.00; J. L. Waters, \$1.00; F. Knox, \$10.00; C. Whitley, \$11.00; L. W. Ange, \$11.00; R. Smith, \$35.00; R. L. Stephenson, \$1.00; F. Kraul, \$11.00.

NEW YORK

SS W. M. CHRISTIANSEN
G. A. Mettler, \$1.00; S. Woodruff, \$2.00; Mike Hook, \$2.00; J. Yonick, \$3.00; J. Stuntebeck, \$2.00; J. Jiles, \$1.00; V. Zurvalco, \$2.00; P. Brady, \$1.00; L. Granville, \$3.00; Wm. C. York, \$2.00; J. L. Marrero, \$2.00; J. Baush, \$2.00; L. E. Brow, \$2.00; E. Pagazzi, \$2.00; J. Marinez, \$2.00; J. G. Till, \$1.00; E. J. Day, \$1.00; R. H. High, \$1.00; R. D. Garrett, \$2.00; J. Testani, \$2.00.

SS COASTAL MARINER

C. L. Barb, \$1.00; W. Jackowicz, \$1.00; J. Lunn, \$1.00; O. Fielding, \$1.00; H. S. Wilson, \$2.00.

SS CAPE HORN

C. L. Graham, \$2.00; C. E. Chandler, \$1.00; L. I. Born, \$1.00.

SS J. B. HAMILTON

J. Risbeck, \$2.00; P. Hunt, \$5.00; J. Golebieski, \$2.00; L. E. Wentz, \$3.00; C. W. Emanuel, \$3.00; W. D. Sherar, \$5.00; G. H. Rowland, \$5.00; V. R. Kern, \$25.00; W. Koyalevich, \$25.00; Hernant Mathisen, \$4.00; W. Kenney, \$5.00; L. A. Tano, \$2.00.

SS FORT CHRISTINA

Cecil T. Terry, \$3.00; Buford J. Watson, \$2.00; Elbert A. Meeks, \$2.00.

SS GEORGE WASHINGTON

J. Keesley, \$1.00.

SS HAWSER EYE

W. S. Watkins, \$2.00; J. W. Justice, \$2.00; W. J. Wilkins, \$2.00; H. Zeppenfelt, \$1.00; J. L. White, Jr., \$2.00; E. M. Yaeger, \$1.00; C. Ralkiewicz, \$2.00; E. A. Burch, \$2.00; A. Mayhew, \$1.00; E. Peterson, \$1.00; R. Wiseman, \$1.00.

INDIVIDUAL DONATIONS

Wh. Charles Salie, \$1.00; B. Wiliafova, \$1.00; Ira E. Bishop, \$10.00.

NOTICE!

The following men may pick up the items specified by reporting to Jimmy Stewart on the 3rd floor in the New York Hall:

Claude Robert Stephens, TC A-735—a wallet and tripcard.

P. Gracels, A-4412—A wallet.

Melvin Hoy—Seaman's papers and a wallet.

Robert Hoyt, Book No. 32254—Seaman's papers and a wallet.

Federation Asks Prosecution Of Georgia Anti-Labor Mobsters

ATLANTA, Ga.—Charges that one of its organizers was beaten almost to death November 1 were made here by the American Federation of Labor, which declared the assault was committed by members of a mob at Thomaston, Ga.

Immediate demand upon the Department of Justice and State and local law enforcement agencies for "vigorous prosecution" of those responsible for the beating was made by George L. Gooze, director of the Southern

