

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

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No. 15

Phone Unions Hit The Bricks All Over U.S.

Still dressed in their Easter finery, over 300,000 men and women, employes of the far-flung American Telephone and Telegraph Company, walked out on a strike which started at 6 A.M. Monday, April 7.

As in the past, the Seafarers immediately went to the aid of the strikers. The facilities of the third floor of the New York Hall were turned over to the telephone workers, and leaflets were distributed on their picketlines displaying the solidarity of labor.

AT&T, which has been described as the richest company in the world, went out of its way to provoke the strike. All sorts of stalling tactics were resorted to, and when the Federal Conciliators were called in, company representatives refused to submit the most important union demands to arbitration.

Main section of the striking workers is composed of the National Federation of Telephone Workers, an independent, loosely bound group of affiliates with about 200,000 members.

NO SCABBING

However, other independent groups throughout the country pledged support of the action, and remained outside the picketlines once the walkout started.

All telephone service was not shut off. In areas where dial phones were in operation, service continued, but it was expected that mechanical difficulties might impair most of that operation as the strike continued. All maintenance personnel are included in the strikers.

At the height of the action, the state of New Jersey passed a bill authorizing jail sentences and fines for telephone strikers.

This bill was passed within five hours after it was sent to the lawmakers by Governor Driscoll, and provoked some comment that the measure had been railroaded through without sufficient time for consideration.

Organized labor immediately started protests. Among the first to make themselves heard were the members of the Seafarers International Union, who, in a regular New York Branch meeting, passed a resolution condemning the action of Governor Driscoll and the state legislature, and compared the action with the union-busting techniques practiced by Hitler and Stalin. (Full text of resolution appears on page 15.)

SIU SUPPORTS TELEPHONE WORKERS



As soon as the nation's telephone workers went out on strike, the Seafarers International Union made known its support of the more than 300,000 people who hit the picketlines. The above picture shows the picketline at 104 Broad Street, New York City, with two Seafarers distributing leaflets explaining SIU assistance. For other pictures see page 15.

N.Y. SIU Raps Jersey Law, Merchant Marine Vet Outfit

NEW YORK—Within 24 hours after the state of New Jersey passed a law authorizing jail sentences and heavy fines for telephone strikers, the Seafarers International Union, New York Branch, overwhelmingly adopted a resolution which characterized the bill as "out and out strikebreaking of a sort employed by Hitler and Stalin to destroy their labor movements."

The resolution called for full support of the "striking phone workers and organized labor in New Jersey," and pledged any assistance necessary in the fight to have the law repealed.

At the same time, another resolution, this time attacking so-called "Merchant Marine Veteran Groups" was also passed by the more than 1500 members in attendance at the meeting.

These phony, cadging outfits were attacked from the floor, and one operating in the Gulf area, called the Merchant Mariners of America, came in for a particular lot of censure.

CREWS INSTRUCTED

The membership voted that all crews be instructed to keep representatives of the Merchant Mariners of America off SIU ships, and that officials take action to insure that these people do not have access to Union Halls in any port.

At the time the SIU took its stand on the anti-strike bill, directed solely against the tele-

phone workers, which New Jersey has passed, the Bill had just become law.

Governor Driscoll had held up signing the bill to give the strikers a chance to return to work to escape penalties which range up to \$500 per day for each striker, plus 30 days in jail for each day on strike.

Full text of the SIU resolutions appear on page 15.

Seafarers Meets With Midland On Demands For New Contract

CLEVELAND — Meeting with Mr. Lee G. Hinslea, general counsel of the Midland Steamship Company, at the Cleveland Hotel on Thursday, April 3, SIU Vice President Morris Weisberger and Great Lakes Secretary-Treasurer Fred Farnen presented the Seafarers' contract demands to the Midland SS Company representative.

Arrangements were made for a further meeting between both the SIU and Midland during the week of April 7th, after Mr. Hinslea requested further time in which to study the SIU contract proposals in more complete detail.

For the second meeting, the SIU will be represented by Cleveland Agent Stanley Wares, Ashtabula Agent Maurice Dole (formerly employed on the Midland ships), and Secretary-Treasurer Farnen.

A&G Delegates Report On The Int'l Convention Decisions And Actions

The Third Biennial Convention of the Seafarers International Union of North America, convened at 10:30 March 24, 1947 at the Morrison Hotel, Chicago, Illinois, Harry Lundeberg, President of the International Union presiding. President Lundeberg spoke at some length to the delegates, outlining the problems that must be solved during the convention in order to keep the gains made by the Union.

Credentials were in for Union delegates representing some 100,000 workers in the seamen, fishermen and fish cannery workers field, and in every port in the United States, as well as Canada and Alaska, reported the Chairman of the Credentials Committee.

The delegates were addressed by Harry O'Reilly, representative of William Green, in welcoming the delegates to the city of Chicago, and pledging the entire support of the American Federation of Labor in the organization drive in the Great Lakes region, which the Seafarers are launching at this time.

Omar F. Hoskins, Commissioner of Conciliation, United States Department of Labor, greeted the delegates on behalf of the Department of Labor, and spoke of the labor relations problems in the shipping industry during the post-war period.

(Continued on Page 14)

AFL Pursers Win Elections In Two Lines

Adding to their string of resounding victories, the American Merchant Marine Staff Officers Association, AFL, wound up elections aboard ships of the United States Line and the American South African Lines by completely drubbing the NMU.

In NLRB elections held aboard vessels of the two lines in the last fifteen weeks, the Pursers voted complete rejection of the NMU by giving them but 16 votes of a total of 142.

Of the 123 votes cast by United States Lines Pursers, 81 favored the Staff Officers Association, while 16 were for the NMU.

On the American South African Line, nineteen votes were cast. The AFL Pursers gathered eleven, five ballots were for no union, two were blank and one was challenged.

The NMU failed to pick up a single tally among the Pursers aboard Amsaline ships.

NEGOTIATIONS BEGIN

Tom Hill, East Coast Representative of the AMMSOA, stated that the Pursers would begin negotiations within the next few days for wage adjustments, better living conditions, shorter hours and increased overtime rates on all contracted ships.

The victories over U.S. Line and Amsaline bring to eight in number the elections won by the Staff Officers in the last three months.

Some of those recently won are the New York and Cuba Mail; Atlantic, Gulf and West Indies Lines and the Puerto Rico Steamship Company.

The AFL Pursers are not resting on their laurels. Right now they are in the midst of a hot organizing campaign in two lines whose names cannot be mentioned for obvious reasons.

SEAFARERS LOG

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- PAUL HALL - - - - - First Vice-President
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- MORRIS WEISBERGER - - - - - Vice-President
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GEORGE K. NOVICK, Editor



On The Move

Seamen in the Canadian Seamen's Union have been the victims of one dirty trick after another. The leaders they trusted have betrayed them; the money they poured into the union treasury was used to finance Joe Stalin's schemes in Canada and the United States; and their ten-year long battle finds them no better off today than they were when they first started.

The CSU commenced its career with every chance for success. Beginning in the middle of the 1930s, when industrial unionism was on the upswing, the CSU could have grown right along with its affiliate across the border, the Seafarers.

But the leaders of the CSU refused to stick to honest trade union principles. They tied themselves to the communist movement, and as a result the entire seamen's organization in Canada suffered a severe setback.

The SIU of Canada has retrieved some of the ground lost by the CSU. Starting after the CSU's charter had been picked up by the International for aiding and abetting communist trickery within the Union, the Canadian branch of the SIU has made great strides.

Conditions have advanced til they are far superior to the conditions enjoyed by members of the CSU.

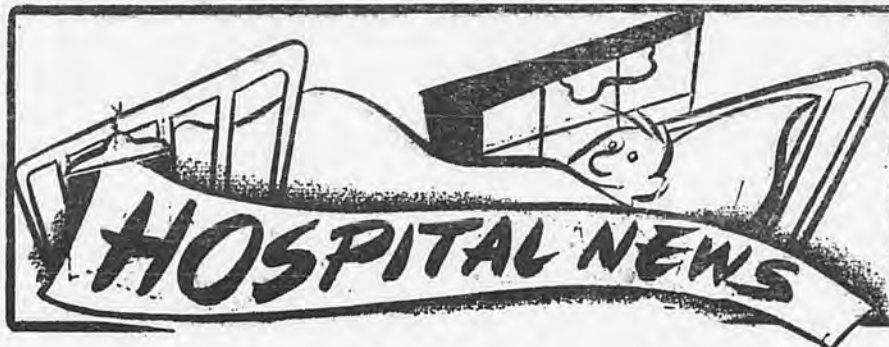
Wages have improved, and in this category the SIU is also far ahead of the CSU.

But it is in the line of service to the membership that the SIU really has outdistanced the communist-dominated CSU.

While the officials of the CSU were busily keeping their noses glued to the communist grindstone, Seafarers officials have gone quietly on their way, settling beefs and gaining advances for the membership.

During the war, the CSU, like the NMU, played footsie with the government. It took the militancy of the SIU, in the United States and Canada, to stop the ship-owners from raping seamen in the name of patriotism.

Organization of Canadian seamen into the SIU of Canada will continue; and with more force than ever. The CSU has no real hold on the rank-and-file seamen, and where the SIU plants its banner, honest seamen are sure to flock.



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

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

BALTIMORE HOSPITAL

- CORRIE SHARTZER
- CHARLES SIMMONS
- MICHAEL LUCAS
- MANUEL ROMERO
- ANTONIO AMARAL
- STANLEY MALINOWSKI

- SAM TOWSON
- TED BABKOWSKI
- JOHN FOX
- JOHN RILEY (G. L.)
- PETER LOPEZ
- EDWARD CAN JR.
- HARWEY WALSH
- JAMES McMAHON (G. L.)

STATEN ISLAND HOSP.

- R. G. MOSSELLER
- JAMES T. MOORE
- P. SYRAX
- K. KORNELIUSSEN
- C. H. SULLIVAN
- E. E. CASEY
- M. J. LYDEN
- H. BEECHER
- L. L. MOODY
- M. BAUSKI
- M. MORRIS
- W. R. BLOOM
- J. BOLGER
- L. NELSON
- L. A. CORNWALL
- C. M. HOUCINS
- E. CARERRAS
- H. L. TILLOT
- M. J. FIELDS
- JOHN A. DYKES
- R. RIVERA
- C. E. SMITH

Hospital Patients

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

Staten Island Hospital

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

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

GALVESTON HOSPITAL

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

MOBILE HOSPITAL

- M. D. PENRY
- MANUEL CARDANA
- C. A. GARNET
- R. H. DAVIS
- W. J. SULLIVAN
- A. SABOURIN
- S. P. MORRIS
- E. L. MYERS

BRIGHTON HOSPITAL

- H. SWIM
- E. JOHNSTON
- R. LORD
- L. DONOVAN
- E. MOFANE

New York
April 9, 1947

The recent 1947 A&G Agents' Conference, as well as the Seafarers International Union Convention in Chicago, laid down quite an extensive program for our Union.

This program covers all problems confronting the Organization, as well as all those problems affecting the Maritime Industry. Entirely will be a tough job at the best, and will require full cooperation from all officials and membership alike.

The Agents' Conference foresaw some of these problems and as a result, adopted the following proposition which was concurred in unanimously by the membership on a coastwise scale:

This Committee, appointed as a Committee on Operation of Union Apparatus, has made a complete study of all other Committee's Reports and actions taken during the entire sessions of the 1947 Agents' Conference.

We realize that the program and policy adopted is an extensive one. It is our opinion that



not only should these programs and policies be lived up to, for the welfare of our organization, but further, we feel that it is vitally necessary that such is done.

Recognizing the necessity of this, we finally recommend that the Secretary-Treasurer be given full right and authority to enforce not only the terms of the official's and membership's duties, as per Constitution, but also the terms of the policies and programs as laid out in this Agents' Conference.

We recommend that every Port Agent be directly responsible to the Secretary-Treasurer for the full enforcement of the Constitution, Policy, and Program, as laid out by this Conference.

In the event this is not done, then the Secretary-Treasurer is to immediately notify the membership of such disregard of SIU Policy and Program and those persons responsible for such violations. Recommendations to correct such violations of Union Program and Policy to be made to the membership by the Secretary-Treasurer, subject to coastwise action for immediate corrections of such violators and violations.

R. Matthews
Ray White
E. Smith

For the benefit of the membership, the Headquarters Offices of this Union, as long as it is my duty to remain as Sec.-Treas. of the A&G District, shall, in the future, render full and regular reports to the membership meetings, which will be carried verbatim in the SEAFARERS LOG.

This report shall be carried, first of all, with the intent of informing the membership as to the current union disputes and the actions taken regarding same. It shall deal next with the conduct of the Union membership and officials as to the following of the Union's policy and program on all matters.

REPORT FROM HEADQUARTERS TO MEMBERSHIP



By J. P. SHULER, Secretary-Treasurer

Contracts & Negotiations

The recent 6 per cent raise increase has been negotiated with the following operators and has become a part of the regular contract:

Alcoa Steamship Company, American Liberty Lines, Bull Steamship Company, Baltimore Insular Lines, Eastern Steamship Company, Seas Shipping Company, South Atlantic Steamship Company, Smith and Johnson, Seatrain Lines, P. and O. Steamship Company, Illinois Atlantic Steamship Company, Overlakes Freight Corporation, Newtex Steamship Company, Waterman Steamship Company, Mississippi Steamship Company, American Eastern Corporation, Arnold Bernstein Steamship Corporation, Arnold Bernstein Shipping Company, Inc., Calmar Steamship Company, Ore Steamship Company, and Bloomfield Steamship Company. Illinois Atlantic has signed the full Waterman agreement including all 6 per cent increases and working conditions and the agreement is effective as of April 2, 1947.

We are now in negotiations with various other SIU contracted operators on this question of 6 per cent and we expect, with one exception, no difficulty in having this raise applied to all contracts with the same retroactive date.

Moran Towing Company is the one operator with whom we expect some difficulty in consummating the 6 per cent wage increase, as well as the re-shaping of some of our working rules.

To this date, we have not been able to get them in a negotiations meeting for this purpose. It may be necessary in the future for us



to consider further action of a different nature in the event of this Operator's continual refusal to negotiate these problems.

NOTIFICATION SENT

This operator has been notified of our intentions of further actions and we hope this produces the desired results.

Several Steamship Companies which are now inactive, but which still have in effect SIU A&G contracts will shortly go back into full operation. When this occurs, it will necessitate the Union re-negotiating contracts with these people, bringing them up to the present wages and conditions we now enjoy.

Close contact is being kept with these operators and announcements will be made once they have started back into operations and the type of run in which they will operate.

Once these particular companies are back into operation, it

will bring approximately 30 the number of off-shore contracted companies. This will represent, along with the newly organized companies a gain of approximately 18 companies over our pre-war status.

A contract dispute recently occurred affecting the SS Seatrain Texas. A Union Committee, composed of Joe Algina, J. P. Shuler and Robert Matthews has met several times with the operator on this issue and as a result, submit the following report and recommendations:

CLARIFICATION, SEATRIN TEXAS

Settlement of dispute on SS Seatrain Texas wherein the ship sailed short two Watertenders and one Oiler, and the Electrician and Deck Engineer were required to stand watches to replace men who were missing.

1. Article II, Section 23, (Division of Wages of Absent Members) does not cover this situation whatsoever.

2. Article III, Section 21, (Boatswain or Carpenter Standing Watch) covers the Boatswain or Carpenter when they are required to stand watches due to shortage of seamen. Under this section they receive overtime for all watches stood after 6 p. m. and before 8 a. m. and all watches stood between the hours of 12 Noon Saturday and 8 a. m. Monday. However, in addition to standing watches, they must perform their regular duties.

Inasmuch as the Electrician and Deck Engineer are classified as Day Workers, both at sea and in port, the same as the Bosun and Carpenter are, we feel that they should be covered accordingly.

3. Article IV, Section 25, subsection (b), Hours of Work for Day Workers) provides that "working hours at sea for all men classified as day workers shall be 8 a. m. to 12 noon and 1 p. m. to 5 p. m. Monday through Friday, and 8 a. m. to 12 noon Saturday. Any work performed outside these hours to be paid for at the applicable overtime rate, except as provided in Article II, Section 3."

We recommend that Article IV, Section 25, subsection (b) be interpreted to mean that when the Electrician or Deck Engineer are required to stand watches due to sick or missing men, they shall receive overtime for all watches stood after 5 p. m. and before 8 a. m. Monday through Friday and between the hours of 12 noon Saturday and 8 a. m. Monday. However, they may be required to perform their regular routine day work, in addition to standing the watches, between 8 a. m. to 12 noon and 1 p. m. to 5 p. m. Monday through Friday, and between 8 a. m. and 12 noon Saturday.

Example:—If he was put on the 4-8 watch:

4 a.m.—8 a.m.—4 hrs. overtime
9 a.m.—12 noon—Regular work
1 p.m.—4 p.m.—Regular work
5 p.m.—8 p.m.—3 hrs. overtime
If he was put on the 8-12 watch:

8 a.m.—12 noon—Regular watch

1 p.m.—5 p.m.—Reg. day work
8 p.m.—12 Midnight—4 hrs. overtime

If he was put on the 12-4 watch:

8 a.m.—11 a.m.—Reg. day work
11 a.m.—12 noon—Dinner hour
12 noon—4 p.m.—Regular watch
12 Midnight—4 a.m.—4 hrs. overtime

Ships Disputes

According to Port Agents' reports, practically all beefs occurring on SIU-contracted vessels have been settled at the point of production. This is the policy of this Union, wherever possible, to settle all beefs aboard ship.

