

SEAFARERS' LOG



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

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No. 19

TELLING THE SAD STORY



These are a group of shipmates of Arthur A. Flaws, who died through lack of care aboard the SS Kyska, telling the story to Assistant Secretary-Treasurer J. P. Shuler. From left to right are: Edward M. Carlson, Acting AB (ship's delegate); Charles M. Carlson, Wiper; John Maloney, OS; Robert Grigsby, OS; L. P. Phillips, Deck Eng.; and J. P. Shuler.

SIU BACKS AFL ORGANIZING CAMPAIGN

The full strength of the American Federation of Labor will be mobilized to support the southern organizing drive at the spring meeting of the AFL Executive Council in Washington, beginning May 15.

The AFL drive will push toward a goal of a million new members within a year.

The Executive Council action will be spurred by the giant Southern Labor Conference, to

be held in Asheville, N.C., May 11 and 12. More than 5,000 delegates already have registered for the conference, which will thrash out organizing problems.

AFL Regional Director George Googe said he expected more than 8,000 to attend the conference. He declared AFL Unions in the South were aroused to a fighting pitch by the threats of the CIO to "invade" AFL territory.

Officials of the Seafarers International Union, which has been carrying the ball against the NMU's scabbing tactics throughout the country, said they were glad to see that other AFL Union leaders had become aware of the threat of the finking communist-dominated CIO unions.

At Washington, an AFL spokesman said the Executive Council is expected to call upon all affiliated unions to assign additional organizers to southern cities and have them work as teams with the AFL's own increased staff in the field.

SIU leaders said they would be glad to have the Union's organizers work in concert with the AFL organizers. There is little likelihood, however, that the Seafarers will augment its organizing staff in the South, since the SIU has been at full organizing strength ever since the campaign to bring Isthmian into the fold began.

SIU PREPARED

SIU Vice-President John Hawk said:

"The AFL doesn't need to worry about the SIU going along for a free ride, however. We'll pull our share, just as we have always done. The fact that the SIU already has a strong and militant organizing staff in the South makes us just that much better prepared to aid in the over-all drive than the Unions which are starting from scratch."

Many members of the AFL Executive Council will attend the Southern Labor Conference, where they will have an opportunity to study all phases of the

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Kyska Seaman Dies; Shipmates Say Captain Could Have Saved Him

Seafarer Arthur A. Flaws is dead today, his shipmates say, because the Captain of the Waterman ship Kyska refused to put him ashore when he was deathly ill and refused to transfer him to another ship with a doctor aboard until it was apparent he was dying.

Members of the crew of the Kyska have written to Flaws' mother, Mrs. John Flaws, at Shenlin, Wis. advising

her to bring charges of criminal negligence against the master of the Kyska, Captain Jacob Jacobson.

Lundeberg To Talk For U. S. Seamen At ILO

SIU President Harry Lundeberg will serve as United States delegate to the ILO Maritime Conference in Seattle this June, it has been announced by AFL President Wm. Green. Andrew MacDonald, Chairman of the Radio Officers Union has also been certified by the government as another delegate.

With the exception of Russia, all the major powers will be represented at the meeting of this world labor organization which was created along with the League of Nations in 1919. Each government sends two representatives for the seamen and one for the shipowners. Deliberations are scheduled to begin on June 6, and will continue for about two weeks.

They also are advising her to bring a civil suit for damages against the Waterman Steamship Company.

They say that the Captain's concern for fuel oil and the company's time is the reason AB Arthur Flaws is not alive today.

Flaws became ill at Antwerp, an hour before the Kyska tossed her lines for New York. When Captain Jacobson ordered him to turn to, he was unable to do so. The Captain, members of the crew aver, threatened to bring him up before the Coast Guard on charges.

PLEA REFUSED

The Captain's attitude remained the same through the Channel. He refused the plea of Deck

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NMU Challenges Vote On Hoad; Move Seen Admission Of Defeat

NEW YORK, May 9—Registering heavily for the Seafarers as the Union of their choice, the Isthmian Line ship, William D. Hoad voted yesterday in the Port of Philadelphia. Estimates of observers gave the SIU approximately 92 percent of the total ballots casts, with the balance going to the NMU.

Immediately, the NMU official observers challenged the entire vote of the Hoad's crew. It was quite evident that this challenge was made because the NMU figured that they didn't have a chance of winning on that ship, and therefore decided to try to have the entire vote thrown out.

GOONS FAILED

This maneuver was in line with similar ones made on a number of other strongly pro-SIU ships which the NMU also challenged. However, it won't succeed.

This overwhelming support of the SIU substantially proves the estimates of the Hoad's voting

preference made in the Log some time ago. The NMU at that time laid claims to having the majority aboard her.

In the Log issues of January 18 and February 1, a story and an editorial revealed terroristic methods by which the NMU goons had sought to force Hoad crewmembers into their outfit. Election results were clearly an answer to, and a repudiation of, these NMU goon squad tactics by Isthmian seamen.

Voting in the Port of New York, the Eastpoint Victory was estimated to have favored the Seafarers with a percentage of 70 percent. There is the possibility that with the inclusion of some doubtful votes that this margin would be even higher (see story on the Eastpoint on page 16).

Isthmian's Sea Stallion voted at Savannah, and the SIU is believed to have garnered about 51 percent of the total ballots. A

(Continued on Page 16)

Boston SIU Fishermen Lock-Out Called Conspiracy To Kill Union

A charge of conspiracy to keep Boston fisherman locked out was hurled at trawler owners by Patrick J. McHugh, secretary-treasurer of the Atlantic Fishermen's Union of the SIU, in a bristling statement placing full responsibility for the tie-up of the fishing trawler fleet on the boat owners.