SIU HALLS

- BALTIMORE 14 North Gay St. Calvert 4539
- BOSTON 276 State St. Boudoin 4455
- BUFFALO 10 Exchange St. Cleveland 7391
- CHARLESTON 68 Society St. Phone 3-3680
- CHICAGO 24 W. Superior Ave. Superior 5175
- CLEVELAND .. 1014 E. St. Clair Ave. Main 0147
- CORPUS CHRISTI .. 1824 Mesquite St. Corpus Christi 3-1509
- DETROIT 1038 Third St. Cadillac 6857
- DULUTH 531 W. Michigan St. Melrose 4110
- GALVESTON 305½ 22nd St. 2-8448
- HONOLULU 16 Merchant St.
- HOUSTON 1515 75th Street Phone Wentworth 3-3809
- JACKSONVILLE 920 Main St. Phone 5-5919
- MARCUS HOOK 1½ W. 8th St. Chester 5-3110
- MOBILE 7 St. Michael St. 2-1754
- NEW ORLEANS 339 Chartres St. Magnolia 6112-6113
- NEW YORK 51 Beaver St. HANover 2-2784
- NORFOLK 127-129 Bank Street 4-1083
- PHILADELPHIA 9 South 7th St. Phone Lombard 3-7651
- PORT ARTHUR 445 Austin Ave. Phone: 2-8532
- PORTLAND 111 W. Burnside St.
- RICHMOND, Calif. 257 5th St.
- SAN FRANCISCO 105 Market St. Douglas 5475-8363
- SAN JUAN, P. R. ... 252 Ponce de Leon San Juan 2-5996
- SAVANNAH 220 East Bay St. 3-1728
- SEATTLE 86 Seneca St. Main 0290
- TAMPA 1809-1811 N. Franklin St. M-1323
- TOLEDO 615 Summit St.
- WILMINGTON 440 Avalon Blvd. Terminal 4-3131
- VICTORIA, B. C. ... 602 Boughton St.
- VANCOUVER 144 W. Hastings St.

PERSONALS

The following Brothers are requested to contact Joe Volpian, Special Services representative, as soon as possible, at the New York Hall on the fifth floor: Abraham Baizman, Maurice Rosenthal, Ralph Swillinger, and Richard J. Delaney. This pertains to the death of Max Kurtz aboard the SS Sea Dolphin, Waterman Line, in May 1946. Any other witnesses are also requested to contact Joe Volpian.

FRANCIS W. KENNEFIC WILLIAM ELLIOTT STANLEY BROWN

Will these men, who witnessed the accident incurred by Gustaf Von Thillo on the SS Alcoa Partner, please get in touch with the latter's attorney, B. B. Sterling, 42 Broadway, N. Y.

STEVE PETERSON

Drop a line to Art at the Baltimore Hall, 14 North Gay St.

AFL campaign to enroll 1,000,000 new members.

Gooze charged that the violence was instigated "at the behest of the cotton mill owners in Upson County." The AFL is seeking to organize workers in some of the textile mills of the county.

Gooze said the labor organizer, identified as Robert Walk, was taken to a Thomaston hospital where 47 stitches were taken in his head as a result of a beating about the face with a blackjack.

Hardworking Seafarers Did Job That NMU Money Could Not Buy

When the votes were counted in the election to pick a bargaining agent for the men of the Isthmian Lines, it was noticeable that on quite a few ships the NMU received not one vote. One such ship was the John Mosby, which voted 28 to 0 in favor of the SIU.

It was more than a coincidence that the volunteer organizer aboard the Mosby at the time it voted was Charles "Whitey" Tannehill, who had plenty of experience sailing on unorganized ships during Organizing Drives. The Mosby was not the first Isthmian ship he was on, either. By the time he shipped out on the Mosby, he already had four trips on the Joaquin Miller and one trip on the Peter V. Daniel under his belt.

Even now, with the voting over, Tannehill continues to sail Isthmian, so that when the SIU is officially proclaimed the winner, Isthmian will be forced to bargain with the union.

GOOD JOB

Not only did Whitey do a good job on the Mosby, but when the Peter V. Daniel voted, 24 votes were recorded for the SIU, while the NMU collected a big 1.

And it would have been the same on the Joaquin Miller if company stalling hadn't forced most of the men off the vessel before the voting started.

Out of all the men eligible, only eight voted and these were mainly company stiff. So the company chalked up seven and the SIU got only one.

Whitey Tannehill was in the Log office this week, and we took the opportunity to have a long talk with him. After all, he has been in the Isthmian Organizing Campaign since it started, and as well as anyone else, he knows the inside story on why the NMU took such a terrific licking on the voting.

"On the face of it," he said in reply to the question, "it looks like the NMU should have won a shoo in. They had more organizers, they spent money like water, took prospects on boat rides, but it didn't do a bit of good. When the chips were down, the men wanted the SIU to represent them."

CP INTERFERED

One of the factors that did a lot toward bringing Isthmian into the SIU fold was the fact that many NMU organizers were so busy with work for the communist party that they had little time to do any work for their union.