There are occasions when this is impossible, due to the necessity of clarification of contract. At all other times, the crew's disputes are to be handled aboard the vessel before the crew pays off.

In the event disputes arise which cannot be handled in this manner, then it is to be sent to New York in care of Joe Algina.

After action on such disputes, reports will then be carried in the SEAFARERS LOG in the Headquarters Reports, giving all details of disputes and settlement of same.

Crews are hereby notified that under no circumstances are they to pay off at the completion of any voyage until such time as all beefs have been squared away by the Boarding Patrolmen. This applies, as well, to the signing on of vessels.

There have been recent disputes arising because of crews signing on before ships stores are on board, and during the voyage, the Steward finds himself



with insufficient food stores for the voyage. The only way to prevent this is for the Chief Steward to make sure of a complete supply of all stores before the vessel signs on.

NO DICE

In the event the Steward, in his opinion, does not find sufficient stores he should notify the three ships delegates as well as the Patrolman.

In line with this, it is to be called to the attention of all members that no crew under any condition should tolerate any member of the crew taking ships stores ashore to sell. It must be remembered that we have a tough enough time getting sufficient grub on board without some performer to carry it ashore to sell it for the price of a bottle of rum.

In the event of such happen-

ings on any vessel, the crew is to take immediate action at a regular crew's meeting to prevent same from occurring again. Such action is to be called to the attention of the boarding Patrolman at payoff time.

Reinstatements

The membership went on record several times that, in the event a man is more than 12 months in arrears in dues or assessments, he is not to be reinstated in the Union.

The basis for this action was that during the War period, many seamen quit going to sea and went to work in shipyards, etc.

After the War, when the Union was successful in gaining all-time high wages and conditions, these characters decided they would like to go back to sea and accordingly, many of them applied for reinstatements while in arrears ranging from one to five years.

All Agents and Patrolmen are notified as per membership action, **under no circumstances are they to collect dues from such people or allow them reinstatement.**

Recently, there have been instances where such monies have been collected by officials of this Union in direct violation of Union policy. This practice is to be discontinued at once. In the event that any official of the Union feels that the man has a legitimate excuse for being in arrears, he should submit that reason in writing to the Headquarters Offices of this Union with proof of all details carried in his communication.

Such cases would apply principally to those people who furnish definite proof of full time hospitalization over a long period of time.

NO FREELOADERS

This Union membership has expressed the opinion at numerous times that they did not go out on strike nor engage in the many beefs that this Union has had for the purpose of allowing would-be freeloaders from cashing in on the efforts made by the Union at a time when these same freeloaders were ashore making big dough and keeping their feet dry, all at the same time.

Economy Operatilons

In line with the economizing program as laid down by the recent Agents Conference, all ports affected by this program have been notified to reduce its expenses, as per the Agents' Conference and membership action.

All Ports who have not complied with the terms of this program are hereby notified to take steps at once to guarantee this reduction in operation expenditures.

Further, in line with this economy program, the Ports of Charleston and Miami have both been closed as per instructions.

Charleston Agent, E. R. Smith, has been transferred to Savannah as Patrolman and the Port of Savannah now has under its jurisdiction all work and ships traffic in the Charleston Area.

The Port of Miami has been closed and the Miami Area and the ships traffic is now being covered from the Port of Tampa. To this date, even though some Ports have not complied with this economizing program, ex-

(Continued on Page 6)

Lakes SIU Petitions NLRB On Huron; Two Other Companies Ready For Vote

By EARL SHEPPARD

DETROIT—Showing the first results of the SIU's current organizing drive on the Great Lakes, the SIU petitioned the National Labor Relations Board on Friday, April 4, for an election aboard the two ships of the Huron Transportation Company the SS John W. Boardman and the S.T. Crapo.

These two vessels are both used for bulk cement transportation between the Huron Cement plant in Alpena, Michigan and their Detroit plant.

They carry a total unlicensed personnel of fifty-four (both ships), and are expected to vote overwhelmingly for the SIU as the union of their choice in the NLRB-sponsored election.

Crewmembers on the ships of two other companies are now ready for petitioning, and we will see the NLRB about conducting elections on them later this week.

However, until we do file for elections with the NLRB, we are not at liberty to reveal any further details on these outfits.

Our Great Lakes organizing staff is also working on several other fleets at the present time, and concrete results are expected from these companies in the near future.

Just as fast as we secure pledge cards from 75 percent or more of the crewmembers on

conditions, conditions of employment, lay up and fit out, wages, overtime, etc., are all specified right in the contract.

Lakes seamen don't have to depend on the company's charity and good nature when they work under an SIU contract. Everything is written in the contract and union representatives make damn sure that the company lives up to the terms of the agreement.

SIU job security guarantees an SIU member that he has the right to go back to work at the fit out or after the fit out on the same vessel that he helped tie up the previous Fall.

He doesn't have to be subject to anyone's whims. A Seafarer knows his rights and gets them.

Competent union representation under an SIU contract makes it certain that every Seafarer sailing on an SIU-contracted vessel secures his full rights under the contract.

All SIU members are guaranteed full union representation on all legitimate beefs. They can't be fired except for just cause, and subject to the grievance procedure of the contract.

Genuine SIU democracy, prevailing in all Districts of the SIU, makes it certain that all meetings of the membership are run strictly by the members themselves. SIU meetings are run by and for the Seafarers. No individual or clique runs the SIU. Ask any member; he'll tell you.

NO POLITICOS

Another advantage of belonging to the SIU is its freedom from any form of political group control. No groups of phonies spouting any "save the workers" philosophy gets far in the SIU. Seafarers show such phonies the door in short order, especially when they owe allegiance to any foreign power, and spout its phony propaganda.

The unorganized Lakes seamen are really ready for SIU organization. There's no doubts in the minds of anyone who

knows anything about the Lakes that at last they are going to be unionized. And, the SIU is the union that's going to do the job.

We're really on the road to whipping the last great stronghold of the open shop in the maritime industry — the Great Lakes. This year we're going to achieve real results in organizing the unorganized.

With the entire weight of the whole SIU, in all Districts, behind us, and with the all-out support of the AFL Maritime Trades Department, it's only a question of time before "The Great Lakes, Too, Will Be SIU!"

CSU Membership Has Made Little Progress In The Ten Years Under Commie Leadership

By GENE MARKEY

The rank and file members of the Canadian Seamen's Union must be a very harrassed and bewildered bunch of men at this time.

Freshly emerged from the severe buffeting of torpedoes, fink manning pools, and endless reams of government red tape, made the more miserable by pinch-penny wages and living conditions, Joe Canadian Seaman has been hit in the face with yet another dirty blow that must surely be the climax in a series of sell-outs that have left the majority of Canadian seamen high and dry on the beach of lousy wages and "John Bull" conditions.

In 1935 two small unions, then operating on the Lakes in opposition to each other, were combined to form the CSU. The two respective leaders who had previously been very busy hurling dirty invectives and charges of communism at each other eventually got together at the behest of the communist party and so the CSU was formed.

That this unification was brought about by the CP for a purpose, has recently been prov-

en by statements made by commie Pat Sullivan in the expose accompanying his somewhat confusing resignation as president of the CSU.

It has been disclosed that funds supplied by Joe Salzberg, Canada's ace Moscow stooge, were in reality the initial investment in a well-engineered move by the commies to dominate lock, stock, and barrel, the entire Canadian maritime industry.

CSU SABOTAGED

While Ferguson, Lenton, Sullivan, Shaw, and "Chairman for the Council of Soviet Friendship" Davis were all busy with the second front and Yalta, the future of the rank and file seamen was being left to whatever handouts the Government and the shipowners condescended to give them.

These so-called leaders, who sent thousands of dollars of good union money up in the smoke of Joe Stalin's political campaigns, are directly responsible for the low standards existing in most Canadian ships under the jurisdiction of the CSU.

With the total of CSU strikes producing nothing better than

an eight hour day (in the ripe old year of 1945) and a 'National Agreement' that stinks on ice and is not even recognized by the operators or their stooges in the ships, it is easy to see that under commie leadership the Union's funds and moral strength was squandered on Joe Stalin's monkey business instead of consolidating the seamen's future.

How successful the commie sellout has been is evident when one looks at a Canadian ship in any port of the world.

Living conditions closely parcelling the old days, wages that are sub-standard to the North American way of life, and rotten 'discipline' designed to protect the bosses profits, all enforced by shipping laws written in the eighteenth century by a handful of Captain Bligh's who made good as shipowners, are the burdens Canadian seamen still have to carry despite ten years of dues paying.

The systematic robbing of the CSU treasury to provide transportation and exorbitant expenses for the political fakirs who supposedly represented the seamen, yet in reality were running all over two continents spreading the communist germ of labor sabotage, has resulted in the Canadian seamen being denied the principal objective of their organizing.

CSU members should be the judges in an over-all survey of whether they have progressed under the heel of political domination or not.

REASON ENOUGH

Pat Sullivan's resignation must surely be reason enough to stir CSU rank-and-filers into recognizing the trickery and duplicity that goes on behind the scenes. His statements as to the mis-appropriation of union funds, a figure running into many thousands of dollars, should cause the average intelligent member to wonder who sanctioned the waste of this money.

These men who banded together to stave off encroachment of dollar hungry shipowners, who joined a union believing that they were on the way to building a strong organization of seamen in Canada, have been viciously sold out by the phoniest bunch of parasites who ever infested and contaminated a labor movement.

READY FOR FIT OUT,



Bulk carriers on the Lakes preparing for fit out at Sandusky, Ohio. As soon as the ice clears up on the Lakes, these ships will start hauling iron ore, wheat, or coal.



these vessels, we will petition for NLRB-conducted elections aboard them.

RESULTS GOOD

So far, results in the organizing drive are very good, and are keeping up to our advance expectations. With the excellent start made so far in a number of these unorganized companies on our objective list, we expect to acquire a minimum of 3,000 new members in the Lakes District this year—not only members, but the jobs for them, too.

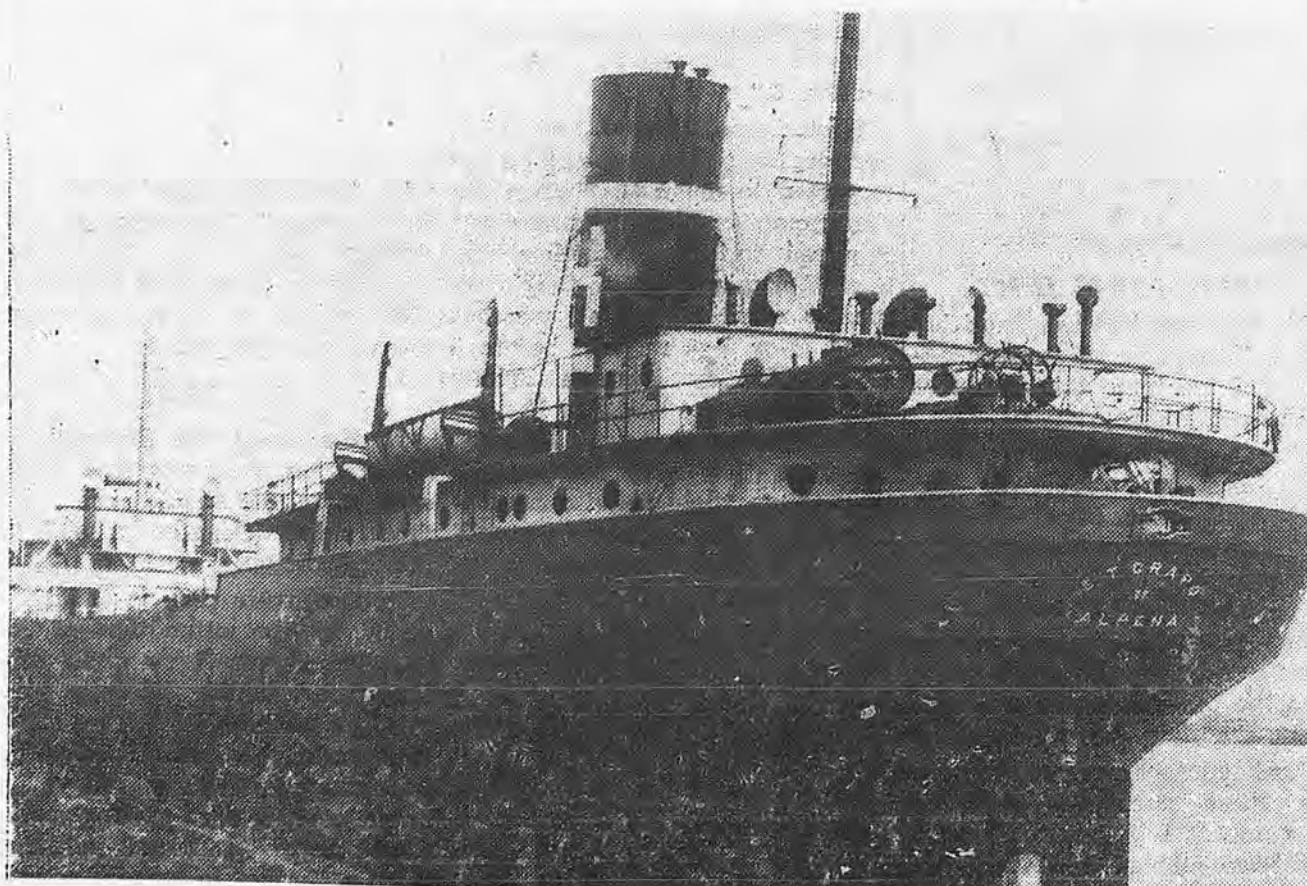
These Lakes seamen are ready for SIU unionization. They've heard about the Seafarers contracts and conditions, SIU democracy and militancy in action, and they've decided that the SIU is their union.

It's not hard to realize why the unorganized Lakes seamen want the SIU. For too long they have been subjected to the control and domination of the Lakes Carriers Association, and the possibility that they can be fired at a moment's notice to make room for one of the bosses friends or relatives. Now, they want SIU job security, conditions and contracts.

JOB SECURITY

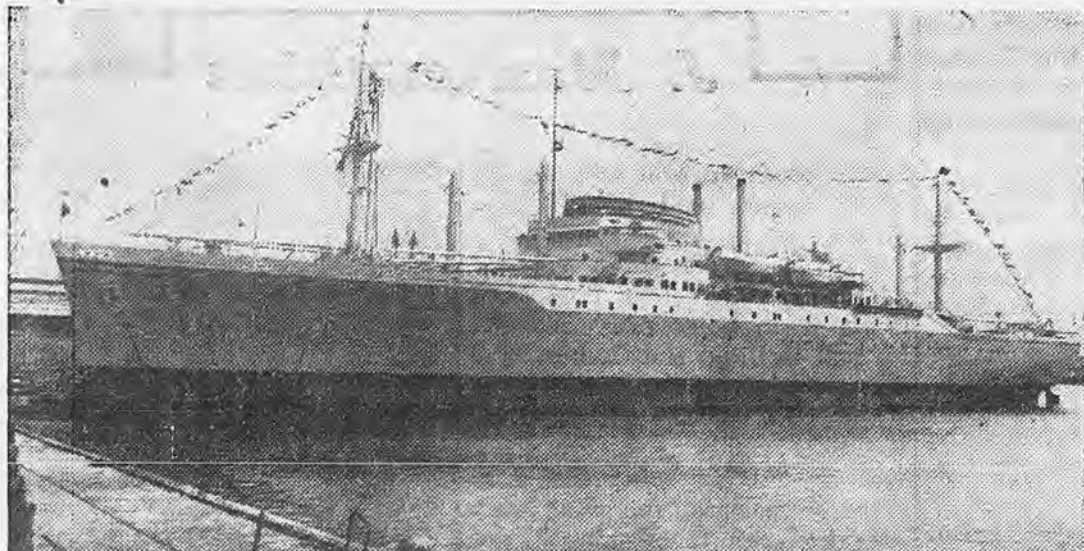
Under Seafarers contracts, working conditions, shipboard

READY TO GREET SUMMER WEATHER

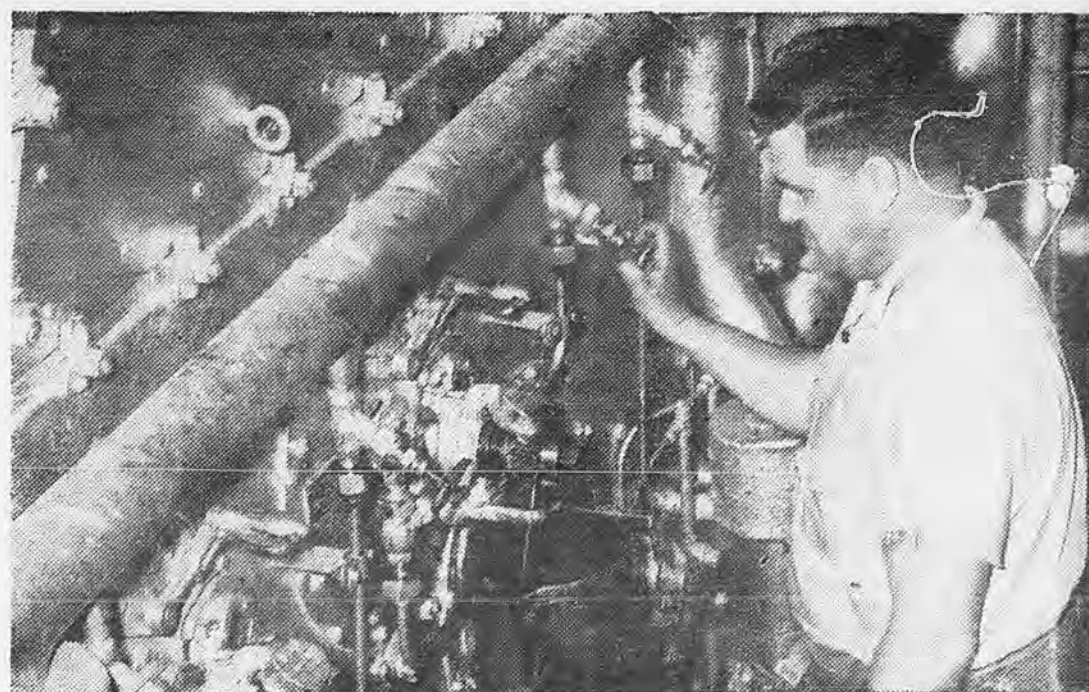


The SS Crapo, Huron Transportation Company, fitted out for the coming season at one of the Detroit docks. So far, the Company is unorganized, but the SIU has petitioned for an election, and is awaiting word from the National Labor Relations Board.