The lockout, now in its nineteenth week, was a result of owner action, McHugh stated. He pointed out that on Dec. 27, 1945, hundreds of fishermen reported to the vessels at their pier ready to sail on the basis of the "50-50 lay" then in effect but owners ordered the men to take their belongings and leave the boats. It was then that "the lockout began," McHugh said.

"CRACK UNION"

"Soon after the lockout began, a high official of the Federated Fishing Boats of New England and New York told a meeting of the boat owners, 'now is the time

to crack the fishermen's union,'" McHugh revealed.

"The boat owners have admitted that this statement was made," he asserted.

"They did everything to force a tieup of the trawlers in Gloucester and New Bedford, all of which operate on a 60-40 basis, or better. Fortunately for these ports, they were unsuccessful," the SIU official added.

"These are the same owners who are now weeping crocodile tears for the Port of Boston, even as they engaged in a campaign of vilification of the Union and its leaders."

McHugh commented that the lockout is unpopular with the owners. He said, "If Mr. Rice (executive secretary of the owners' association), who has expressed admiration for democratic processes, will take a secret ballot of his own group, he will find a majority are willing to pay the "60-40" and end the lockout."

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Unity Smokescreen

The enormous amount of propaganda which is coming out of San Francisco about the Maritime Conference seems to be a lot of smoke to cover up the real activities. Despite the shrill cries of Harry Bridges and Joe Curran about "maritime unity" there is very little of that precious commodity on view at the conference.

The first break in the solid ballyhoo front came when the Marine Firemen, Oilers, Watertenders and Wipers (MFOWW), and the Marine Engineers Beneficial Association (MEBA), repudiated the official announcement that they were sponsoring the conference. Both unions maintained that they were sending observers only, not delegates.

Unity received a second beating when Curran's candidate for secretary of the convention was licked by Bridges' candidate. This did not sit so well with Curran, who already sees the handwriting on the wall. He knows that if he is out-manuevered by Bridges he will lose his dominant position on the waterfront.

Curran also lost the next round in the struggle for power. Harry tried to force the other participants in the meeting to take strike action by June 1. Curran advocated a more cautious policy, but was out-voted, and he also unsuccessfully opposed the formation of a strike committee of thirty-five members as too unwieldy.

As a sop to Joe, and in order to keep him in line, Bridges appointed him as temporary chairman of the committee, and he was elected permanent chairman when the committee started to work.

The real issue at San Francisco, however, is not unity. Nor is it the formulation of plans to strike for higher wages and better conditions, although the ILWU and the NMU could certainly stand an increase in wages to bring their scales up to the level attained by the ILA and the SIU.

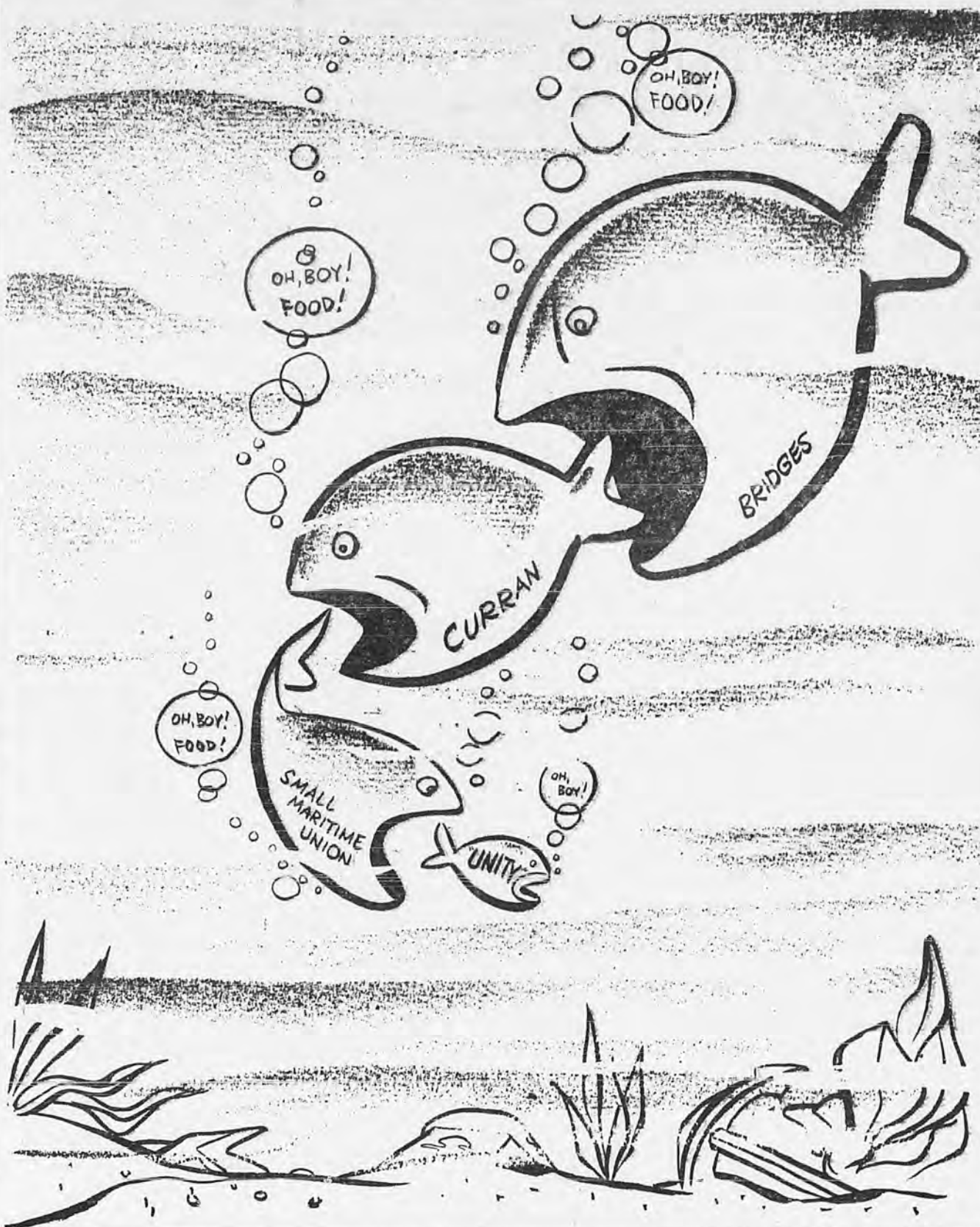
No, the real issue is an attempt by the ILWU and NMU to gobble up the smaller unions so as to fortify their tottering position on the waterfront.