"Communism was an issue that helped beat the NMU," said Whitey. "This was especially true on the Gulf where many of their paid men were active CP members and were always busy doing party work. When the Isthmian men learned the score, they voted against being represented by a communist-dominated union."

Another point that Tannehill wanted to bring out was that the eagerness of the SIU oldtimers to ship Isthmian helped in the drive. These oldtimers really responded to the call for volunteer organizers, and it was those men who did the job.

"Shoreside organizers are all right," Tannehill said, grinning; "but the work that is done aboard

ship is the work that counts when the voting begins. I ought to know, because I have worked at both jobs."

CHANGED ATTITUDE

Whitey saw the change that took place among the Isthmian men. When he first went aboard in the days when the drive was still young, very few of the men even wanted to talk to him.

They contended that Isthmian could never be organized, and they did not want to get into any trouble by talking to a Union organizer.

Little by little that attitude changed to one of anxiety to join the SIU and to make Isthmian another company contracted to the Seafarers International Union.

"They became very receptive to our talk," Tannehill recalls. "Once they saw that we meant business, and that we were not going to leave them in a lurch, they signed pledge cards, and became staunch in their support of the Union. Very few men wanted to stay unorganized."

The Seafarers Log came in for plenty of praises. According to Whitey, the Log and the SIU contracts were the best pieces of organizational material he had.

LOG IMPORTANT

"They read the Log from front to back," he says, "and they believed every word. The Log printed only the truth, and those men realized it. Then when we compared the NMU contracts with the SIU agreements—well that usually was enough to make up their minds. I always carried copies of two agreements with me whenever I went on board an Isthmian ship."

Tannehill is Ships' Delegate aboard the Steel Artisan. With him when he came to the Log office was the Deck Delegate, William Grabenauer.

The ship is functioning like a regular SIU vessel, and besides Ships' and Deck Delegates, Brother Barlizo has been elected Stewards Delegate and Brother Mitchell has been selected to represent the Black Gang.

Meetings are scheduled to be held every two weeks unless something special comes up.

The Steel Artisan crewed up in Houston. From there she visited Galveston, New Orleans, and she is now in New York preparing

for a trip to the Far East.

Most of the crew are members of the SIU, and they are going to stay aboard so that Isthmian will have to institute SIU wages and conditions in all the vessels of their fleet.

As Whitey Tannehill left the office, Paul Hall, Director of organization and New York Port Agent, came in. He looked over the notes for the story, and he commented, "Whitey Tannehill is a good example of the type of spirit that gained an overwhelming majority for us in the Isthmian election. He is a rugged SIU member who is willing to sail on an unorganized ship so that he can pass the word."

VOLUNTEER



With three Isthmian ships behind him, Whitey Tannehill is ready for more organizing work.

RMO Is Out; Long Fight Of SIU Pays Off

One more threat to the free American method of collective bargaining has been eliminated now that the Division of Recruitment and Manning, formerly the RMO-WSA, will cease its recruiting and dispatching service effective December 31, 1946.

A great deal of the credit for this action is due to the pressure of the SIU and the SUP. Both organizations have devoted a great deal of time and effort to knock out this Government setup which has, since its inception, constituted a threat to free labor and was a constant source of scab labor.

Besides being a reservoir of scabs, the RMO has wasted millions of dollars needlessly. Functioning as a bureaucratic agency, it was unable to accomplish any of the tasks set for it without the expenditure of vast sums of the taxpayers money. The abolishment of this department is a victory for the taxpayers and for the Seafarers International Union.

TO: ALL STEAMSHIP OPERATORS, AGENTS, and MARITIME UNIONS

FROM: HOWARD A. PELLON, Regional Representative

SUBJECT: ELIMINATION OF MANNING SERVICE

As part of the U.S. Maritime Commission's policy to reduce in scope or eliminate programs as rapidly as conditions permit, the Division of Recruitment and Manning (formerly RMO-WSA) will discontinue its emergency manning service effective December 31, 1946. After that date, our Division will neither recruit, register, nor have seamen available for dispatch to ships under delay or threatened with delay.