Seafarers Take A Cruise On The Del Sud



Sister ship to the Del Norte, the Del Sud shown above at the pier in Havana, is another vacation ship operated by the Mississippi Steamship Co.



He's on the hot spot. Anthony Conti, Fireman, hard at work getting up enough steam to send the Del Sud cleaving through the water on the way to Havana from New Orleans.



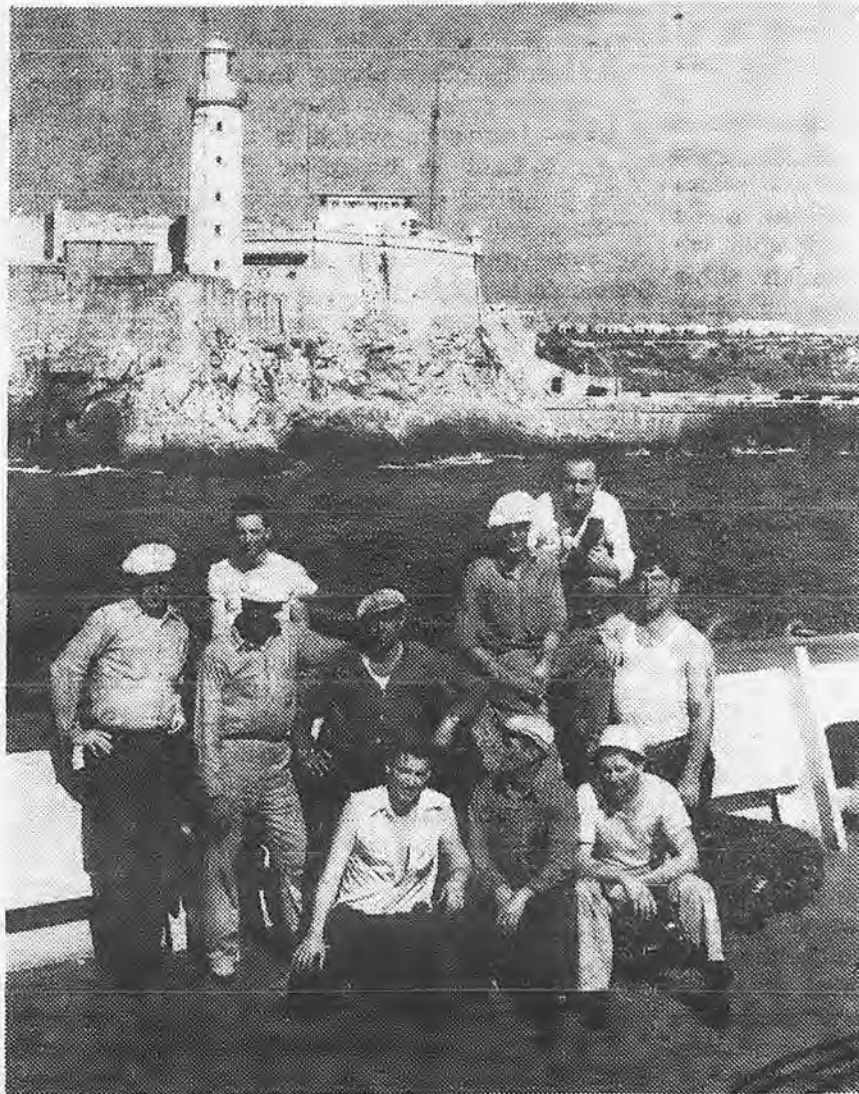
Good food and good service combine to make the Del Sud a luxury ship for tourists. Here are some of the men responsible for the excellence of the service. Left to right, William Porter, William McConville, Richard Reinrich, Waiters, and Henry Gurtis, Steward.



This masterpiece of Harold Fontan, Chief Baker, won't do to sail around the world in, but it will sure make good eating. The cake shown above is a sample of the type of good food served to the passengers, and the chow for the crew was also top-notch.



Three good men to know are these Brothers taking their leisure above. That's Monk Kelley, Gloryhole Steward in the center, with Jerry Maples, Bartender on his right, and John Brooks, Crew Messman, on the left.



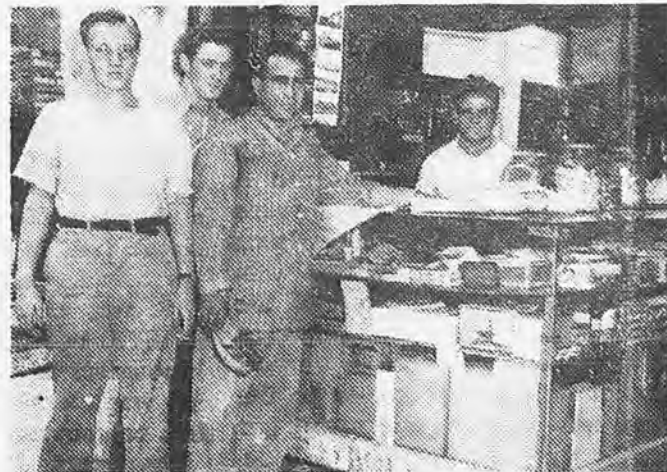
With the Morro Castle in the background, crewmembers of the Del Sud take time out from having fun to pose for a picture. Front, left to right, Louis Schraedie, Joe Farrara, and Dan King. Rear, in the same order, Louis Bordenave, Boogalie Foster, Ralph Piehet, Monk Esteves, Paul Arnst, and Ben Perez.



Off watch and relaxing, these men were caught by the camera's eye in the thick of a card game. Clockwise, reading from far left, are Ralph Subat, John Kelley, Clayton Fusileer, Pete Blanco, and Tony Santiago.



This looks like a good way to keep house. Sweep everything under the carpet, and throw the garbage out the window. Well, that last won't work shoreside, but it's okay at sea, as Ben Perez, Utility, shows.



"Let the Buyer Beware" should be the high-sign in Havana's shops. Being very wary as they buy needed items, are left to right, Bill Porter, Red De Priest, and Babe Herold. The storekeeper got into the act, too.

HQ REPORTS TO MEMBERSHIP

(Continued from Page 3)

penses of the Organization have dropped considerably and will drop even further within a very short period of time.

Headquarters Offices are now making plans to reduce its Office Staff and to consolidate as much as possible the business systems of the New York Branch and the Headquarters Offices.

To this date, there have been maintained in the Port of New York two separate SIU business



operations; that of the Headquarters and the New York Branch.

With the thought in mind of eliminating, if possible, this duplicate work and cost, the files, etc., of the two offices are now being worked together.

Headquarters is placing in charge of this combined office operations a person from the present staff who shall be responsible for all of the business work of the Union, i.e., files, etc.

It will take several weeks to make this complete change, and should result first of all, in greater efficiency of operations and secondly, in a considerable reduction of expenses to the Organization.

The membership of the Union are to be notified of the Union's program for economizing and should cooperate in every manner possible to fulfill this program. All crews are to accept as much responsibility as possible towards settling disputes to keep their vessels in a ship-shape manner. Beefs kept in line on board ship will mean that the amount of energy of handling ships disputes, will be reduced to a minimum while at the same time would be handled in such a manner as to guarantee crew satisfaction.

Detailed reports as to the results of this economizing program of the Organization will be carried in future Headquarters reports.

Isthmian

Hearings on the Isthmian Steamship Company ended this week and were referred to Washington for final disposition. No one will know the outcome until later, but we did our level best to bring that Company under our banner.

Our volunteer organizers who went aboard these ships did a bang-up job. Many ships were brought into port to vote down the line for SIU, and that was caused by the good work of the men who sailed the ships as volunteers. Too much credit cannot be given them, or to the men who directed the campaign.

The NMU stalled and stalled. They had to do something to excuse the large amounts of money spent on communist activities while the drive was going on. The SIU spent much less money than the NMU, but

the votes were cast for our Union.

The case is now in the hands of the Washington people. Within a short time we hope to hear the result, and we are certain that the SIU will be certified as the legal bargaining agent for the thousands of unlicensed Isthmian seamen.

The organizing staff of the Union, in addition to the Isthmian drive, has been busy in other fields. Approximately twelve contracts, inshore and offshore, have been secured by the Union in the past few months.

HARD AT WORK

The organizers are also, at this time, attempting to extend the SIU contracts to cover other outfits. For obvious reasons, the names of these outfits and the details concerning the work being done on them, will not be made known until a later date.

In line further with the organizational program laid down by the Conference, Lindsey J. Williams has been instructed by Headquarters to immediately take over full responsibility for the SIU organizational work in the Gulf Area, both of an International as well as of a District nature.

A full report will be made later concerning this part of our Union's structure.

Panamanian Boycott

The shipowners have thought that they could pull a fast one on the American seamen. They felt that they could catch us off guard and pull us down into the ditch with other seamen the world over.

The Seafarers know that what we win becomes a standard for other seamen, in the U. S. and in other parts of the world.

That's why we didn't fall for the latest shipowner's gag about transferring their ships to Panamanian or Honduran registry. The whole phony deal is to avoid paying decent wages and giving decent conditions.

Fair warning has been given to the President and Congress of the United States that unless these phony and illegal deals are brought to a quick end, we will boycott Panamanian ships wherever and whenever they touch U. S. ports.

That means that the longshoremen, the teamsters, the licensed officers, the tugboatmen, and any other waterfront workers, will cut their arms off before they will work on, or touch, one boycotted ship.

Our action will not be confined to the U. S. Through the cooperation of the International Transportworkers Federation, of which the SIU is a member, no country in the world will work the cargo of a Panamanian ship after we give the signal.

That's exactly what is going to happen if the Government doesn't halt the "dummy" transfers within a reasonable time. U. S. seamen especially those in the SIU, are not going to allow shipowners to whip us back into the wage scales and conditions that we so readily remember.

The exact date for the commencement of this boycott will be set later. In the meantime we are completing our plans for the full carrying out of this beef, if Congress doesn't stop this crap — and damned soon.

Telephone Workers

In the past few weeks we have had to assist the United Financial Employees, AFL; a group of white-collar workers in winning a just beef.

But the bosses wouldn't deal with them until the Seafarers got out on the picketline and showed the Cotton Exchange that the UFE was not fighting that battle all alone.

The nation's telephone workers, 300,000 strong, are now out walking the picketlines, and the bosses are standing firm, refusing to bargain.

The National Federation of Telephone Workers is as clean a union as can be found. Yet the American Telephone and Telegraph Company, which has been described as the wealthiest corporation in the world, has forced these people out into the streets.

We are helping the strikers. We have loaned them the third floor of our New York Hall to use for their headquarters and for a resting place. Until they have settled their strike, we will do all in our power to assist them further.

They have a just beef, and they deserve all the support we can give them. It's them today — and could easily be us tomorrow.

'MARINERS' GRAFT, INC.'

By PAUL PARSONS

Ever since men have earned their living by going to sea these have been vultures lurking in every port to graft, filch and exploit them. As the years have rolled on the seaman has become more educated to these facts thus making it harder for these grafters to operate.

These so-called friends of seamen must find craftier ways to operate and have been doing so since the war ended in Europe and Japan.

One of these is by coming aboard and selling phony insurance and membership to certain clubs — insurance which is not worth a hoot in hades or the clubs anything except an added expense and permit to become inebriated upon club premises at Seaman's expense.

Whenever one of these men approach any of you Brothers with the so-called protection and added enjoyment that this or that club offers be assured that this representative is only looking forward to the near future when he can take some of your hard-earned money for no protection whatever.

When you are in ports that these clubs exist, please remember you can go in many, many clubs and bars to become tipsy without having to pay monthly dues or initiation fees to do so, and when they tell you that only SIU men have joined and are joining mark it up as stuff for the birds.

They tell all union men the same thing.

SIU PROTECTION

You are a member of one of the best unions that was ever on any waterfront and all officials see to it that you are protected in every way possible to be protected by unionism and if the Union is not able then no other set is.

Why pay out dues to any or-

ganization that is not tried and true, or has nothing to offer except a place to drink?

There are thousands of places to go without paying extra dues or initiations.

It is my firm belief that all members should shun these places and the men who are its



representatives. Be sure you know what policy you are buying, and what companies sell them.

I am sure that all of our officials are spending their time in dilligently caring for the men they were elected to care, for, and I am also sure that most of them and the membership are opposed to the tactics and tricks I have previously spoken of.

It is also my firm belief that in our Halls or on our ships these things should not be allowed to happen, and if any of our pie-cards and such solicit for it or anything else in or around the Hall or on working hours anywhere then these men should be halted immediately before your and my Brother or Brothers are exploited.

I am merely passing these things on to you as a Brother, knowing the light of these things and hoping you can go anywhere and become as drunk as you want without extra expense, or having an insurance not worth a damn.

MEET THE SEAFARERS



J. MacNaughton

This is the saga of a spry young Seafarer who sails on the Great Lakes, and is 76 years young.

John D. MacNaughton is proud of the fact that he's the oldest Seafarer in point of years who is still sailing the Lakes, and he can really spin some colorful yarns about the old days and the old conditions before there was an SIU to bring the shipowners to task for the lousy conditions on their ships.

Born in Wilkesport, Ontario, back in July 11, 1871, Mac is of Scottish descent. He first went sailing at the young age of 15 on a Canadian river tug, and broke in right away as an Engineer.

At that time, Canadian laws did not require boats under 150 tons to have licensed men other than the Skipper, and that's how Mac started as Engineer.

During his long and colorful nautical career, Brother MacNaughton has sailed on every kind of Lakes ship there is. Starting from the small river tugs, he progressed to the larger Lakes tugs, Lake Michigan packet boats, bag rafts, sailing schooners, ore boats, river fer-



ries, and wound up on the D&C passenger boats.

Of all the different craft he was aboard, the bag rafts were really the strangest. These rafts consist of a million or more feet of timber fastened together to form a huge boom, and pulled by a large Lakes tug.

They could only travel at a speed of about a mile an hour from their Georgian Bay ports of origin to the various Michigan ports like Bay City, where the huge rafts were unfastened and the timber processed.

Mac sailed for awhile on the Schooner Corsican. After he left her, she was run down by the SS Corsica (her steam namesake) during a violent storm, and all hands were lost.

Another one of MacNaughton's ships was the old Osceola, a Lake Michigan packet boat sailing between Milwaukee and Muskegon. He was on her for a couple of years.

Today, the streamlined Milwaukee Clipper, an SIU-contracted vessel, makes the same run as the old Osceola.

After he started sailing for the Detroit and Cleveland Navigation Company, Mac stayed with them for 12 years. He was with the D&C when he decided to retire. And did—for 12 whole years!

But the old water was in Jack's blood, and he came back to the Lakes once more when there was a shortage of men on the Lakes during the war, and Uncle Sam started calling for retired seamen to resume sailing.

He worked on the Western States for 3 seasons, running between Detroit, Mackinac Island, Harbor Springs, and Midland, Ontario. And, he says, he'll be in there sailing as Asst. Electrician when the D&C boats start up.

LOUSY CONDITIONS

Mac remembers the oldtime living conditions on the Lakes when there was no SIU to protect the seamen. Back in 1899, when he was on the Osceola the deckhands were paid the huge sum of \$15 a month. And 18 Deckhands slept with 4 bunks between them — did we say "slept?"

The old messroom was a long narrow place with no port holes. In fact, it was so hot in there that the Deckhands filled their own tin plates and went out on the hatches to eat. This was on the old Goodrich Line.

On his deathbed, we are told

(Continued on Page 15)

South Atlantic Vessels Bring Good Shipping To Port Savannah

By CHARLES STARLING

SAVANNAH—The Port here is enjoying a real pick up in shipping with South Atlantic ships supplying a good deal of it.

At the moment we have five South Atlantic ships in the harbor, and we are expecting three more within the next ten days for payoffs.

With this promise, shipping and business should be very good for the next two weeks at least.