For those who expect real maritime unity as a result of this conference, we fear that only disappointment will be their reward. What kind of unity can result from an amalgamation of the NMU and the ILWU?

The NMU leaders have a long record of scabbing and company collaboration, and with ILWU leaders have faithfully followed every turn and twist in the communist party line. Can the seamen and waterfront workers of the United States expect, or receive, honest leadership from labor-fakers such as Bridges and Curran? *The answer is no.*

The MEBA and the MFOWW seem to have learned to be cautious and to doubt that unity can be achieved by a maritime federation dominated by Bridges and Curran.

It is only a matter of time before all maritime workers learn the same thing. But by that time it may be too late. You can't fight a shark after you have been swallowed.



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.

GALVESTON HOSPITAL

J. A. DYKES
TROMBLEY
R. V. JANES
E. J. M. MAXFIELD
H. M. BOMAR
R. W. BANTA
M. J. WILLIAMS
A. E. EDEFORS
D. VAN AALST
J. A. SNEDELLA
McCLINTOCK
DUGGAN
R. HALLORAN

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BRIGHTON HOSPITAL

G. PHINNEY, JR.
ED. JOHNSTON
FRED HOHENBERGER
H. GILLAN
H. W. PORTER
HANS I. HANSEN
P. CASALINUOVO
E. P. BELKNER
J. COXWELL
S. F. PUZZO
J. HANLEY
T. ROBERTS
JOE FLAHERTY
L. W. GRAY

GEORGE VOORLOUMR

~ ~ ~

BALTIMORE HOSPITAL

FLORENZ PASKOWSKI
WILLIAM SIEJACK
WILLIAM FIELDS
OLGOT BOGREN
ARTHUR VIPPERMAN
SIROTH TALLEY
FRANK RICHARDSON

~ ~ ~

STATEN ISLAND HOSPITAL

V. SHAVROFF
O. HODGES
C. MIDDLETON
J. LITVAK
L. A. CORNWALL
L. A. FAULSTICK
I. LOWE
R. HANSON
H. TILLMAN
R. G. MOSELLER
F. MATEO
C. W. GOODYN
W. B. MUIR
W. G. H. BAUSE
C. KUPICKI
W. B. COPELAND
P. E. SMITH
J. J. SWYKERT

Hospital Patients

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

Staten Island Hospital

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

Tuesday—1:30 to 3:30 p. m.
(on 5th and 6th floors)

Thursday—1:30 to 3:30 p. m.
(on 3rd and 4th floors.)

Saturday—1:30 to 3:30 p. m.
(on 1st and 2nd floors.)

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NEW ORLEANS HOSPITAL

AMOS BAUM
R. M. NOLAN
H. CRUSE
E. A. NONNAN
FLOYD E. ANDERSON
W. C. CLARK
J. DENNIS
JOHN AUINN
C. HONOROWSKI
FRANK A. ALEMIDA
SKYLLBERG
EDWARD CUSTER
W. F. LEWIS
E. ZIEMONS
E. M. EVANS
LEONARD CAHILL
R. D. LUSKO
WILBER MANNING

CLEARING THE DECK

By PAUL HALL

The course which initiated the educational program, "Parliamentary Procedure and Public Speaking" will be concluded shortly. These classes, held Monday evenings in the recreation hall, have been well attended, both by union officials and the general membership.

Debates, forums and symposiums were featured in addition to the conduct of regular business meetings. Many of those who attended the classes had seldom or never taken the floor at a meeting but are now "speaking their piece" in a forceful manner.

These classes have been a good starter and have proven the desirability of expanding the program to encompass greater fields.

Classes will continue to be held in the recreation hall but these are of course limited to the men on the beach. In order that this program may reach the entire membership, a series of educational outlines and study material has been prepared for use aboard ship.

An index of reference material will be included with each of these outlines and this material will be made available in the union libraries in the major ports.

Strikes and Strategy

One of the principal topics of discussion today is that of "strikes." The general idea put forward by the employer controlled press is that job actions, in fact any kind of union resistance to the bosses, constitutes a strike, and that all strikes are practically a revolution.

To avoid this misconception and equip the membership with a working knowledge of the subject, a comprehensive study has been assembled covering the entire field from job actions to the general strike. This includes such subjects as Strike Structure; Committees and Their Functions; Strike Funds; The Union Apparatus and the Strike; Negotiations; Arbitration; Policy and Strategy; The Government Role in Strikes; Lockouts; and How and Why Strikes Are Called.