We should like to take this opportunity of expressing our sincere appreciation of your cooperation throughout the war and during the fifteen months since hostilities ceased.

Following receipt of this letter, another notification was received which clarified the original notice. This letter was signed by R. V. Mullany, Atlantic Coast Regional Representative of the Division of Recruitment and Manning. The letter follows:

**Seafarers International Union
51 Beaver Street,
New York, New York.**

Gentlemen:

Effective December 31, 1946, the Division of Recruitment and Manning will cease recruiting and manning for all vessels.

The offices of the Division of Recruitment and Manning will remain open under a reduced staff at the ports of Boston, New York, and Baltimore in the Atlantic Coast District for the processing of Public Law 87.

Public Law 87 is the Act which provides that seamen can obtain a Certificate of Substantially Continuous Service upon the completion of their wartime service. This Certificate can be used to confirm wartime service, and can also be used to secure re-employment rights granted to seamen under the same law.

SIU Letter Brings Promise Of Galveston Investigation

The pressure that the Seafarers International Union is putting on the United States Public Health Service to rectify poor conditions in the Marine Hospitals is having its effect.

Conditions have already been bettered at the Staten Island Hospital, and as a result of a story in the Seafarers Log about the cold food at the Neponsit Hospital, a new unit was installed which will make it possible for all patients to be served with hot food.

The latest hospital conditions to be brought to light in the pages of the Log are those at the Galveston institution. Complaints about the poor food, and lax medical treatment led to the dispatching of a letter to Dr. Thomas Parran, Surgeon General, United States Public Health Service, pointing out conditions as they exist and calling on him to take steps to rectify them.

"A reply has been received from the PHS which, if lived up to, will go a long way to make things more comfortable for the men at the Galveston Marine Hospital, and which will ensure them of satisfactory service in the future.

It is the sincerest hope of the members of the SIU that the pledges made in the letter will be carried out, and that conditions in all Marine Hospitals will be rectified so that all patients will

be assured of the best medical service.

The letter from the U. S. PHS follows:

November 26, 1946

Mr. J. H. Volpian
Special Service Representative
Seafarers International Union
of North America
Atlantic & Gulf District
New York 4, N. Y.

Dear Mr. J. H. Volpian:

Receipt is acknowledged of your letter of November 20, 1946 transmitting complaints of the food and treatment administered to members of your union hospitalized in the U. S. Marine Hospital, Galveston, Texas.

You may be assured that the U. S. Public Health Service has the welfare of these men at heart and every effort will be made to correct unsatisfactory service.

A copy of your letter is being transmitted to the Medical Officer in Charge of that station with a request that he investigate conditions mentioned in your letter, and if possible take the necessary steps to rectify them.

The Public Health Service has no other wish than to give all their beneficiaries the best of medical service. To that end your letter will receive prompt attention.

Sincerely yours,
Otis L. Anderson,
Medical Director
Chief, Hospital Division

Seamen Put Under Double Jeopardy, Pay Twice, Once To Civil Authorities, Then To Coast Guard

The Coast Guard's vice-like grip on the merchant seamen's existence is even tighter when it is applied in European ports.

Evidence in support of this contention was sharply pointed up this week when several crewmembers of the Los Angeles Tanker Grande Ronde told of personal experiences with the Coast Guard's application of justice.

The men just returned to the States on their own after their papers had been suspended by a Coast Guard Commander in Port Du Bouc, 30 miles from Marseilles, France.

In all, 13 Grande Ronde crewmembers had their papers lifted for periods of four to six months for minor offenses which they had previously settled with French authorities.

James C. Oliver, acting AB, spokesmen for the group, told how he had paid a fine in a French court, only to be hauled before the Coast Guard there for the same thing.

In a decision having all the earmarks of double jeopardy, a Coast Guard Commandant slapped a six month suspension on Oliver. The other suspensions followed the same pattern.

In addition to depriving the men of their only means of livelihood, the Coast Guard imposed severe hardship on the men by having them removed from their ship immediately, and forcing them to return to the States on their own.

A striking example of the Coast Guard's inability to deal fairly and squarely with merchant seamen, these cases are an even more glaring example of injustice because the men had already squared accounts for the infractions, which were entirely within civil jurisdiction, and in no way bore any relation to their conduct aboard ship.