The Frederick Gailbraith paid off on April Fool's Day, and she sure fooled us, as she was one of the cleanest and best payoffs I have ever handled.

I think the crew of this ship rates a vote of thanks for their cooperation and maintenance of a fine ship.

The Gailbraith signed on the 3rd, and she is now on another voyage with the majority of the old crew. With most of the old crew still aboard I'm sure that the next payoff will be as good as the last.

We are expecting the Jefferson City Victory to payoff here around the 14th along with the Zachary Taylor the same week.

If any of you fellows would like a six or seven weeks' trip to Europe, drop around to our Hall; you shouldn't have too much trouble getting the ship you want.

NEGOTIATIONS ON

This week I started negotiations with the Atlantic Towing Company. I have met with them for two days and we are making slow progress, but what progress we have made has been



all in our favor. I am sure that when we do have a signed contract with the outfit it will be on a par with all or most other towboat companies.

Our main trouble at this time is the new law passed in the State of Georgia—the anti-closed ship law. This phony law is holding us up in our negotiations, but we hope to reach an agreement in the very near future.

The members have requested me to send a vote of thanks and confidence to all Agents for the good work they accomplished at the Agents' Conference and at the International Convention in Chicago.

The membership here knows the SIU officials will continue their fine work through the rest of the year as they have in the past.

They also pledged a vote of thanks to Brother Brantley, for the good work he accomplished during my absence at the Agents' Conference.

HALL TROUBLE

As for the Hall here in Savannah, we are still in the same

old joint, waiting to be thrown out at any time. The only bad thing about that is that we don't know which side it will be—in the river or the street.

With this fear hanging over our heads I am spurring my search for a new spot to rent. If we don't find something soon, it looks like we may be forced to put up a building so we can stay in busines.

Two of our brothers were released from the Marine Hospital this week. This leaves us with four brothers in the hospital and report have it that the majority of them are doing fine.

The Brothers here on the beach send their best wishes to Brother Hawk during his illness, and hope he will soon be up and around.

Also they extend congratulations to Brother Shuler in his new position. They feel sure that Brother Shuler will carry on the same good work.

Lakes Seamen Tired Of Bum Deal; Take Out Seafarers Membership

By HERBERT JANSEN

CHICAGO—Shipping is on the upgrade now in this port, and in another ten days should be in full swing. However, there are not many fellows on the beach here, and they should all be shipped out in the very near future.

Last week, the SS Gilbert made her first trip, and the SS American made her first trip Easter night. Having some new plates put on her in the South Chicago shipyards, the SS Rockwood will be calling for her crew shortly. Full aft and for'd crews are busy getting the SS North and South American ready for the season. Both of them will go to the Manitowoc shipyards for repairs.

There's no news as yet on when the City of Grand Rapids will call for her crew, and the MS Daniel McCool has already made several trips out of Manitowoc. She will resume operation on her old run for years—the Chicago run.

NEW PLANS LAID

Now that the SIU Biennial Convention is over, and a solid foundation laid for our future program of handling the current seamen's problems, it looks like fairly clear sailing ahead.

Every single item was worked out to the last detail, and when they go into operation, there won't be any slip ups. That's one of the reasons why the SIU has never lost a beef.

All indications point to a highly successful organizing drive on the Great Lakes. Daily, seamen are coming into this Hall and taking out SIU books.

They make no bones about what they thing of the SIU's set up to organize al of the Lakes seamen into the SIU.

These guys are fed up with the Lake Carriers Association and all the other phony outfits on the Lakes. They started reading the SEAFARERS LOG, and finally found out what the real score was on the Lakes. When they do read anything in the LOG, they know that they are reading all about the sea-

men's problems and what the SIU is doing about them.

In the LOG, they never read about some individual trying to boost himself up to high heaven, or how some political clique is seizing control. These things never happen in the SIU, where the members beefs and problems get the green light, not the political beliefs of any individual.

ONE FOR BOOKS

Here's one for the books. While in South Chicago during the week, I picked up a beef that some of the NMU members had. Seems that these fellows worked on the Inland Steel ships, and they paid off last Fall while they still had some overtime coming to them.

This beef was taken up to their union hall for settlement, and some time later these guys were notified that their beef was settled. How? Simply by the men involved contributing half of the overtime that was legitimately due them to some company hospital fund! The boys were not asked to do this, simply told they had to.

This could only happen in the NMU. Whoever heard of any maritime outfit collecting money for a company hospital fund? Don't they know that all seamen are entitled to hospitalization and medical benefits at any Marine Hospital?

This could never happen in the SIU because all Seafarers know their rights, and their representatives back them to the last ditch in collecting on these beefs. Lakes seamen know that, and that's why they are flocking into the Seafarers' ranks.

Check It - But Good

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

AROUND THE PORTS



NO NEWS ??

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

- BALTIMORE
- SAN JUAN
- NORFOLK
- TAMPA
- GALVESTON
- JACKSONVILLE
- HOUSTON

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

Mobile Continues Heavy Shipping; Another Ship Deluge Is Expected

By CHARLES KIMBALL

MOBILE—The tempo of activities in the Port of Mobile has slowed down but not enough to give the local officials a good breathing spell.

Payoffs and sign ons are still above normal and every member can view the shipping prospect for the coming weeks with optimism.

Dispatcher Jordan is now recuperating from his recent nervous breakdown caused by extreme shortage of book members to take jobs.

As the shipping forecast is bright and a deluge of Liberty jobs is anticipated, I am somewhat apprehensive that our dispatcher may suffer a relapse.

The monotony of the week was somewhat enlivened by the arrival of a South Atlantic scow with above average overtime beefs involving about 700 hours overtime and transportation to New Orleans.

WON EVERY POINT

The SIU, represented by Patrolman Jeff Morrison, Brother Phillip Reyes and myself, came out with flying colors and won every point we pressed, proving again the advantages of belonging to a militant, honest and pro-

ductive Union such as the SIU. On this South Atlantic scow, we came across a unique character who should be the company's president instead of being Chief Engineer. His greatest concern was to operate the ship as cheaply as possible, even if he had to violate the contract. This he found unprofitable.

The unlicensed crew was unanimous in its recommendation that this shipyard-trained Chief be bestowed the title of "Maritime Admiral," as his conduct and attitude fully qualified him for that position.

This Chief, who apparently dominated the ship's Master, spent most of his time during the



voyage on the bridge, in the chart room and the Master's office.

He was virtually in control of the ship's activities all the way, from behind the scenes supervision of the deck force up to determining how many cigarettes a man could smoke.

He was obviously proficient in navigation, as he was seen quite often taken sights, apparently to verify the accuracy of the officers' computations of the vessel's position.

STRANGER TO BELOW

The crew's report indicated that this chief was seen with a sextant in his hand more than with a screwdriver or a wrench.

He suprisingly disappointed the black gang one day during a breakdown of four hours, when he went below. I don't doubt the veracity of the statement by one of the black gang when he said that the Chief had been introduced to them — such was the degree of familiarity between him and the black gang.

Two things that this Chief observed religiously were the trimming of his Clark Gable moustache and the shining of his gold braid. Oh for the life of a seaman who has the fortune to live and work with a story book character in flesh and blood, such as the Chief aboard the George D. Prentice.

Note for the former crew of the Prentice: You will collect overtime for the entire time that no gangway watch was maintained, also Wipers are to collect overtime for all weekends when licensed personnel performed their routine work, plus transportation, wages and subsistence to New Orleans.

Shipping Is On Good Ends On West Coast

By W. H. SIMMONS

SAN FRANCISCO—Well, I'm back in the saddle again after a busy time of attending the Agents' Conference in New York and the Convention in Chicago.

After the weather I experienced in those two windy cities it is sure good to get back here in the sunny Gold Coast where I can put my overcoat back in the mothballs.

Everything went along smooth during my absence and things are tip-top right now. Shipping is really on the good end here with shipping good in all departments.

Most of the men who have been spending time on the beach have gotten themselves a ship during this burst of shipping.

CALMAR ADDITION

The Calmar Steamship Company took over another ship out here to add to their slowly growing fleet. She is the Joseph B. Eastman and she crewed up here last Saturday with a fine bunch of fellows.

All in all things are moving along nicely out here on the West Coast, which is the way I like to see it.

Pardon me now, I'm going outside and soak up some of that good old California sunshine—I still feel a little of that New York winter in my bones.

Payoffs, Sign Ons, And Transits Keep Boston Branch On The Run

By JOHN MOGAN

BOSTON—Business and shipping remain very good in the Port of Boston and the New England area.

During the past week we had four payoffs, three sign ons, crewed up a couple of ships which had been in idle status, and had plenty of stuff in transit, including a couple of Isthmian ships.

Brother Sweeney did a bit of hopping around the country, what with the Bessemer Victory (Waterman) paying off in Searsport, Maine; the New Echota (Pacific Tankers) paying off in Providence, R. I.; and the Irvin S. Cobb (So. Atlantic) paying off in Portland.

Meanwhile, the Jean (Bull) was paying off in Boston; the La Salle (Waterman), fresh out of the Todd shipyards, is tied up in Charleston with the crew



reporting that nothing on the vessel is in working condition—no heat in the rooms, no hot water in the pipes, a galley range that won't function right, no mirrors or other bathroom fixtures, no radio, no clocks, etc.

Well, after five days here the La Salle finally got squared away, and sailed for Portland to pick up a load of grain, with only the radio still to come.

FINE AND DANDY

The gang on the SS Jean had a very effective system for keeping the messroom clean. Specified violations of the cleanliness rules set up at the meeting were punishable by various fines.

A nice little kitty was thus picked up and sent to Cowboy Herzog, who had been injured in an automobile accident while the crew was seeing the sights around Searsport.

The boys telegraphed the total take from the fines imposed to Cowboy at the Waldo County Hospital in Belfast, Me. Minutes of the meetings held on board the Jean were forwarded to Headquarters.

At the last regular meeting of the Boston Branch, a communication was received from one of the members who is now a patient at the Brighton Marine Hospital.

In his letter he told us that Dr. McGillicuddy was also a patient at the Hospital. Many of the members present at the meeting hit the deck to speak about the old doctor, and to reminisce about his wonderful treatment of seamen over many years.

As a result, the old tarpaulin muster method was used to show the gratitude and appreciation

of all the local seamen to Dr. McGillicuddy, and he was duly presented with a handsome radio by the hospital delegate at his last regular visit.

The Doctor was deeply touched by this expression of good will by the Brothers of the SIU, and wishes all hands to know he is sincerely grateful for their kind thoughtfulness.

WILL BE BUSY

All indications are that this port will continue to be very busy for the next few weeks.

At this writing, three payoffs are definitely scheduled for the area this week, with several probables.

Plenty of tankers are scheduled to come up this way also, so there should be no shortage of jobs for a good while yet. Of course, we have the same problems as most other SIU branches—a shortage of rated men, and particularly firemen-watertenders.

And the only members presently on the beach have only just returned to Boston after paying off elsewhere, and in no mood to work for a while yet.

So, if shipping is slow anywhere (which I doubt), keep in mind that jobs in most ratings are available in Beantown.

Mates Cheer For SIU Success On Great Lakes

By ROBERT H. MAUPIN

BUFFALO—Just blew in from the Windy City, and found the organizing campaign going good here. Spent a few hours in the Chicago Hall before leaving, and also talked with Agent Jansen. While I was there, I saw quite a few Lakes men drift into the Hall to find out what it takes to become an SIU member.

This was really good, seeing so many of these unorganized seamen wanting to join a bona fide union. Guess they're all sick of the phony promises and smelly propaganda put out by the shipowners and their finky hiring halls.

After leaving Chicago, I found myself on the same bus with one of the Mates from an unorganized ship. He's carried an MM&P book for years, just waiting for the day when he can come out into the open and declare himself a union man. There's lots of fellows like him—both licensed and unlicensed.

KNOW SIU RECORD

He also told me that a number of his fellow Mates are hoping for the SIU to get a real hold in the Lakes. They know of the Seafarers' militant record and that the SIU fights for improved conditions for all seamen.

It's a good condition when you find a bunch of officers receptive to the Union because they know what the Union means to them, too.

Had quite a talk with Agent McLean here in Buffalo, also Organizer Frank Moran. It's their considered opinion that the port of Buffalo will go 100 percent for the SIU in any elections held here.

TOLEDO CENTER FOR SEAFARERS



Here's a shot of the SIU Hall in Toledo, Ohio. It is located at 615 Summit Street, and is really humming with organizational activity these days. Agent in charge is Henry Chappell, well known to the Lakes seamen.

Toledo Forming AFL Maritime Trades Council

By HENRY CHAPPELL

TOLEDO — Responses which we have received already from the Lakes seamen have proven beyond any shadow of a doubt that these Lakes men really want a union.

They also want a voice and vote in running their affairs, but not under any company sponsored outfit or the Lake Carriers system of representation, where the shipowners have the first and final word in all matters pertaining to wages and conditions.

In the Port of Toledo, we are starting a Port Council composed of all AFL maritime unions, just as they have now in Duluth, Chicago, Cleveland, Detroit, and other major Lakes ports.

In the case of any dispute arising which concerns one or all of these affiliated maritime unions, all unions coordinate their efforts and resources in settling the beef. That's real AFL maritime solidarity!

Bill Sturm, the Regional Director of the AFL in this area, has promised his full support in setting up the Council. In addition, Brother Sturm has been very cooperative at any time we have asked him for any assistance of any kind whatsoever.

Many new members have signed up in this port in the past few weeks. In fact, the majority of the Lakes seamen whom we have contacted have assured us that they want the SIU to represent them, and that's why they are signing SIU pledge cards hand over fist.

With the progress that we have made in our campaign to organize all of the unorganized Lakes seamen as SIU members, it won't be long before results begin to show.

We have already petitioned the NLRB to conduct an election in one fleet, and should be ready within the next few days to hold elections in a couple of others.

Yes, the Lakes are going SIU in a big way!

Future Conditions Depend Upon Abiding By Present Contracts

By CHARLES KIMBALL

Recently several members wrote to the LOG touching on the point of drunkenness and irresponsibility aboard ships. The overwhelming majority of the membership, recognizing our increasing responsibility proportionate with our economic gains, are awakening to the indisputable fact that performers and irresponsibles are distinct liabilities to our welfare, and should not be encouraged nor condoned.

Those, who in the past were inclined to do as they pleased, because they belong to a great and protective union, will have a sad awakening when they learn that the Union does not belong to them, and they cannot persist in their un-union conduct aboard ship.

Strict observance of our contracts is necessary to strengthen our future program for gaining better agreements. Be sober at payoffs, especially so you can clearly figure your pay and intelligently argue on any discrepancy in your voucher.

Then there is another matter that the membership should be ever alert to—the activities of the USS. As all of us know, the SIU never officially endorsed, subscribed or participated in any

activity which this shipowner-dominated organization sponsored.

We fought and boycotted the USS in every conceivable phase of its activity. Now that our efforts are crowned with success by the government withdrawing its financial support, this organization is striving to keep alive by various schemes.

SHAKING THE CAN

Reports from several SIU ships show that they are circularizing ships for donations, and I venture a prediction that other means, such as dances and entertainment will be staged to raise funds.

Our union has no desire of impairing or curtailing our democratic prerogatives as Americans.

Every member can, and should, spend his time or money as he sees fit, but it is also fitting that I, as an official of the SIU, cognizant of the USS structure and history, should warn the membership that the future existence and program of the USS is not conducive to the Seafarers principles, tenets and program, and therefore should not be supported.

Alcoa Ship Stays Put Until Repairs Are Made

By JOE ALGINA

NEW YORK — If you smell smoke and feel a hot wind coming at you from up this way, don't think that it's the Atomic Bomb. It's only the crew of the SS Mooring Hitch, Alcoa Steamship Company, raising the roof to have the ship repaired.

When the ship came into this port, the crew presented the company with a repair list that stretched from here to there. The company thanked the crew and then calmly sat on the list.

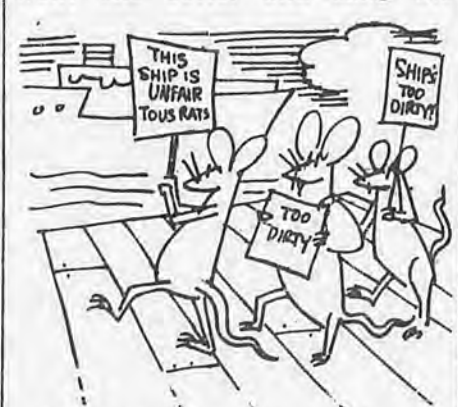
But the rest period is over, and Alcoa has been warned that the vessel will not sail until the improvements and repairs have been made, and the ship put in apple-pie SIU order.

When next the Mooring Hitch heads for the open sea you can bet your last dollar that she will be on a par with all other SIU-contracted ships.

The good old Topa Topa, Waterman Steamship Corporation, is also in this port, but the difference between the two ships is

like night and day. The Topa is justly proud of her.

All Departments were praised by the officers, but the crew went one better and sang the



praises of the Stewards Department.

They claimed that the food on the T-T was the best they had ever eaten, and far superior to anything served in shoreside restaurants.

Stop pushing, Brothers, you'll have to take your turn to ship out on this one.

The boom in shipping still

continues, but that is getting to be an old story by this time. Rated men in the deck and engine departments are urgently needed.

We have not stooped to shanghaiing men from the Hall, but that may come to pass sooner than we think.