Politics and Politicians

Although the Seafarers does not participate in politics it is nevertheless affected by politics and politicians, as for example in the machinations of the WSA and other government bureaus.

This phase of the educational program will deal with the structure of the various political groupings, a synopsis of their program and policies and their relationship to the trade unions.

The basic idea of this course is to enable the membership to recognize politics and politicians for what they are.

Organization

This course has been used throughout the Isthmian organizational drive and will now be expanded to include the broader phases of organization such as Industrial Organization; Inner Union Organization; International Organization; and Organizational Propaganda.

Pamphlet Material

In connection with the general educational outlines, a number of pamphlets are being prepared for the use of every member of the union. Approximately ten of these will be issued this year and four will be off the press within the next five or six weeks.

These pamphlets will be elementary and intended to serve as a stimulus for a more intensive study of the subjects. The first four will be Union Solidarity; Do's and Don'ts for Members; Settling Beefs: An Outline of Delegates' Responsibilities and Duties; and Shipboard Meetings: Why and How.

Union Leadership

One of the main objectives of the educational program is to train as many members as possible so that they will be prepared to assume leadership in the union.

It is just as important to have a trained leadership aboard ship as ashore, often more important. Job actions have played an important role in the development of the union and in the days to come, until such time as the entire maritime industry is organized, they will continue to be one of the principal factors.

These actions largely depend upon single crews. If they are haphazardly conducted they have little or no chance of success but if they are capably led they will seldom or never fail.

The same applies to organization. In reviewing the Isthmian campaign thus far we find that the greatest asset of the Seafarers has been the man on the job, the ships organizer.

Without a single exception, the full time shoreside organizers have come from the ranks of the unpaid ships organizers.

These men, on the whole, went into the organizational drive unprepared except through their own personal experience and enthusiasm. They have done a job, a damn good job, and they are helping in the educational program to give the entire membership the benefit of their experience.

AN EDUCATED MEMBERSHIP IS THE LEADERSHIP OF THE UNION.

U. S. Shipowners Made Enormous Profits Through Charter Hire

By RAY WHITE

An article of supreme interest to every seaman should be the one published in this month's issue of "THIS MONTH" by Allen Bernard entitled "Plunder of a Nation." The writer, who of course is aware of the gross profits made during the war, was amazed at some of the statistics quoted, and I would like to pass them on to other brothers through the Log.

Mr. Bernard calls the attention of the general public to the Charter Hire situation in 1939 when war broke out in Europe.

"In such a crisis, the Merchant Marine Act of 1936, provides that all privately-owned United States vessels are liable to requisition for title or hire by the Maritime Commission."

He goes on to say that the Maritime Commission did not intend to adhere to the formula in deciding the price to be paid for vessels requisitioned for title.

16 TIMES MORE

He further states that in many incidents, the Commission and its dependency, the WSA, paid up to 16 times the book value of these vessels.

Typical of these purchases are listed below, and I quote Mr. Allen Bernard:

SS Rafael Semmes
Built in 1920
Owner Waterman SS Co.
Book Value \$ 41,045
Price paid by MC 723,600

Mr. Bernard cites many concrete examples such as the one above throughout his article, which he backs up with statistics. However, this one concrete example will give you an idea of the excess profit made by the Shipping Companies during the state of emergency that existed before the war and during the fighting days of the war.

PLUS INSURANCE

Mr. Bernard also brings out the excess rate of insurance that was paid the companies by the Federal Government, if a ship were sunk or lost through enemy action, and I quote below from Mr. Bernard's article a concrete example:

SS Antinius...Waterman SS Co.
Built 1920, Sunk 1942
Book Value \$ 48,543
Insurance Paid 728,250

I suppose that there are among you who will read this article men who have sailed this ship; probably there are among you men who remember her sinking, and will realize the exaggerated value given this ship in the amount of insurance paid.

All of us will, I am sure, appreciate Mr. Bernard's reference to the discussion pro and con of your wartime bonuses, and how they were considered exorbitant during the period of their existence, but this article brings out the terrific bonus to a shipping company if the ship were lost.

"... it must have been a strong-minded owner who didn't pray every night that his ship be sunk before dawn."

HONEYMOON OVER

Now, of course, the war is over, and the companies have begun to tighten their belts, as it were, and in tightening they are beginning to put the squeeze on labor, on the little man, because a profiteering scheme such as is

brought out in Mr. Bernard's article could not go on forever, or else we would be a bankrupt nation, and the fabulous sums of taxpayers' money spent by the Maritime Commission and the WSA has had to be curtailed.

Of course, as you know now, the companies will be able to replace this floating stock lost during the war—for a great part great hulks fit only for the boneyard—with a staggering aggregate amount of profit gleaned from insurance paid for loss of vessels and the staggering profits made in the Maritime Commission "Charter Hire" practice.

PLENTY MORE

I have only pointed out here a very few of the facts brought out in Mr. Bernard's article, but

it is certainly food for thought; especially at this time, when we are faced with the issue of holding up our earnings to a living wage for everyone, and capital is pitted against labor the whole world over, and the big companies are "squealing" if an increase is asked.

Speaking of excess profits, let us think and act now in a manner to hold our hard-won gains together against the big companies that have profited so much, whose bank accounts are swelled with taxpayers' money, swelled with the lend-lease money paid to them in this scheme so cleverly designed by the U. S. Maritime Commission and its cohorts the War Shipping Administration.