So, watch your step when in the New York Hall.

Calls come for men all day long, and the Dispatchers' office is being kept open evenings and on Sunday. Hours are until 9 P.M., weekdays, until 5 P.M. Saturdays, and from 11 A.M. to 3 P.M. Sundays.

This arrangement will continue until the pressure eases.

Overtime for Oilers and Stewards Department men of the Northern Wanderer is now collectable at the Alcoa Steamship Company office, 17 Battery Place, New York. Dixon, 155½ hrs; Gillispie, 47 hrs; Anderson, 3 hrs; Chief Cook, 148½ hrs; Second Cook and Baker, 148 1/4 hrs; Saloon Messman, 9 3/4 hrs; Crew's Messman, 138½ hrs.



Class In SIU Hall Prepares UFE For Strike

NEW YORK — The recent strike poll of the United Financial Employees, AFL, showed that the members of the union are overwhelmingly in favor of strike action that will close down the entire New York financial district.

For months now the union has tried to negotiate with one of the member firms of the New York Stock Exchange, but has been met by stalling and obstinate refusals.

Therefore, a strike notice has already been filed, in accordance with the law, and the union is ready to strike the Cotton, Stock, and Curb Exchanges any time after April 21.

To prepare for this occurrence, classes in the duties of picket captains, area commanders, and various committees are being held in the SIU New York Hall, with experienced Seafarers acting as instructors.

In the recent UFE Strike against the New York Cotton Exchange, the assistance of the Seafarers was of material aid in bringing the action to a swift, successful conclusion.

Lensman Ships As Messman For Del Sud Pictures

By STEELY WHITE

NEW ORLEANS — Our photographer down here, Art Samson, wanted to take a trip, so we finally were able to get him on the shakedown run of the Del Sud sister ship of the Del Norte.

He didn't have much time to take pictures since he signed on as a Messman and only took pictures when he wasn't washing dishes. On ships like the Del Sud, washing dishes is a major task each day.

The Del Sud is a real luxury liner, with good quarters for passengers and crew. The food is top-notch, and the men are a bunch of swell seamen and swell guys.

KEPT BUSY

Although the gang kept Art pretty busy, he still had enough time to take pictures on board ship and while the vessel was docked in Havana. (Those pictures appear on page 5.)

Shipping is so fast down here that we don't have time to sleep much less to send long columns to the LOG. We are kept on the go all day, getting the ships out of this port with full crews, and paying off other ships which come in here after long trips.

I hope that next week I will have a chance to write a long report of what is doing here, but from the looks of things, I will have to be satisfied with another short letter.

ATTENTION!

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

LEARNING THE ROPES



Above, left to right, Robert Strand, C. Lundy, and Howard Hatt, members of the UFE Finance Committee, making plans for the coming strike against the New York Stock, Cotton, and Curb Exchanges. On the right, a meeting of the UFE in the SIU Hall, discussing techniques in running a strike. Experienced Seafarers are active in telling them how.

Philly Goes Back To Normal, But Shipping Still Remains Good

By E. S. HIGDON

PHILADELPHIA — After a hectic spell of fast and furious shipping, things have cooled off somewhat, reverting to a semblance of normality.

This week's roster shows two payoffs so far and two more scheduled, making a total of four ships in that department. We also have several transit ships in port and they too will receive complete coverage.

I've got a couple of sore Seafarers down here, Brothers Charlie Nangle and Gillis. They're both sore at the city officials, because according to the latest news, the city is going to build one of the most modern piers in the country.

Gillis and Nangle think this is a waste of the taxpayers' money. They both think that the city should build a modern soup kitchen for the down-trodden seamen. Oh, yes—blondes as waitresses.

LOCK IT UP

Brother Tilley, our fast moving Patrolman, is in the lock business these days. It seems that when he went aboard the Charles Crocker, Atlantic&Pacific, the clank of locks met his ears. Upon inspection, Brother Tilley found that the Captain, Joseph Grady, has the peculiar habit of putting everything under lock and key.

His eccentric habit comes to light everytime he sees a cloud on the horizon or when he received an unfavorable weather report that a storm is brewing.

He then orders the Mate to lock all the doors around the deckhouse from the outside with big Yale padlocks and chains.

The Captain gave as his excuse for this behavior the fact that the nasty old sailors left the doors open and water stained the decks on his precious passageways.

We have studied the minutes of the Agents' Conference in great detail, and to put it mildly the membership is of the opinion that it is the most constructive

piece of work that has ever come from any Agents Conference.

If the program outlined therein succeeds, it won't be long before the Union will be a power to be reckoned with.

NUTHIN' YE'

Oh yes, the weekly report on my bloodhounding for a new hall. Sorry mates, nothing has come to light as yet, but in true Seafarer fashion I'm not giving up. Something has got to break one of these days.

A word to the tripcard men: If you want to get your book, see the Organizer in your port. If you make a trip on an unorganized ship you are in line for a book and he will see to it that you are fixed up.

Hearing Ends

NEW YORK, April 8 — With the completion of testimony by members of the Seafarers International Union, the final hearing in the Isthmian Steamship Line case ended yesterday in the offices of the National Labor Relations Board.

The National Maritime Union, which is contesting the SIU's victory in the election, testified earlier in the hearing.

The case now goes before the NLRB headquarters in Washington for the final decision, which will be rendered on the basis of the transcript of the hearing, the briefs to be filed by both sides and the report of the hearing officer, Arthur Leff.

The SIU and the NMU have seven days from the conclusion of the hearing within which to file their briefs.

ALL ON THE GO

Business and shipping are swell down here. We have an average of three unorganized ships coming in here each day, and at least two or three contracted ships touch here each week.

That keeps us pretty well on the run, and we have to stay on the ball to keep things moving smoothly.

We are still looking for a new Hall—one big enough for a man as big as I am to turn around without knocking things off tables. When we get one, we will announce it in the LOG, and hope to see some of you down here to inspect our new quarters.

Last week an NMU volunteer organizer was fired off a ship after collecting six signed pledge cards. When he went to the NMU office to complain, he was told that there was nothing that could be done about it.

What kind of a union do they call themselves? Maybe this guy didn't belong to the right faction, or perhaps it's the left faction, in the NMU.

That reminds me, we are collecting money for a fund to send communists to Russia. The catch is that we are buying them only one-way tickets. Well, comrades, any takers?

Unclaimed Gear

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

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

Gear without addresses will be disposed of otherwise.

The Patrolmen Say...

Read Constitution

It seems to me that the first duty of a good Union man is to study the Constitution and the Shipping Rules.

It is obvious that too many of our members are not doing this, and so in the past few months there have been a number of Trial Committees for men applying for reinstatement because of arrears on dues and/or assessments.

Some of the men have had their books since the Union was started, and some of the men have been permit men, pro's, or what have you.

Even if the man was not a full book member, there was no excuse for not knowing the rules of this Union.

Here is what it says on page 9, Section 4 of the Constitution:

Members more than three (3) months in arrears in dues, assessments or unpaid fines, other than during the period of strikes or lockouts shall forfeit all claims to benefits and all other rights and privileges in the Union. He shall not stand suspended until six (6) months in arrears in dues, assessments or unpaid fines.

This section shall not excuse any members for being behind in dues and assessments while employed.

Besides the Constitution, which is very clear, membership meetings up and down the coast have



been passing resolutions that anyone one year or more in arrears in dues and assessments shall be automatically rejected from the Union, regardless of his past activity.

A word to the wise should be sufficient. Keep your dues and assessments paid up and then you won't have to worry about Trial committees, suspensions, etc.

Ray Gonzales



SHIPS' MINUTES AND NEWS

Punch Sparks Party Aboard The Helen

Revelry reigned unrestrained aboard the SS Helen at sea the night of March 19, when the unlicensed and licensed shipmates of Seafarer Joe E. Thomas celebrated in his honor in rollicking fashion. Occasion for the shipboard merriment was Brother Thomas' birthday anniversary—an event that bids fair to be remembered by the Bull line vessel's crew for a while to come.

It was reported that the affair was sparked by a concoction packed with punch — designed and blended by the Stewards Department of materials furnished by various crewmembers and officers.

HILARIOUS NIGHT

Everybody in attendance was in a receptive mood. Hilarity broke out shortly after the unveiling of a spectacular four-tier birthday cake, complete "with all the fixings." Secret of the cake's success aside from its ar-



chitectural perfection, was the fact that the fruits imbedded in it had been steeped in wine and brandy for three weeks.

Wine for the steeping job was contributed by Captain Curtis Olsen. The skipper later confessed the cake was the finest he had ever tasted, even if it wasn't the kind mother used to make.

High spot of the evening was reached with the breaking of the ice in the punch bowl. Its contents were a flavorsome and potent mixture of ingredients derived from the following:

Two bottles of port wine contributed by Tyree S. Ratcliff.

One bottle of Hennessy's 5-Star (all shining brightly) Brandy, Charley Johnson's contribution to the festivities.

And something that looks like "one concertina," according to the minutes. (The LOG queried several people as to what sort of liquid that might be. Best answer was one wag's: "Probably something that makes you fold up.") Anyway, the Chief Engineer tossed that into the punch bowl.

GIFTS, TOO

Brother Thomas was given several gifts, including a "beautiful pillow slip" from John Eversely. The Purser presented him with some useful little knick-knacks that make up a seaman's per-

MV Gadsden Has Turbulent Trip Making Baltimore Minus Screw

(Editor's note: The following report on the MV Gadsden's recent mishap at sea is by Bill Robinson, OS aboard the vessel. An untiring shutter clicker, Brother Robinson also took the pictures appearing with the story.)

By BILL ROBINSON

The MV Gadsden, American Eastern's heavy lift locomotive carrier, made another bid for publicity on its last trip from Le Havre to Baltimore when it lost its screw 800 miles off Cape Henry and had to be towed into the Port of Baltimore.

After going through every storm the Atlantic could dish up, the Gadsden, already three days behind schedule, parted with her screw at a point about 25 miles north of Bermuda. The mishap occurred at 9:20 a. m. March 15.

RIG ANCHOR

All hands turned to immediately to rig up a sea anchor. The ship was taking rolls up to 45 degrees, but after two hours of hard work, the crew rigged and put overboard a sea anchor which kept the bow into the seas and eased the rolling.

In the meantime, "Sparks" had been busy. He had contacted several ships, among them the Mosopelea, a Coast Guard cutter which was at Bermuda and which took the Gadsden in tow.

First ship at the scene, however, was a Victory ship, which stood by until it was relieved by a British cruiser at 2 a. m. the next day. The cruiser stood by until the cutter arrived at 10 a. m.

CUTTER ARRIVES

With the arrival of the cutter, all hands again turned to take a line from her. The Mosopelea sent over five successive messengers. The Gadsden crew were just about to pull the cable

sonal gear.

The evening was one round of fun from the time Captain Olsen and Delegate Blackie Martin cut the first drink—er, rather the first slice of cake to start the proceedings.

Only item missing in the otherwise full evening was revealed in the following lament from one crewmember:

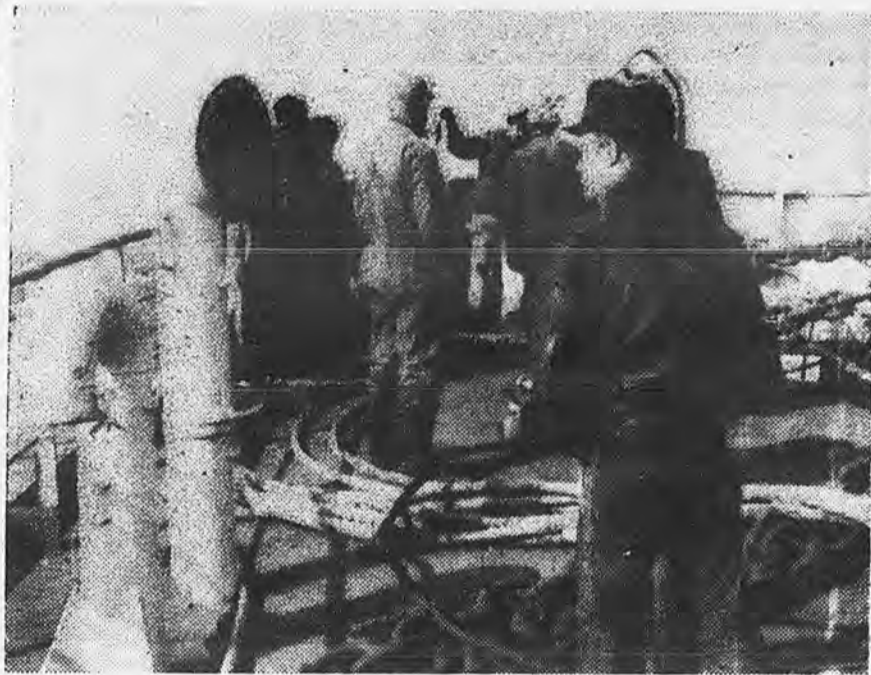
"We had the wine and the song, but we sure missed the women."

Janeway Pests To Be Bombed

The war of man against man is over, but the battle against the seamen's steady shipboard pest continues.

John Jillette, Steward of the SS Edward G. Janeway, will lead the charge on the roaches spotted in the vessel's lockers and toilets, according to the Feb. 23 minutes, with the devastating "bug bomb."

The action, calculated to wipe out the enemy vermin, is part of the crew's program to keep their ship clean in accordance with the Union's slogan that an "SIU ship is a clean ship."



Action on Gadsden's deck as hands turn to to rig sea anchor, following loss of the screw in heavy storm.

aboard when the cutter blinked a message that they had lost their end of the cable.

Then the cable fouled on the Gadsden's keel and had to be jettisoned. The cutter reported that she did not have another cable. So we passed an inch and a quarter cable over to them.

With this light cable the most speed that the cutter could make was three knots. At this slow rate, the two ships started for Baltimore.

Trouble developed a day and a half later, when the cable snapped. A two-inch cable, which the cutter had "found" on board, meantime, was passed to the Gadsden, and with the thicker cable speed was stepped up.

TROUBLED TUG

Meanwhile, a tug had been ordered and was expected to rendezvous with the Gadsden at

sea to take over the towing job. But the tug was having its own troubles. A few hours out, one of her firemen had taken ill, and she had to return to port to dispatch the stricken crewmember to the hospital. No word was heard from the tug, until three days later when the Gadsden received a report that the tug was sending out distress calls.

The tug's navigational instruments were fouled up, and she wanted a plane to come and guide her. Later reports stated that the tug was putting in at Puerto Rico.

Proceeding slowly but surely, the Gadsden finally arrived in Baltimore after eight days on the tow. The crew piled off to get a real meal, complete with coffee, butter, sugar, eggs, etc., all of which had been used before the Gadsden reached port.

SS Livermore Captain Holds Steady Keel

A succession of mishaps aboard the SS Samuel Livermore that would have put an ordinary skipper in a mood to bite a bear left Captain Murry S. Mills less ruffled than a freshly starched collar. For his even disposition in face of the exasperating events, the crew says he rates "honorable mention for being a good skipper," according to word just received from the vessel, currently at sea.

"To begin with," the crew's message says, "the ship broke a few pieces off her screw coming into Denmark through heavy ice."

Coming out of Denmark, the Livermore lost an anchor. Things grew even hotter, when the vessel was in Hull, England. There a fire broke out in the midship housing.

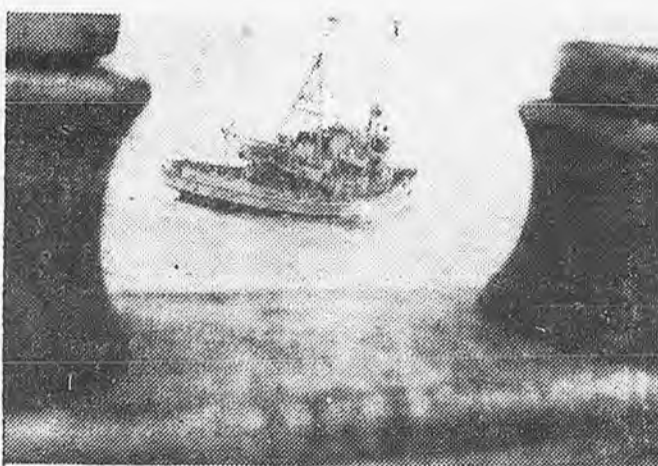
MORE TROUBLE

That's not all. Later in the voyage, one of the crew, Brother Foster, lost a finger. Also, says the crew's letter, he lost part of his thumb to the Steward. This, they add, gave "us fresh meat for two days."

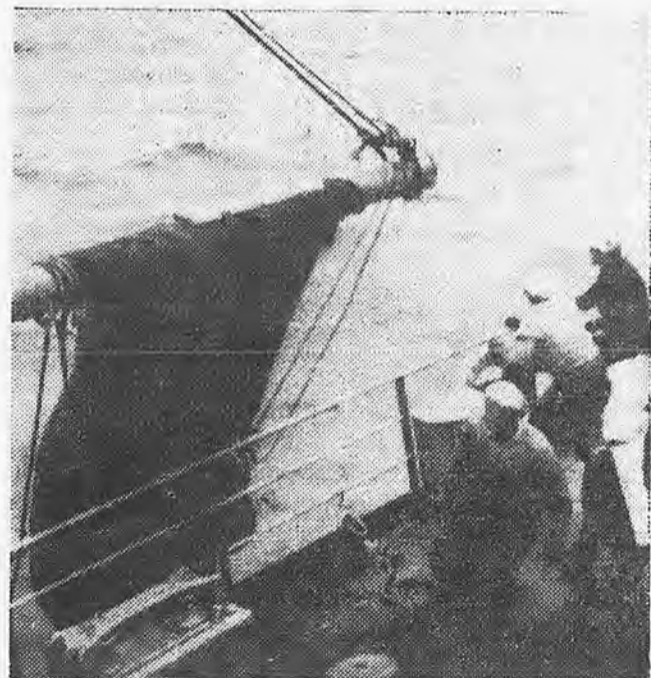
Throughout all these calamities, Captain Mills remained a reasonable guy. "Under all these conditions," the letter continues, "the skipper has been the same."

"He is a man any member of the crew can talk to at any time within reason."

The Livermore men expressed the hope that Captain Mills sailing days would be many and good. The letter was signed in behalf of the crew by G. C. Gilliken, Ship's Delegate; Nick Mistin, Stewards Delegate; Barney Cuthrell, Engine Delegate, and Charles Foster, Deck Delegate.



The cutter Mosopelea which towed the Gadsden to Baltimore is framed between the propeller-less vessel's capstans as she maneuvers for position prior to casting the line. Snapped just as the sea anchor was let over the side, photo at left shows hands ducking out of boom's way.



Digested Minutes Of SIU Ship Meetings

SAMUEL LIVERMORE, Feb. 19—Chairman C. J. White; Secretary Samuels. New Business: Motion carried that cold cuts be put out at night and plenty of lunch be put out for men on watches. Also that the messrooms be swept out before and after each meal and



mopped once a day. Motion carried that when the recreation room is fixed up that a vote be taken to decide if the crew should have the coffee

time in the recreation room. Motion passed that all fines be sent to the LOG fund.

COASTAL STEVEDORE, March 7—Chairman Santiago; Secretary Prudenico. Motion carried to have Delegate con-

(Continued on Page 11)

SIU Ship's Minutes In Brief

(Continued from Page 10)

tact Patrolman in regard to inspection of drinking water, ice boxes and dry storeroom owing to illness of two men. Also carried were motions to have ship fumigated, and that screens and windchutes be provided for all port holes to keep flues away, especially when in port.



§ § §
SNAKEHEAD, Dec. 22 — Chairman George Bales; G. E. Broadhurst. Motion carried that slop chest prices be looked into upon return to the States. Crewmembers asked why Captain should use linen locker for slop chest, and why should passengers sleep in hospital when there is room in the passenger quarters. Also the matter of two passengers being forced to eat in the crew's messroom. Good and Welfare: All hands pledge to keep their quarters clean and also to give the Stewards Department a vote of thanks for the swell chow that has been served during the voyage.

§ § §
SNAKEHEAD, Feb. 16 — Chairman George Bales; Secretary G. Stroecker. Good and Welfare: All three delegates to check repairs for next trip and have copies made for Agent of the first United States port. Decision to have ship fumigated. A vote of thanks to the Stewards Department for a swell Christmas and New Year's dinner, also a vote of thanks to the Skipper Howard (Tugboat) Forbes.



§ § §
JOHN DONALD, (Date, Chairman and Secretary not given) Good and Welfare: Decision that Ship's delegate check all stores. Deck and Steward Delegates reported disputed overtime. New Business: Decision that all disputed overtime to be settled before payoff. Motion carried that Steward be held directly responsible for all shortages in regards to stores.

§ § §
ALEXANDER CLAY, Feb. 1 — Chairman Eldon Cullerton; Secretary A. J. Saunders. Meeting called to try to make conditions more pleasant for the next crew. All delegates report everything in good order with exception of some dis-



puted overtime. New Business: The crew suggests that a list of repairs be made up and also other things that are needed and that three copies be made up and turn one in to the Captain, one to the Patrolman and one to the next crew. Motion carried that next crew not sign articles until stores come aboard.

Bessemer Skipper 'A Square-Shooter'

Nicholas Nomicos, Cook aboard the Bessemer Victory, Waterman Steamship Corp., who took sick when the vessel was in Germany, would still be lying in a Bremerhaven hospital if it hadn't been for action on part of the skipper, Capt. D. Hillseth.

Brother Nomicos and K. Christiansen, AB on the Bessemer V, reported to the LOG that Captain Hillseth was a "square shooter."

Nomicos was confined in the German hospital for five days, when the Bessemer was about to depart for the return trip to the States. The skipper did not want to leave the crew man behind and had him transferred to the ship. Nomicos was fully recovered before the Bessemer reached New York.

Nomicos states that while he was in the hospital, Captain Hillseth told the Steward to send the sick man "anything he needed in the way of fruits, juices, etc."

§ § §
JOHN P. MITCHELL, Jan. 5—Chairman Jack Ziareis; Secretary Albert Abramoff. New Business: Delegates reported everything is okay in their respective departments. Motions carried: That crew's mess and pantryman shall sweep and mop the Recreation Room early every morning, and the Deck and Engine Departments shall take weekly turns in keeping the Recreation Room clean; that the 4 o'clock watch shall clean up the messhall; for the good and welfare of the crew and for safeguarding their provisions and stores, each delegate shall make a list of all repairs in his department before next meeting. Entire crew voted thanks to Captain George W. Zeidler, Chief Mate and Chief Steward for enjoyable Christmas.

§ § §
DEL SANTOS, Feb. 22—Chairman J. Vorel; Secretary R. W. Mills. New Business: Motion carried that dirty linen be placed in some other location as it collects roaches. Motion carried that new water fountain be placed inside crew's messhall. Good and Welfare: Suggestion to put new light in library. Suggestion to put 16 inch fans in wheelhouse. Suggestion made for all cots to be turned into Steward, so he can order sufficient number for next trip. Suggestion made that cots, irons and utensils belonging to crew be kept in crew's quarters.

WILD RANGER, Feb. 12—Chairman Sam Shatkovnick; Secretary G. Clark. New Business: Motion to urgently request the union membership to call for a National Conference of Labor for the purpose of devising plans to fight against the anti-labor legislation that is now being considered in Congress. Further, this conference, in order to be effective, should be made of delegates from the factories, mines, ships, etc. and representing all unions.

Much discussion on this motion with no opposition to its intent. Many were of the opinion that it should be submitted to the Union for its consideration as it vitally affects the whole labor movement. Motion carried.

§ § §
DEL VALLE, Jan. 12—Chairman Brother Gerdes; Brother Wolowitz. Good and Welfare: Motion carried to remove clothes from laundry as soon as dry and to discontinue leaving clothes under steam line longer than necessary. Motion carried to remove Purser for incompetence and non-cooperation. A vote of thanks to Chief Mate F. Shafer and Chief Engineer I. Dana and the rest of the officers on board a vote of thanks along with the Stewards Department for their full cooperation throughout the entire voyage. It has been a pleasure to make this voyage with such understanding men. Acknowledgement of appreciation of Mr. and Mrs. J. Savoca and family for crew's donation sent upon death of their son.



§ § §
TULANE VICTORY, Dec. 23—Chairman Charles Gallanza; Secretary Edmund F. Paul. New Business: Motion carried to write a letter to Steely White concerning the condition of the slopchest aboard this ship, also enclose a price list. The letter requested the Agent to take immediate action on the issue. Motion carried to the effect that windchutes be made available and these be ready to come aboard when the ship docks in N.O. Good and Welfare: Suggestion that the three departments get together and set up a schedule for cleaning up the laundry. Decision to investigate First Engineer for his finky attitude and discriminatory practices toward members of his department.

SEAFARER SAM SAYS:

ALL THE OVERTIME SHOULD BE TURNED IN TO THE DEPARTMENT DELEGATE WITHIN A DAY OR TWO AFTER THE WORK HAS BEEN DONE. 72 HOURS BEFORE THE SHIP HITS PORT THE MEN SHOULD CHECK WITH THE DELEGATE TO BE SURE THAT ALL THE OVERTIME HAS BEEN TURNED IN AND THAT THE MATE HAS A RECORD OF SAME WHEN IT IS DISPUTED OR OTHERWISE.

CUT and RUN

By HANK

Shipping continues to be real good here in New York providing you're not going to wait weeks or months for those certain ships going to Turkey, Alaska, etc., for example. Brothers, read your shipping rules—all the paragraphs—before you get fouled up and start blowing your salty top only to discover that you're still in the wrong simply because you didn't read all the paragraphs in the shipping rules or just misunderstand them. Another thing, don't take ships and then quit them before they sail. Furthermore, we think that it is the duty of all full-book men and especially the permit men (who should start appreciating and helping their own union) to see to it that ships do not sail short-handed or be held up one or two days because no man wants the job for such reasons as: the ship is a Liberty, not a Victory or C-2, or she's just going coastwise or she isn't going twice around the world in slow motion. The full-book men should take these important jobs instead of allowing the ships to get fouled while they are waiting for their special ships. That's good unionism. That's being a sailor. Permit card men should always grab whatever jobs are open to them (no matter where the ship's going or what type she is) and stay on those ships.

Bosun Larry Moore, the oldtimer, did a bit of humorous reminiscing last week about his salad days (which we're pretty sure means his younger days), those days which were good in some ways and tough in other, about 15 years ago, when he was aboard the SS Watertown. Larry, who was Bosun on this ship which had just bloomed publicly into the newspapers as a ghost ship, says that there was many a sailor who left the ship in a hurry when he found out she was the ghost ship Watertown . . . Happy-faced Carl Lawson blew into town from a good trip to Genoa, Italy . . . Warren Wyman, famous for tying all sorts of ships knots, anchored into town last week . . . Eddie Mooney, the Times Square bartender, just registered for shipping as a sea-going bartender. Well, write us a letter, Eddie, explaining how it feels to be a floating bartender. Anyway, maybe you'll even write a book on How Not To Be a Sea-sick Brother in One Fast Trip.

Brother W. E. Parrott, just shipped out recently as electrician . . . Bosun Robert Hillman and his familiar cigar shipped last week on the same ship he got off. Brother Hillman confessed that he was planning to ship steady out of the port of Mobile . . . Oldtimer Frank Bock really did have a new experience in his Seafaring standard of living. He really did enjoy talking about his plane ride from Curacao to Miami recently . . . Steward Fidel Lukban just came in from a trip . . . Alex Apderson, the oldtimer, is in town right now . . . Rusty Swillinger is all set to go out again for another trip after coming in recently . . . News Item: The Pan Atlantic Steamship Company, a subsidiary of the Waterman Lines, announced this week that its four Victory ships in the coastwise service would also add Miami, Florida as a port of call.

This is a news item, dated March 29th, which we read in the Journal of Commerce: The Maritime Commission announced that 22 Liberty ships had been approved for sale to citizen applicants for transfer to Panama or Honduras registry. The commission explained that the vessels to be selected will be those not required for American-flag operation and therefore withdrawn from the reserve fleet from among those Libertys the commission does not anticipate using for charter operations.

Show your badge!
 ...THE SIU BADGE—THE BADGE OF A REAL UNION!

SHOW HIM THE WAY!
Build the S.I.U. YOUR UNION!
 UNORGANIZED SEAMAN

THE MEMBERSHIP SPEAKS



Isthmian Ship Has All Earmarks Of A Dirty Scow

To the Editor:

With the Isthmian question in the final stages and the NMU having groaned its last feeble protest, there should be no relaxing of the organizing campaign. Soon, other companies will be flying the SIU banners, too.

This Isthmian scow, the Yugoslavia Victory, is at present discharging in Honolulu, in preparation for its next port of call Manila. There can be no doubt that this is a typical Isthmian ship. Lousy overtime, the worst of chow, and a finky chief mate, who likes nothing better than putting the boots to all union men aboard.

1-MAN DEPARTMENT

In a previous article I gave this character's name inaccurately, owing to the fact that I was misinformed. His name is Bentley. This dynamic streak of lightning is an AB, a Deck Maintenance man, a Bosun and OS rolled into one. If he's not running a winch one minute he's fooling around with some other piece of deck equipment the next.

About every five minutes our boy is tearing up the ladder two steps at a jump to see the skipper about some Brother who told him off. Ah! how the tears must flow.

One thing you notice most here is the petty chiseling of the officers on the men's time. Having next wheel one bright



night, I ambled off deck at 9:40 for my coffee time. In two seconds flat I was run out on deck to put in five minutes at fish-oiling. How I would enjoy making a second trip aboard her when she is SIU!

HAD MEETING

One shipboard meeting to date, held in typical SIU fashion has netted us an adequate night lunch, opening of an extra head, and one extra hour for the sanitary to be used for cleaning the fo'les. Our delegate is Brother S. Brown of Alcoa G. Washington fame.

Being a cold weather boy, this Pacific is too warm for me. Give me Boston in the wintertime, eh, Eddie?

Charles Halla

THE CANADIAN CABLESHIP, RESTORER IN HONOLULU



Crewmembers load cable from the Restorer onto a scow in the Hawaiian port. Under SIU contract, she's on a mission of tending and repairing trans-Pacific cables. The vessel is the only one in Canada paying wages and having overtime and conditions on a par with U. S. standards. Reports from Delegate Dick Arter, who submitted these photos, indicate everything aboard ship is running smoothly.

DIXON CREW SETS EXAMPLE IN COOPERATION

To the Editor:

Sometimes, it is difficult to say what is true, but it is wiser to say it than not, especially if it will do some good.

The experiences I have had as a result of many years at sea, have taught me that education and common sense are needed, to keep harmony and happiness among seamen. The bureaucrats and big bosses keep things that way between themselves; certainly, we should.

Lack of harmony and fellowship could be one of the worst enemies of the membership. In face of this, the crew of the SS Ben F. Dixon have already started steps to bring the men closer together. The Delegates have written some material on this matter, and the recommendations made by them have been carried out by the crew, with a very successful effect upon us.

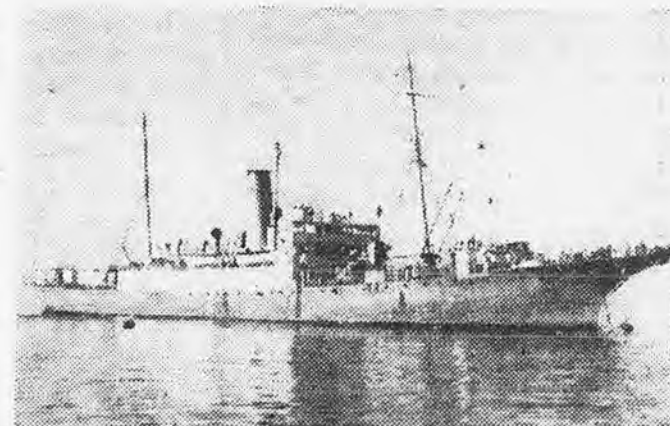
One of our pamphlets, which we keep visible on the bulletin board, reads as follows:

THE WAY OF HAPPINESS ABOARD SHIP

1. Keep in mind the fact that everyone aboard likes and appreciates you on this vessel.
2. Respect your shipmates, and yourself, too.
3. Respect the licensed personnel and make them respect you.
4. Be a clean seamen.
5. Having lived up to all the above, you can smile.

Brothers, if these lines are printed in the Seafarers Log, I am inviting you to write something on the following subjects, or others similar; The Way of Happiness Aboard Ship, Too Many Bosses on Deck, How To Treat Our Brothers, Your Ship's Delegate and How to Conduct Yourself in the Messroom.

Julio Evans
SS Ben F. Dixon



In photo above, the Restorer, which for the first time is 100 per cent organized and operating under a Union agreement, lies at anchor of Honolulu. At left, some of her crew, with smiles evidently inspired by conditions won under SIU contract, relax at famed Waikiki Beach.

Log-A-Rhythms

Andrew Furuseth

By JACK (AUSSIE) SHRIMPSON

The owners paid him but a pittance for his toil,
His lonely seamen's trade was full of care;
His far-flung travels o'er foreign soil
Reaped nothing save black misery and despair.

Think of this gaunt and furrowed man—dungaree clad,
Rebellious of spirit, cheated, abused, slop-fed;
Five and twenty dollars a month was all he had,
Save straw filled bunk to serve as bed.

Yet from his sweated strength our Union sprang,
And Sailors lives took on a brighter hue,
And we who follow after bless the man—
The fighting founder of the SIU.

Andrew Furuseth was his name, as every seaman knows,
"Thanks a lot, Oldtimer—Steady as she goes!"



CALLS COMMIES THREAT TO DEMOCRACY

To the Editor:

The commies in the United States are on the skids, and its about time. The SIU was the first to blast the communists on the waterfront, and it is doing a good job in trying to maintain democratic in maritime. But, as they say, one man can't do a two-man job.

It's time for other sources to aid in removing the commies. Not only are they a detriment to the waterfront, but to the entire labor movement, as well. Anyone who has seen them at work, as I have, knows their "rule or ruin" tactics spell disaster for any organization that permits them to function.

How they work here in the United States holds for Russia too. They have a stranglehold on the Russian people. Communism and democracy are strangers to each other everywhere. Stalin rules as a dictator who is obeyed by the people in the same manner as cattle respond to the whip—by fear only. Blackie Colucci

ON AND OFF THE SS WILLIAM SEATON

Lakes Carriers' Dizzying Speedup Calls For Dynamamos — Not Humans



Oil drums being loaded onto the Alcoa vessel, at the Andrew Sireet dock in New Orleans, prior to the vessels Southern run last December.