Kyska Seaman Dies, Could Have Been Saved, Says Crew

(Continued from Page 1)

Delegate Edward M. Carlson that he see Flaws and take his temperature.

Aboard the Kyska was J. V. Best, who had shipped as Deck Maintenance. Best had gone to a Maritime Commission School and he had shipped before as Purser and Pharmacist's Mate. Carlson asked the Captain if Best could attend the sick man. The Captain reluctantly agreed.

Best found Flaws' temperature was 103 degrees. He also found an insufficient supply of sulfa drugs and only one vial of penicillin. He reported his findings to the Deck Delegate. Carlson went to the Captain again.

"Flaws is awful sick, sir," he said. "His temperature's 103. Couldn't we wireless shore and ask them to send a boat out for him?"

NEAR PLYMOUTH

He gestured toward Land's End, England, which loomed hazily to starboard. "Plymouth isn't far away, sir."

Captain Jacobson turned away from the Delegate without comment. The ship continued on its course.

Flaws' condition grew worse. He was delirious most of the time. Best couldn't seem to help him.

Now and then, in the course of routine inspection, the Captain would look in on him. But he made no suggestions, never seemed to take an interest in the mortally sick man.

POPULAR MAN

The crew was incensed. Arthur Flaws was a popular man aboard ship. He was clean-cut and 22, a guy who always had been friendly and good to have around. Some of the crew members went up to the radio room.

L. A. Tanker Changes Name

In order to better express the scope of its operations, which will include the ownership and charter of dry cargo vessels as well as the operation of tankers, the Los Angeles Tanker Operators, Inc., has announced the change of its name to the American Pacific Steamship Company.

Sparks told them he was in touch with other ships in the vicinity.

They delegated Carlson to go to see the Captain again, to demand that Flaws be transferred to a ship which had a doctor aboard. Carlson did. The Captain still wasn't interested.

Two days out of New York Flaws' already critical condition took a decided turn for the worse. He was dying, obviously.

ALL TOO LATE

Finally the Captain acted. He wirelessed the Grace Line's Stephen's Victory, which had a doctor aboard. The Stephens Victory had been just about two hours away all the way across. But in the two hours before the doctor came aboard Flaws died—a day and a half out of New York. The doctor tentatively diagnosed his illness as strep throat or diphtheria.

The payoff aboard the Kyska wasn't a happy thing this time. The crew members didn't head for the gin mills right afterward. They hung around talking it over. Someone suggested a collection for a wreath. He collected \$26—willing dollars, they were.

Someone else suggested that they should have the Captain brought up on charges. They discussed that for a good while. They decided that a Coast Guard hearing board—staffed by officers, and with officers' prejudices—would not look sympathetically toward charges brought by crew members.

NOT ENOUGH

They decided that the worst that would happen to Captain Jacobson under such circumstances would be the suspension of his papers for a short period of time. They agreed that such gross negligence should bring a more severe penalty than that.

So they decided to put the whole thing in a letter to Mrs. Flaws, to advise her to bring a civil suit for damages and to ask her to place criminal charges against the Captain.

Then a half dozen of the crew members came up to their Union. They said they wanted their SIU Brothers to know what kind of a deal their shipmate had gotten; they wanted them to know how Waterman's old line masters reacted to a choice between fuel and time—and a man's life.

MEBA Only To Observe At 'Unity' Convention

The mass of ballyhoo and propaganda that surrounds the "Unity" Maritime Convention which started in San Francisco on May 6, has been split by the statement of S. J. Hogan, President, National Marine Engineers' Beneficial Association (MEBA).

In a letter to the members of the MEBA National Executive Committee, dated April 1, 1946, Mr. Hogan makes it emphatically clear that he attended the original meeting on February 4, as an observer, and that he will attend the May 6 meeting in the same capacity.

EMBARRASSMENT CHARGED

He further charged that the Conference had caused his office much embarrassment in that literature had been placed aboard ships indicating that the MEBA supported the Maritime Conference.

"It is my intention," Mr. Hogan states in his letter, "to protest at that convention the sending out of such data because it is misleading insofar as the National MEBA is concerned. Each of my colleague members of the committee who attended the February 4, 5, and 6 Conference made it perfectly clear that we were there as observers, and I have in this office the transcript of the verbatim record of said conference."

The essential difference between democratic unions, and the ones supporting this so-called "unity conference" is shown by Mr. Hogan's statement that any action on the proposals would have to wait until the MEBA meets in their 71st Convention in January 1947.

The leaders of the NMU, the ILWU, and the other commie-dominated unions, will need no such approval to put into effect anything they decide on at the present conference.

AIR CLEARED

The air-clearing statement, which Mr. Hogan will deliver at the conference, is as follows:

"Mr. Chairman and Member of the Convention:—I appear before you representing the National Marine Engineers' Beneficial Association as an observer, the same position that myself and my committee were in at the conference of February 4, 5, and 6. Anything that might be arrived at cannot be approved by the National MEBA until they meet in their

71st Convention which is to be held in the city of Los Angeles the third Monday of January 1947."

With this action, the MEBA takes its place alongside the MFOU which has also gone on record to send only observers, with no authority to pledge or commit the union to anything.

An Invitation To Port Arthur

By LEON N. JOHNSON

PORT ARTHUR—Shipping has been somewhat slow this past week but we were able to ship several men in various rates on the Potrero, an L. A. Tanker.

However, we expect shipping to pick up in the next week, enabling us to get some of the local beachcombers back to the high seas, which will probably leave us with a shortage of rated men. We have some none-rated men, but what we really need is some good ABs, FWTs, Cooks and Stewards.

We have been having a little difficulty in getting to the ships when they come in to the oil docks, as some of these oil companies are hard customers when it comes to getting on their docks. But I hope to have things fixed up in the next few days, so that the Agent and the Patrolman will have no trouble in making the ships.

SAME PLACE

As yet we haven't been able to locate a hall, so we are still located in the Merchants Bank Building. The housing shortage in this port is terrific and rents are worse. There are plenty of hotel rooms, though, at reasonable rates for the boys that want to come down here and ship.

There are some lovely girls and slot machines down this way. I have my hands full trying to hold down the other local piccad, Harvey Jamerson, with all the pretty stenogs roaming around this building. However, he could use a little help with both, so come on down boys and give Brother Jamerson a helping hand.

This port while still a small one, is growing by leaps and bounds and will someday outrank most of the other Gulf Coast ports.

The Patrolmen Say...

Trouble, Trouble

The Captain of the Buntline Hitch put handcuffs on a man because he refused to work overtime on cleaning the icebox, an unnecessary job. I told the Skipper that this was not the custom because a man does not have to make overtime unless the work is necessary.

The Captain countered by telling me that the crew wanted the work done and that was the reason he ordered it done.

PAYOFF HOLDUP

I surely made a bum out of the Skipper when I called in the crew and the Shipping Commissioner. The crew denied what the Old Man said, and even the Commissioner told him off in front of everyone.

The Waterman Steamship

Company knows that it must have a representative present at the payoff. Well, I paid off the MV Bell Ringer last week, and we waited for two hours without anymore showing up. Finally the Purser called the company.

As luck would have it, he contacted Captain (NO!) Perkins, who said that he did not give a damn, he wasn't coming to the ship for anybody.

This happened on May 1, and the ship has not paid off yet.

The men are losing all this time, and it happens frequently. All crews should stick together and we will be able to correct this. We will have to make them pay for the time, and then they will get a man on the ship too-sweet.

S. Colls

Messman Back



Seafarer Samuel Ellison has seen a lot of the world from shoreside as well as shipside in the last couple of years. He did a hitch in the Army Quartermaster Corps that took him to Italy, France and Germany, and rode several ships as a GI passenger. Brother Ellison joined the SIU in 1941, and sailed as a Messman on several SIU-contracted ships. Then Uncle Sam came along, and he wore khaki until three months ago. Brother Ellison is happy to be back in the SIU fold. "I never knew how good it was to ride the ships until I got to riding them as an Army passenger."

Bridges Tops Curran In First Bid For Power At 'Unity' Convention

Harry Bridges pounded out a win over Joe Curran in their personal fight for control of the "one big union" now being cooked up in San Francisco. Bridges' candidate, Louis Goldblatt, was elected convention secretary over Hoyt Haddock, Curran's choice for the job by more than 200 to 20. This is the first of the many battles to come as the two boys jockey for position.

Meanwhile, who were the candidates offered by these maritime leaders?

The strange thing about this is that neither of the candidates are representative maritime workers.

Louis Goldblatt is Secretary-Treasurer of Bridges' union, but must have slipped in through the back door. Formerly he was CIO regional Director in San Francisco. For the past fifteen years he has been a familiar figure in communist social circles on the West Coast. The Log has a statement showing that he led a goon squad which dumped an AFL member at an office workers' dance.

He gained his present office by passing himself off as a warehouseman but there is no evidence that he ever worked at the job.

He is neither a seaman or longshoreman and in no way qualified to represent maritime workers, in fact his only knowledge of the industry is through association as a professional organizer with workers in the industry.

Mr. Haddock's record is even worse, if that's possible.

He first appeared on the scene about fifteen years ago as the President of the American Radio Telegraphers Association. Later he showed up as an organizer for the Circus and Carnival Employees, AFL.

These jobs weren't so bad, but Mr. Haddock had greater abilities which were recognized by the Standard Oil of New Jersey—so he accepted a job in their marine personnel department.

In 1939 Joe Curran made a tour of the Gulf with Mr. Haddock. It may be a coincidence but the Standard Oil tanker sell-out followed immediately after.

This didn't finish Mr. Haddock, however, and since that time he has had a number of jobs ranging from salesman to legislative representative of the NMU in Washington. There is a strange affinity between Haddock and Curran, but evidently Joe wasn't able to payoff this time.



Sleeping Beauties

The 1934 West Coast victory stimulated the organization of seamen everywhere. On the East Coast our Union, long dormant, suddenly awakened. Unfortunately our officials continued to sleep.

The Sailors Union of the Pacific, not satisfied with the dormant East Coast leadership, opened independent union halls on the East Coast and led the way in the education of the East Coast seamen.

Inspired by the 1934 victory and the success of numerous job actions, the Atlantic and Gulf seamen poured into the International Seamen's Union by the hundreds. Union halls were crowded and meetings were held for the first time since 1921.

Old timers, who had paid their dues and maintained their membership and the shell of the union structure throughout the bitter years since 1921, worked at top speed to rebuild the ISU.

SHIPOWNERS' FRIENDS

The stumbling block lay in the officialdom which no longer understood the problems of the seamen, an officialdom which in many instances had grown corrupt through collaboration with the shipowners.

Against this officialdom and in the interests of good unionism, loosely knit rank and file groups were formed, led from the beginning by active paid up members of the ISU.

The liquidation of the Communist MWIU created a condition which we have yet to completely overcome.

Furnished with the initiation fee by the communist party, dozens of pre-trained party mem-

bers joined the ISU and immediately launched a campaign to seize control of the rank and file movement and thus either rule or ruin the entire ISU.