To the Editor:

A number of things have been running through my mind lately. Are we such puppets as to let Ball and Taft, and the rest of the labor-haters in Congress pull the strings on us? Look what Senator Ball of Minnesota is trying to do. I'll bet he got a pretty piece-off from the Steel Trust and all the rest of the big money interests!

As for labor's "friend," Taft, he always was against the workers. So was his father before him. Why, oh why, does the working class continue to elect the likes of him to Congress? When are we all going to wake up and use our rights at the polls?

Every worker should vote for the men who haven't got the interests of the moneyed people al-

ways at heart. Let's vote for someone who has the interests of the workers close to their heart, for a change.

It took LaGuardia and La Follette to bring the coal operators into the open. And, it took a church committee of a Catholic priest, Presbyterian minister, and a Jewish rabbi to bring the Steel Trust to task. They used to work 12 hour shifts in the steel

were lucky if you had a chance to get a cigarette.

If you talked unionism, you were a bum! Well, I did, and got results in a way. We unloaded in Ashtabula, and were going to load coal there. When I told the Deckhands, Watchmen and Deck watches not to work down in the holds unless they got 85c an hour, they called up the LCA. What did those guys do? Sent down 12 men at 50c an hour with their meals! We all quit at midnight, so I can't ship out of that port any more.

Another one when we were still on the old 6 and 6. We got into Lorain and were unloaded at 2:30 a. m. The company sent a whole new crew down to take all the deck department jobs with the exception of my partner and me. When we got the score, we went up to the Old Man and said, "You'd better call for two grinders, too."

Boy, you should have heard him roar! The upshot was that he called the Cleveland office, and we all sailed on her. When we got up above, we all quit. And did they have a hell of a time getting men up there. Once more, I was on the black list, but I got out.

Anyone who thinks he can get on any of these boats up here needs a little correcting. What do you think they imported the coal and iron scabherders for? Don't forget they beat the coal miners in Pennsylvania, Ohio, West Virginia, Kentucky and Illinois, and they can do it to you.

All these steel guys need it one look at you, and someone to finger you. Then, you are done. Guess I'll sign off for now.

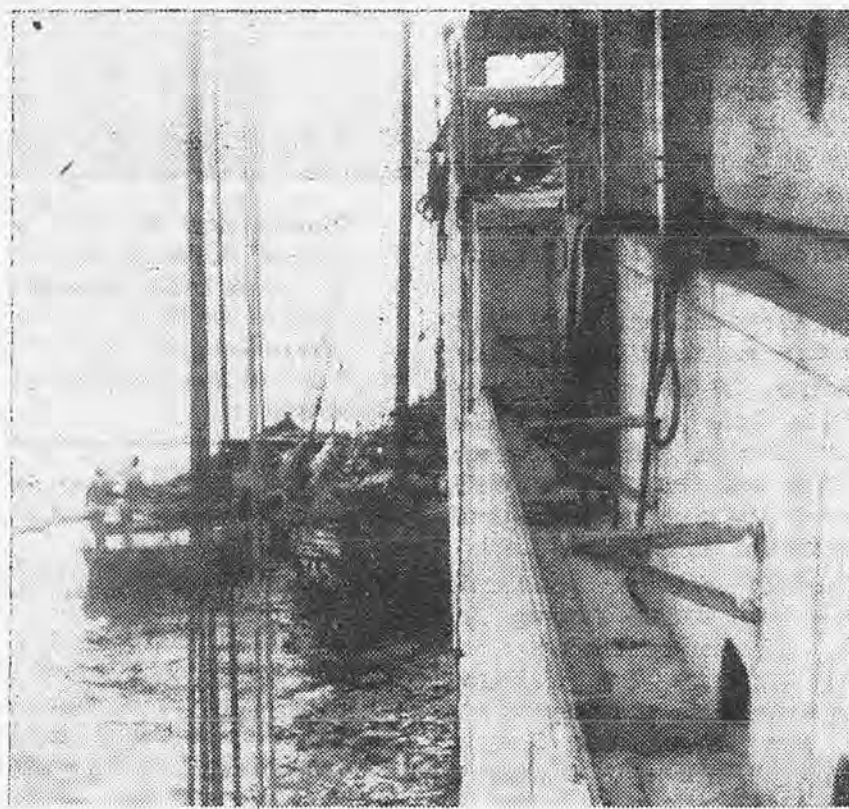
Robert "Baldy" McAdoo



mills, and 24 hours every other Sunday when they changed shifts.

They even tried that system on the Lakes. A Britisher brought their system over here in 1908, and it still is on the Lakes. He formed the Lake Carriers Association—believe his name was Livingstone. Believe me they really have the speed-up on the Lakes down to a tee. Where else in the world can a ship of 13,500 tons be unloaded in from 3½ to 4 hours?

I was on the SS Emory L. Ford when she loaded 425,000 bushels of wheat in 4 hours at Fort William—one of the fastest loads every put out there. I've been at the coal dock at Berwind—Superior, Wisconsin—where they took 10,000 tons of coal out of the big Davidson in 10 hours. You



Small boats pull alongside the Seaton in bay about five miles off Port of Spain, Trinidad, to receive cargo. Tugs towed cargo-laden boats to shore. Photo taken by Cliff Richway, OS.

Campbell Refutes NMU Whitewash Of Neponsit

To the Editor:

Well, Brothers, here I am again, but I just had to make a reply to the writer of the article appearing in the NMU Pilot of March 28.

That article stated that the food situation in the Neponsit Marine Hospital had been corrected. The poor fool who made that statement should be kept where he can be watched before he is allowed to go off half-cocked as he did in this case.

His statement also claims that the head dietician of the Public Health Service came here from Washington. If she was here, none of the patients saw her. If she was here, she certainly didn't take the trouble to get the opinion of any of the patients.

The article says also that two more nurses and three new cooks were "added to the payroll." Well, that maybe so, but our beef is the food, for which I believe the U. S. government pays for the best (whether or not they get it, I don't know). When it leaves the kitchen, it is unfit for a healthy person to eat, let alone sick people.

TASTELESS FOOD

Even the worst cook wouldn't go by the theory that food should be cooked tastelessly, and just for the calories. Food should be prepared with the idea in mind that it has to be eaten by many people and that it should have appeal to the palate and tastes of those eating it. Just because some foods, such as carrots, contain calories is no reason for plunking it in water and boiling it without adding something to make it appetizing. Food with high caloric content can be made to taste good. All we want is plain everyday food to fill our stomachs.

This beef is concerned with the food situation only, and is not meant as criticism of the doctors and nurses. They are swell people and doing their best. But it seems their hands are tied when it comes to doing anything about improving the food.

James S. Campbell
Marine Hospital
Neponsit, New York

Union Purser Red Pencils Character On The Thomson

To the Editor:

After reading Joe Algina's article in the SEAFARERS LOG of March 28, regarding a "few phony skippers and pursers" who sour good New York shipping, my conscience compels me to say a few words on this exalted Lord Purser aboard the Smith Thompson.

First, I would like to know this bird's name. Second, this so-called Lord Purser, if he ever has to go to sea for a living, will certainly be out of luck when it comes to SIU ships. Sooner or later I think most companies will have agreements with the Staff Officers Association, and this Lord Purser is not going to be a member of it, if I can help it. Third, where does this so-called Lord Purser get the authority to red pencil overtime.

He is merely there to record overtime, and he is to let the department heads do the disputing, if any. And furthermore, who does he think he is "opposing overtime for the crew."

It is guys (phony is correct) like this who give good Pursers a bad name with the crew, and who make people look at you twice when they find out you're

a Purser. I propose that guys like him be stopped from further sailing. They only cause dissension and bitterness among a good crew. I would certainly like to meet this guy and give him some lessons on "How to get along as a Purser with the crew."

While I am writing, I might add that while I was Purser on the SS Thomas Hart Benton we had a good crew on board, that is Deck, Engine and Steward men. I can further say that the Stewards department really took care of the crew, and can wholeheartedly say that the Second Cook and Baker, Andy S. Himielinski, put out the best cakes, pies, bread and pastry that the Waldorf-Astoria could offer. The Deck Delegate, Alexander D. Cameron was cooperative with everyone at all times, and there were never any beefs at any time.

Throughout the entire voyage which ran one month and twenty days, everything ran smoothly. Boys had plenty of cigarettes—no beefs were registered at any time. We had about five SIU men in the deck gang and they proved to be swell guys with whom I'd like to sail with again.

A. J. DiMaggio, Purser
SS William Seaton

To the Editor:

This letter is in reference to an article in the Log of March 7, headlined, "Food Done to Turn on Wm. Brewster."

As I was Ship's Delegate aboard the vessel at that time, it was my duty to get information on the food beef. After checking up continuously for two months, I called a special meeting, so that the beef could be brought out in an airing.

I asked all the officers to attend the meeting, so that I could get to the bottom of this matter. I asked all for their opinions. They all made statements, including the Captain, which was stated in the article referred to above. The Captain did not say that something was definitely wrong with the food. As a matter of fact, he praised it, as did the crew.

The beef was boiled down to the fact that the Chief Cook would not let the Chief Engineer come into the galley with his dog Sally to get choice cuts of meat. Sally in the galley. The other officers sided with the Chief Engineer (tail follows dog).

As far as the Skipper (Captain Fernald) is concerned, I'm sure that anyone who has sailed with him, will give him praise, as he is just one of the boys. He is a very good union man, and did not tolerate the

officers pushing the crew around. Take a beef to him and it is as good as settled. Hats off to Captain Fernald—he's the type of skipper every sailor dreams of sailing with.

"Chiseler" Wolch

(Editor's note: Thanks, Brother Wolch, for the additional information, which certainly throws more light on the situation. We hope that Sally is being kept out of the galley.)

PHS DOCTOR IN HONOLULU GETS HAND

To the Editor:

I have read many an article condemning medical service offered to seamen the world over.

Such criticism I know is justifiable. However, several of the men from my ship, the SS James W. Cannon, had to report for medical treatment at the Public Health Service station in Honolulu.

All of us were treated royally, just as if we had paid the doctor a high fee. I think that such a high grade medical station should be mentioned in our paper.

The doctor who treated us so considerably is Robert B. Dorson.

Charles H. Johnston
Deck Delegate

Barring 'Sally' From Galley Touched Off Brewster Beef

A&G Delegates Report On Decisions And Actions Of The Int'l Convention

(Continued from Page 1)

Joseph Borus, Regional Employment Security Representative, U.S. Social Security Administration, addressed the delegates during the course of the convention, and explained the many phases of the social security program. He put at the disposal of your delegation, as well as the other Unions, various material pertaining to unemployment insurance for seamen, fishermen, and fish cannery workers, as it applied, and this material will in due course be printed in our *Seafarers Log* for the information of the membership.

Samuel Laderman, President of Local 241, International Chemical Workers Union also addressed the convention, stressing the fight that still lay ahead for organized labor in gaining proper working conditions, and gave an inspired talk to the effect that a Union of organized workers was but a way to better life.

COMMITTEES SET-UP

Routine business taken care of during the first two days proceedings of the convention consisted of the following:

Formation of Committees, Audit, Credentials, Seamen's Grievance Committee, Fisherman-Fish Cannery Workers Grievance Committee, Resolutions Committee, Legislative Committee, Adoption of Rules of Order for the Convention.

During the first day's proceedings, a wire was dispatched to John Hawk, 1st Vice-President of the International, expressing the Convention's regret that due to illness he could not be present, and on motion of Paul Hall, Atlantic-Gulf District Director of Organization, the following was entered in the Convention minutes:

"We are indeed sorry to report that John Hawk, Secretary of the Atlantic & Gulf District, and 1st Vice-President of the International is unable to be present with our delegation because of ill health. Whitey's health for some time past has been bad, and the many struggles of the past few years have contributed towards that illness. It appears he will be out indefinitely, and his absence will be keenly felt, as we will sorely miss his ability and great experience.

"Under his guidance and leadership our Union has made great strides since our organizational inception in 1938. He has indeed been a bulwark of great strength in our battles with our enemies; the shipowners, bureaucrats and commies alike.

"We sincerely hope for his immediate recovery, and his return to action in our behalf."

The actions of two previous Executive Board meetings were presented to the delegates for acceptance or rejection, and as this covered actions by the Board over a period of three years, due to the postponement of the holding of the convention in 1946 due to the seamen's strike, etc., this business occupied some time of the convention.

LUNDEBERG REPORTS

President Lundeberg's report was then read, and was assigned to various committees for action, after it had been concurred in.

The report on the finances of

the International was then read and referred to the auditing committee. This report showed the assets of the International to be as follows, (with no liabilities)

Cash on hand and in banks	\$276,466.92
Other assets, including notes receivable from various Union Inventories of books and buttons, etc.	23,801.28
Total assets of	\$300,268.20.

Editors Note: These funds do not include any district funds—which are in the approximate figure of \$3,000,000.00 and are handled by the respective districts.

The auditing committee commented on the growth of the International, both as reflected in the membership figures, and in the fact that starting out with total cash assets of \$11,800.00 in 1942, and notwithstanding the expenditure since that time of well over \$300,000.00 in the field, the assets stood at \$300,000.00 in round figures, although during the course of the convention much of this was "ear-marked" for various projects undertaken in the seamen, fishermen and fish cannery workers field for the coming period.

The reading of reports by the Various Unions then proceeded including the report of the Atlantic and Gulf District, SIU, the various Fishermen and Fish Cannery Workers Unions, the representatives from the Canadian Unions, the Atlantic Fishermen's Union, etc.

All indicated a healthy growth since the last convention of the International.

During the rendering of the report from the Atlantic and Gulf District, Seafarers International Union of North America, the Atlantic and Gulf Delegation expressed their appreciation for assistance extended to them by the Sailors Union officials.

Harry Lundeberg, speaking for the West Coast Delegation, of the SUP, stated that the same kind of cooperation has been received from the Atlantic & Gulf District representatives on the West Coast.

The unanimous adoption of the resolution on the Communist Party in the seamen's movement took place during the Thursday morning session of the Convention. This resolution was published in full in the *Seafarers Log*.

Also inserted in the official record will be the report of the Seamen's delegates who attended the meeting in Washington, D.C., recently, during which time they met with various unions in the maritime industry in an attempt to have unity in the seamen's field on legislative and other matters. This also was carried in a recent issue of the *Seafarers Log*.

In connection with the problem of the Panamanian ships, the proposed boycott through international action of American ships under Panamanian flag, through joint action of the Seafarers International Union, and the International Transportworkers Federation, was adopted both by our convention as well as the MTD. President Lundeberg was also instructed to make a survey of foreign seamen's unions, wages, and conditions, when the opportunity presented itself, and this

was carried unanimously by the convention.

During the Friday session, Einar Johansen, representing the Norwegian Seamen's Union in the United States greeted the delegates on behalf of his Union, and the Norwegian Federation of Labor. He spoke of some of the conditions which prevailed in Norway, and the need for further improvements the world over.

AFL GREETINGS

Nelson Cruikshank, Director of the Social Security Division of the American Federation of Labor brought personal greeting from President William Green, and highlighted the social security problems that the seamen had to overcome. He also stressed the Communist Party menace and memorialized the SIU for their continued fight in that direction.

Nomination and Election of Officers took place on Friday afternoon, March 28, 1947, the closing day of the convention.

Harry Lundeberg was re-elected as President by acclamation, as were the following vice-presidents and the Secretary-Treasurer:

1st Vice-President, Paul Hall, Atlantic and Gulf District, SIU.

Morris Weisberger, Edward Coester, from the Sailors Union of the Pacific, and Cal Tanner, Atlantic and Gulf District, SIU, were elected to serve as vice-presidents from the seamen's field.

Patrick McHugh, (Atlantic Fisherman's Union) Andrea Gomez, (LA Harbor District Cannery Workers) Les Balinger, (Fishermen-Fish Cannery Workers, San Diego) Les Caveny, (Cannery Workers, Monterey) were elected by acclamation to serve as vice-presidents representing the fishermen and fish cannery workers field.

John Hawk, (Atlantic and Gulf District, SIU) was elected Secretary-Treasurer, by acclamation.

The next convention of the International, which will be in 1949, will be held in the city of Baltimore.

SUMMARY

Your Delegation is of the opinion that this Convention of the International was a successful one and marked a definite turning point of the Union's history. The record clearly shows that this Organization has grown tremendously since its original organization.

In addition to the routine as laid out in the above reports, various other important things were acted on by the convention. Among them was the necessity for expansion in all fields, including the Canadian Area. Definite action was taken to establish legislative offices in Washington, D.C. in the name of the Seafarers International Union. All of these things show that the Organization is clearly aware of the problems it is confronted with and a program to handle each of these problems has been made.

Full committee's reports and recommendations will be made available shortly and bound copies of the entire Convention proceedings will be made available to all those members desiring one, as well as having placed

LENDING A HELPING HAND



"That's how the SIU helped the Financial Employees in New York," is the cry as these SUP members hold up copies of the *Seafarers Log* showing the UFE Cotton Exchange Strike. Members of the SUP, the Models Guild, and the Office Workers, all AFL unions, are cooperating in a drive to organize the office employes of the Tide Water Associated Oil Company in San Francisco.

False NMU Propaganda Backfires; Lies Repudiated By SIU Seaman

"You'd think that the NMU would have learned a lesson by this time," said Fidel Lukban, "but no, they continue to lie about everything just the same."

What caused this blow-off was the propaganda that the NMU has been spreading up and down the waterfront to the effect that Filipinos, now employed on Isthmian ships, will not be allowed to join the Seafarers when the SIU is certified as the bargaining agent for the unlicensed seamen of that company.

"Lies, lies, lies, that's all it is," Brother Lukban exclaimed vehemently. "I started sailing on Isthmian ships in 1923, and I joined the SIU without any trouble. That should answer the NMU."

For Filipinos who might have swallowed the NMU lies, Brother Lukban wanted to make certain things clear.

"First of all," he said, "Filipinos should know that they have the same rights in the SIU as any other members."

"Second, Filipinos who are members have never been discriminated against, and they all joined the SIU of their own will.

a copy on every contracted vessel.

In conclusion, this Delegation calls upon every member of our Union to continue their efforts already made towards expansion and betterment of the Union. We are quite confident that if these actions are continued we will double our size and strength in a short while.

signed:

C. E. Gibbs
Paul Hall
E. Sheppard

C. Simmons
E. R. Smith
W. C. Tanner

"All NMU and unorganized men will have to join the SIU when we are certified as the bargaining agent, or they will



FIDEL LUKBAN

have to get off the ship. They should all feel that they have a future in the SIU, and that it is their Union."

That's the answer to NMU propaganda from a man who knows what he is talking about. As always, lies are driven out of sight by the truth.

Blood Donors

To carry on the work of returning sick and injured merchant seamen to health, the Marine Hospital on Staten Island has put out a call for blood donors of all types.

All men who wish to donate blood to aid their fellow seamen can do so by calling at the offices of the Staten Island Marine Hospital.



BOSTON

Crew of SS Bessemer, \$20.00; Crew of SS Irving S. Cobb, \$3.00.

NORFOLK

INDIVIDUAL DONATIONS

W. H. Gilbert, Jr., \$3.00; G. L. Russell, \$3.00; P. Spivey, \$3.00; C. W. Mariner, \$3.00; R. W. Miller, \$3.00; S. Olivera, \$3.00; W. D. Wilkins, \$3.00; A. J. Gaidos, \$3.00; L. A. Lee, \$3.00; W. R. Odom, \$3.00; R. W. Squires, \$3.00; H. P. Rhodes, \$3.00; G. Wilson, Jr., \$3.00; S. D. Hodge, \$3.00; G. C. Everhart, \$3.00; F. L. Goodwin, \$3.00; L. W. Hitchell, \$3.00.

NEW YORK

INDIVIDUAL DONATIONS

R. Wiseman, \$1.00; G. Abbema, \$1.00; L. R. Greenidge, \$1.00; Charles L. Starling, \$1.00. Robert E. O'Neil, \$1.00; L. Taylor, \$1.00; W. Woeras, \$1.00; C. Jowers, \$1.00; O. A. Michael, \$1.00; P. F. McDermott, \$1.00; M. K. Clark, \$1.00; C. W. Baumgardner, \$1.00; B. M. Maye, \$5.00; Joe Perla, \$1.00; W. B. Phillips, \$1.00; C. C. Reed, \$5.00.

SS SMITH THOMPSON

Crew of SS Smith Thompson, \$19.00.

SS NAMPA VICTORY

A. Cotel, \$2.00; M. A. Gonzalez, \$1.00.

SS T. MEADOWS

A. A. Polesel, \$1.00; Charles Hitchens, \$1.00; O. Farrara, \$1.00; F. A. Diaz, \$1.00; R. J. Stark, \$1.00.

SS STRONG

J. O. Glenn, \$2.00; R. F. Branch, \$2.00; O. Ksonbog, \$2.00; F. B. Pearsons, Jr., \$2.00; J. E. Ellis, \$3.00; J. Oliver, \$5.00; J. L. O'Rourke, \$2.00; J. W. George, \$3.00; L. D. Sizemore, \$2.00; P. E. Nichols, \$5.00; J. A. Slay, \$2.00; E. Scroggins, \$2.00.

SIU HALLS

- BALTIMORE 14 North Gay St. Calvert 4539
- BOSTON 276 State St. Boudoin 4455
- BUFFALO 10 Exchange St. Cleveland 7391
- CHARLESTON 424 King 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 308 1/2-23rd St. Phone 2-8448
- HONOLULU 16 Merchant St. Phone 53777
- HOUSTON 1515 75th St. Wentworth 3-3809
- JACKSONVILLE 920 Main St. Phone 5-5919
- MARCUS HOOK 1 1/2 W. 8th St. Chester 5-3110
- MIAMI 1356 N. E. 1st Ave.
- MOBILE 1 South Lawrence St. Phone 2-1754
- NEW ORLEANS 339 Chartres St. Magnolia 6112-6113
- NEW YORK 51 Beaver St. HAnover 2-2784
- NORFOLK 127-129 Bank St. Phone 4-1083
- PHILADELPHIA 9 South 7th St. LOmbard 3-7651
- PORT ARTHUR .. 909 Fort Worth Ave. Phone 2-8532
- PORTLAND 111 W. Burnside St. Beacon 4336
- RICHMOND, Calif. 257 5th St. Phone 2599
- SAN FRANCISCO 105 Market St. Douglas 5475-8363
- SAN JUAN, P. R. 252 Ponce de Leon San Juan 2-5996
- SAVANNAH 220 East Bay St. Phone 8-1728
- SEATTLE 86 Seneca St. Main 0290
- TAMPA 1809-1811 N. Franklin St. Phone M-1323
- TOLEDO 615 Summit St.
- WILMINGTON 440 Avalon Blvd. Terminal 4-3131
- VICTORIA, B.C. 602 Boughton St. Garden 8331
- VANCOUVER 144 W. Hastings St. Pacific 7824

SS LEO DUSTER
C. G. Hotis, \$1.00; J. D. Walker, \$2.00.

SS MOLINE VICTORY

L. J. Guzzi, \$1.00; M. Wilik, \$2.00; C. F. Glock, \$1.00; S. Pacewicz, \$1.00; S. V. Ekstrom, \$1.00; C. W. Baumgardner, \$2.00; H. Wykosky, \$1.00; R. L. Miller, \$1.00; E. E. Stewart, \$1.00; M. C. Smith, \$1.00; J. Corriher, \$1.00; G. Goodman, \$1.00; J. B. Jones, \$1.00; F. Nering, \$1.00; J. B. Thomassen, \$1.00; J. Risbeck, \$1.00; C. Lee, \$1.00; T. Langgan, \$1.00; J. F. Schumski, \$1.00; N. Zeverino, \$1.00; J. Hawkins, \$1.00; C. Whitley, \$1.00; B. B. Spears, \$1.00; H. J. Gromek, \$1.00; S. F. Cullison, \$1.00; F. T. Moore, \$1.00.

SS KYSKA

H. Starecky, \$1.00; C. Crandler, \$1.00; J. P. Palmer, Jr., \$2.00; J. Alstn, \$1.00; P. A. Murray, \$1.00.

SS HART

E. J. Williamson, \$1.00; W. B. Aycock, \$3.00.

SS WARRIOR

W. Peterson, \$2.00; L. Golembiewski, \$2.00; D. C. Cahoon, \$3.00.

SS FORT GEORGE

O. L. Stepp, \$1.00.

INDIVIDUAL DONATIONS

Bill Manley, \$2.00; Charles Eberhart, \$1.00; Clarence Brumfiel, \$2.00; R. M. Stover, \$1.00. R. L. Jenkins, \$1.00; Ken Pringle, \$1.00; A. F. Boyle, \$1.00. Thomas P. Eppolito, \$3.00; N. G. Duncan, \$1.00. H. Stillman, \$5.00; L. H. Jones, \$1.00; C. E. Brown, \$1.00; C. D. Suppa, \$1.00; John F. Sorokac, \$1.00; G. Kasprzyk, \$1.00.

J. Sheehan, \$1.00; Henry Sohl, \$2.00; C. Sndgrass, \$4.00; D. P. Johnson, \$2.00; John Barlow, \$1.00; E. D. Jones, \$1.00; W. C. Kennedy, \$1.00; J. Sobesko, \$3.00; Fred Anderson, \$2.00; Richard Anderson, \$1.00; Edward Grzyb, \$2.00.

SS G. WASHINGTON

R. E. Lewis, \$2.00.

SS SUNSET

M. Foster, \$3.00; K. A. Pugh, \$3.00; D. Dalao, \$3.00; M. B. Levy, \$3.00; J. D. Barnett, \$3.00; R. Hunter, \$3.00; A. Manuel, \$3.00; H. Ringo, \$3.00; J. Spearmann, \$3.00; J. T. Byrd, \$3.00; R. L. Wegner, \$3.00; F. Wagstaff, \$3.00; H. D. Burdette, \$3.00.

SS MANDAN VICTORY

D. M. Martinson, \$1.00; Wilbert J. Brady, \$1.00.

SS J. B. WATERMAN

H. Kraft, \$1.00; W. E. Phurrough, \$1.00; J. E. Davis, \$1.00; Wm. Reynolds, \$1.00; A. Plutes, \$1.00; J. E. Renauld, \$2.00; C. K. Kean, \$1.00; C. Emonuel, \$2.00; J. Morawski, \$1.00; W. Levschner, \$1.00; R. Hopper, \$2.00; C. J. Warner, \$3.00; S. J. DeZee, \$5.00.

SS HALF KNOT

P. L. Markley, \$2.00; R. H. Hauber, \$1.00; Crew of SS Half Knot, \$10.00.

SS MOORING HITCH

K. S. Svanum, \$1.00; S. Walker, \$1.00; D. B. Militar, \$2.00; J. Hudak, \$2.00; V. P. Rivera, \$2.00; L. Langam, \$5.00.

SS ROBIN TUXFORD

Crew of SS Robin Tuxford, \$30.00.

SS A. JACKSON

P. J. Lannon, \$2.00; S. Frankwitz, \$2.00; J. E. Brown, \$1.00; L. P. Tabarini, \$2.00; D. J. Smith, \$1.00; J. J. Vujtech, \$1.00; Larry Jones, \$2.00; G. Crabtree, \$6.00; E. J. Laws, \$2.00; M. L. Catlin, \$2.00; Roy Poston, \$2.00; W. L. France, \$2.00; C. N. Payne, \$2.00; E. W. McNamar, \$2.00; I. P. Keyes, \$2.00; C. Cox, Jr., \$1.00; L. H. Inwood, \$1.00; R. D. Denzek, \$2.00; C. E. Renn, \$2.00; B. O. Wilson, \$3.00; C. Macomber, \$5.00.

SS J. HEWES

E. Phillips, \$2.00.

SS GREAT ISAAC

Crew of Great Isaac, \$12.70.

SS CANON BEACH

T. W. Lucord, \$1.00; C. B. Sawyer, \$1.00; T. D. Newberry, \$1.00; J. A. Ordman, \$1.00.

SS C. GILIAM

G. Barhight, \$3.00.

Resolutions Passed By N.Y. Membership

New Jersey Strikebreaking Law

WHEREAS: The Governor of New Jersey, Alfred E. Driscoll, has railroaded an anti-strike bill through the state legislature calling for jail sentences and heavy fines to be imposed upon striking telephone workers should they refuse to return to work, and

WHEREAS: The Governor has violated the Constitution of the United States by his actions as the Supreme Court of the United States has ruled that Federal labor laws take precedence over state laws, and the national labor laws at present give workers the right to strike, and

WHEREAS: This is out and out strikebreaking of a sort employed by Hitler and Stalin to destroy their labor movements.

and denies the telephone workers their alienable right as American citizens to refuse to work if they so desire,

THEREFORE, BE IT RESOLVED: That the Seafarers International Union call upon all organized labor to oppose with all in its power this vicious anti-labor law, and

BE IT FURTHER RESOLVED: That the SIU give its full support to the striking phone workers and organized labor in New Jersey to the full extent necessary to fight and destroy this law, and

BE IT FINALLY RESOLVED: That copies of this resolution be sent to Governor Driscoll and the Telephone Unions of New Jersey informing them of our stand on this action.

Merchant Mariners Of America

WHEREAS: The Seafarers International Union of North America has always been opposed to phony so-called "Merchant Marine Veteran Groups," and

WHEREAS: In the Gulf Area, at this time there is just such an outfit calling themselves The Merchant Mariners of America, who board SIU ships and ask SIU-members to pay them \$5.00 initiation and \$1.00 per month dues to become so-called members of their group, and

WHEREAS: There are people connected with this outfit who have been previously expelled from the Union as being phony and others who are connected with dual Organizations, and

WHEREAS: The real purpose for this Organization, among other ones, is to sell phony insurance policies, thereby making it nothing but a racket,

THEREFORE, BE IT RESOLVED: That we go on record as branding this outfit as being phony and informing all of our membership of this action through the medium of the Seafarers Log, and

BE IT FINALLY RESOLVED: That we instruct all crews to keep these people's representatives off SIU ships and further,

that all officials of this Organization stand as being instructed to make every possible effort to see to it that these people are kept off SIU ships and out of SIU Halls.

PERSONALS

THOR LARSON

Get in touch with your wife at 1534 Camp Street, New Orleans, La.



LLOYD D. WARDEN

Contact your father by telephone, or write him at 1901 Pitcher Avenue, Joplin, Mo.



REINHOLD HOLM

Please get in touch with Martha Shanley, c/o Hotel Kinney, 410 Eddy Street, San Francisco 9, Calif. Phone Graystone 0894.

NOTICE!

Anyone who has seen, or who knows the whereabouts of the seamen's papers belonging to Donald McNeil will please forward them to the address given in the papers.

"VOICE WITH A SMILE" STRIKES



For all to see, these striking telephone workers carry signs giving their reasons for walking the picketline. The Bell Telephone Company may have wanted to bust their union, but all it got was the "busy signal."

Meet The Seafarers

(Continued from Page 6)

that the head of this outfit, old man Goodrich was quoted as saying, "I never pay a Deckhand more than 50 cents a day, and feed 'em all on stew."

These were some of the old conditions on the Lakes back a few years when there was no SIU. If you don't believe us, ask Mac any time you run into him in the Detroit hall. He'll tell you all about the old days.

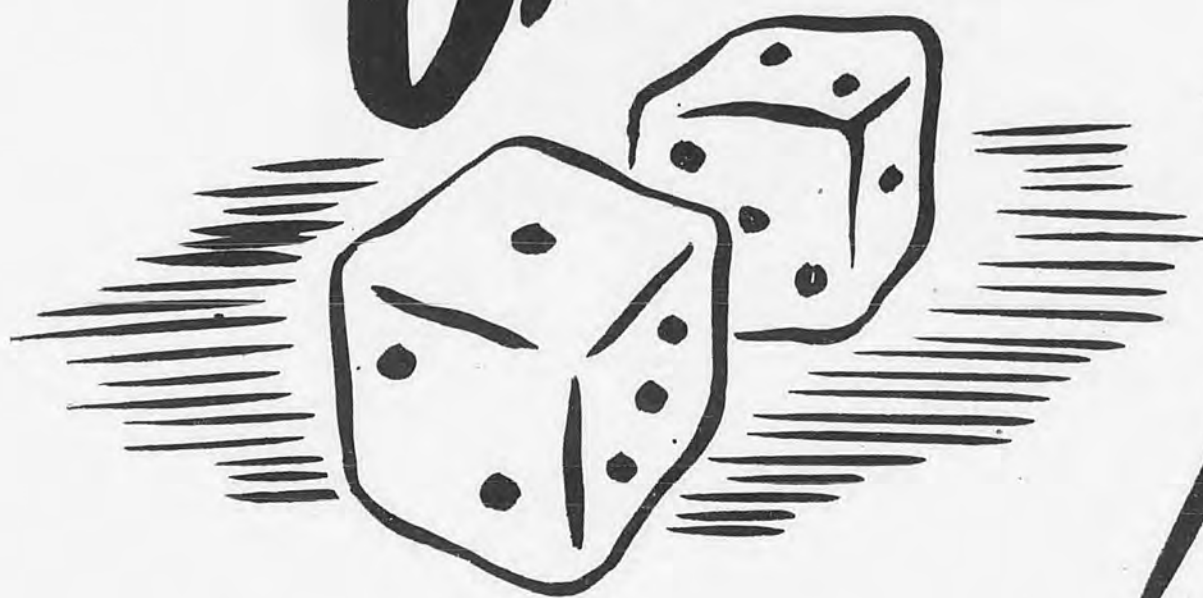
Many of the oldtimers on the Lakes remember these lousy conditions and they want no part of them again. That's why the Lakes seamen are going for the SIU in such a big way, and that's why "THE GREAT LAKES, TOO, WILL BE SIU."



After walking a picketline, there's nothing like a comfortable place to sit. The SIU turned over the third floor of the New York Hall, and the SUP did likewise, so that the striking telephone workers would have some place to relax and rest.

LAKE SEAMEN!

DON'T GAMBLE...



... WITH YOUR JOB.

An SIU Contract is sure —
your guarantee of job security
— shipping rights — the best
working conditions — union
representation — job protection
— union democracy — and the
support of 6,000,000 A.F.L.
members!



JOIN THE SIU!

**THE SEAFARERS INTERNATIONAL UNION
GREAT LAKES DISTRICT**