The wreckers were at work.

NOT GOOD RECORD

Feverishly they set about looking for a "leader," an East Coast edition of their west coast stooge, Harry Bridges. They found him in the person of a "Company man" Bosun on the "California,"



a hard working, not-too-brilliant stiff who was called "No Coffee Time Joe." This was Joe Curran, now President of the CIO National Maritime Union.

Curran had been a stewpot member of the MWIU who had never engaged in a single job action. Later he joined the ISU but here too his record shows no mark of distinction. It does show however, that he was dropped for non-payment of dues.

Here we have the picture of a "leader" who has never explained where he was in the 1921 and 1923 strikes, and who on the record was a "freeloader," in 1934 and '35, suddenly emerging as a "leader" of the seamen.

In April 1936, following a beef on the "California" in which Joe Curran was the spokesman (he spoke more with Ma Perkins

than anyone else), a strike of Atlantic and Gulf seamen was called by the rank and file of the ISU.

POLITICAL STRIKE

This strike was confined largely to the locale of New York, although ships were tied up for varying periods of time in all ports of the Atlantic and Gulf. The big trouble with the strike was that it was political rather than economic in nature, spontaneous rather than organized, premature in all aspects.

The action of the spring of 1936 was the result of shrewd calculation of the communists and designed to seize control of both the East and West Coasts.

The West Coast agreements had until September 30, 1936 to go. The newly formed Maritime Federation of the Pacific was in the throes of internal warfare with the communist faction led by Harry Bridges striving to dominate the rank and file unionists, led by the SUP.

A strike of the Pacific Coast seamen at this time would have violated the newly-won contracts and created the chaos which inevitably would have led to the communists seizing full control.

GIVE AID

Despite the fact that their contracts were jeopardized, unions on the West Coast rendered financial aid to the strike of the Spring of 1936.

In a tumultuous meeting held in Manhattan Center, New York City in the Spring of 1936, the striking seamen rebelled against the communist leadership of Curran and company and voted to go back to work and await the expiration of the West Coast agreement on September 30th.

(Continued Next Week)



QUESTION:—What has been the reaction of Isthmian men with whom you have discussed the election?

ROBERT SCHLAGER, OS—

Most of the Isthmian men I've spoken to seem to be in favor of the SIU. They say that they can see the difference between the SIU and the NMU and they don't want any part of the NMU. It's a bread and butter proposition with them. The SIU offers better wages, better conditions, and a more democratic union, and that is what they want. The NMU organizers get very little attention from Isthmian men. Every time the SIU wins a beef, the Isthmian men become more determined to come into our union.



NATHAN F. BARKSDALE, Quartermaster—

I met a couple of Isthmian men in Mobile and they told me that they were going to vote SIU. They were impressed by our democratic principles, good living conditions, excellent overtime provisions, but most of all by the record of SIU militancy for seamen's rights. They had sailed on NMU ships at one time or another and they knew the score. These men, and I think they were representative of most Isthmian men, wanted to be represented by a union that would fight for them, not for communist principles.



CLIFF MECUM, Chief Cook—

The Isthmian men that I approached didn't need any selling on the SIU. They said that even if the SIU initiation fee cost more than the NMU, they would still join the SIU and vote SIU. They would mention the SIU record on settling beefs, and on obtaining high wages and conditions. That is why we are winning the Isthmian election today. Very few of the men were anti-union, but they were practical enough to want a strong, democratic union to represent them. I used to be in the NMU, and I know that the NMU doesn't fill the bill.



EDMUND ERIKSEN, OS—

If there is anybody in favor of voting for the NMU, they must be keeping very quiet. All of the Isthmian men that I have spoken to can't wait until the election is over so that the SIU can start negotiating a contract for them. The Isthmian men tell me that they want to be able to hire through the Union Hall, and obtain the good conditions and high wages that SIU men enjoy. Most of all, they want to be in a Union that will give them a chance to say what they want to, not what the leaders want them to.

SEAFARERS BACKS AFL DRIVE

(Continued from Page 1)

program adopted by the delegates representing 1,800,000 workers in 12 Southern states.

CIO DRIVE DOOMED

Commenting on implementation of the program, Regional Director Googe said:

"The CIO's 'invasion' effort is doomed to failure.

"In the first place, the Federation already is strongly entrenched in the South and will repel any raids.

"In each city in the South with a population of 10,000 or more the AFL had a Central Labor Union. In each State there is a highly regarded State Federation of Labor. These local officials, together with the representatives of the various International Unions, will soon show these unscrupulous invaders that we are capable of handling our own affairs."

In addition to the Southern organizational strategy, many other important matters are due to come up at the Executive Council meeting in Washington.

POLICY DRAFT

The AFL political policy for the 1946 Congressional elections will be drafted, with the objective of electing members favorable to Labor.

Decisions will be made on outstanding legislation now pending in Congress and on government policies affecting Labor.

The Council will be asked by President William F. Green to act for the continuation of price con-

trols, without the crippling amendments adopted by the House.

Failure of Congress to act promptly for the lifting of minimum wage levels probably will draw a stiff rebuke from the Executive Council, which has

continuously advocated such legislation.

Besides legislative matters, the Council will consider the trend of court decisions affecting Labor and will draft programs for extended Labor aid to returning veterans.

MFOW Will Remain Neutral In Isthmian Fleet Election

The resolution follows:

"Therefore be it resolved, that the official attitude of the Marine Firemen's Union in the Isthmian Line election is to adopt a hands off policy and let the National Maritime Union and the Seafarers International Union fight it out themselves, and that we so notify both unions of our stand."

Both unions have been notified, and any claims by the NMU that the MFOWW is backing them is not founded in truth.

MEETING OBSERVERS

This action by the MFOWW followed a statement by that union that they were opposed to the "one big union" move of Curran, Bridges and Company because "it is and will be commie-controlled and cannot benefit the membership of the MFOWW."

As a consequence, the MFOWW is now represented at the Maritime Conference in San Francisco by only rank and file observers and not by any officials.

NMU Literature Makes Gulls Sick

TAMPA — The NMU flying salesman, who scurried aboard and left quantities of literature on the Flying Eagle in Tampa recently, should be interested to learn that his material has been received and properly filed.

He apparently was reluctant to remain and witness the reception accorded his efforts, for when the men, whose interests he holds so dearly, returned and spotted the samples of generosity the donor was nowhere in sight.

Our library contributor from the NMU had an unwitting accomplice, an inspector who had come aboard the Eagle to inspect the ship's lifeboats. Several members took the inspector out in the boats. The field was clear for the NMU literature-lugger. He streaked aboard, performed his task, then skidded off down the gangway.

The lifeboat inspection over, the crewmen repaired to the crew's mess. There they spotted the reading matter—a stack of Pilots and a bundle of magazines called Porkchops.

On the bulletin board were tacked a couple of posters, the truth of which were highly questionable—"We (the NMU) settle your beefs."

The men steamed unappreciatively. Whitey Lewis, Electrician, his blood boiling, nearly hit the overhead.

"We've got a beef here," the men agreed. "And we'll settle it right now," said Whitey. "Follow me," and he grabbed one of the bundles, the men following him with the remainder of the beef.

They headed back aft for the garbage cans, the temporary repository, and deposited all the printed references until they could file the stuff more permanently.

"It may interest our anonymous benefactor to know," Whitey Lewis told the Log, "the behavior of the Tampa Bay seagulls was very unusual the next day. The poor birds were flapping around dismally and puking. And their squalling cries sounded like 'Porkchops, Porkchops.'"

Coal Barons Try To Starve Miners

The big guns of the Nation's reactionary press were turned on the United Mine Workers' strike this week, as coal barons set their propaganda sights on its effect on production. Throughout the country, industry-dominated papers screamed about plant clos-

ings. Meanwhile, labor haters in Congress began—at the instigation of mine owners—a new campaign to break the strike: They introduced legislation that would knock out the UMW's chief demand—establishment of a health and welfare fund.

The bills introduced by two labor-baiting Virginia Democrats call the health and welfare funds requested "payment of royalties to a union." They prohibit such payment, with \$10,000 fines for violations.

STOP PAYMENTS

In Tennessee it became apparent that mine owners are resorting to starvation tactics. Sixty-seven operators stopped the State Unemployment Commission from paying \$15.00 a week unemployment compensation to 3,500 strikers by challenging the constitutionality of the law.

Government, religious and community leaders joined with the UMW in protesting the starvation tactics.

"Now that they're desperate enough to try starvation," said one UMW official, "they're only one step away from the old flogging law by which the bosses were able to whip men and children into the pits."

Ship's Engineers Recruited For CP

Recruiting and "can shaking" for the communist party charges were leveled against the First and Second Assistant Engineers of the SS Robert M. T. Hunter, by crewmembers when the South Atlantic ship returned to this country.

Fred Holdman and C. B. "Buddy" Bregg, crew delegates, charge that Lawrence Harris, First Assistant, and D. Massey, Second Assistant, were active in disseminating communist propaganda on board the vessel, and also recruited crew members to attend communist party meetings in foreign ports.

The two delegates report that although the First and Second Assistant Engineers tried their hardest, they had little success in their attempt to collect money for "commie front" organizations, or in putting over communist propaganda.

SQUIBS...

Rep. Clare Hoffman (R., Mich.) wants a new law that would make unions and companies alike legally liable for breaking a contract. Anatole France gave the answer to that one when he remarked on "the majestic impartiality of the law which permits rich men and beggars alike to starve under bridges."

Make Isthmian SIU!

AROUND THE PORTS

Ships Tie Up In Port Savannah

By ARTHUR THOMPSON

SAVANNAH—We waved goodbye to one of our friends. The Fluorspar was sold to the Greeks and she's sailing under the Panamanian flag and she's now called the "Fryxos" (you pronounce it).

She just went down the river blowing her top, saying goodbye to the South Atlantic SS Co. which operated her for many years. Many of our oldtimers who sailed aboard her will mourn her loss. She'll probably never be up this way again.

We understand the same fate awaits the three other Hogs owned by the South Atlantic. The Schoharie is in drydock now and the Tulsa and Shickshinny all are, according to reports, bound for other homes when they are sold.

ROUNDY—ROUND

Did you ever hear the story of the little girl who wasn't there? Well, here it is. We got a telegram from the NLRB last Saturday notifying us that an election was to be held on Sunday at 2 p. m. aboard the Isthmian's Horace Wells.

Among other things, we were asked to meet Miss Christine Davis who was to arrive by train at 10 o'clock for the election. We don't know Miss Davis nor she us. Aside from that, Savannah has two railroad depots and we were not told which one she would be at.

While we were wondering what what to do we got another telegram advising us that the election was postponed to the following day. Now we are aware



of every ship entering or leaving the port of Savannah, and Monday morning we checked and found that the Horace Wells was still in Charleston.

We also discovered, by our own means, that the election is to be held in Charleston and not Savannah. The NLRB didn't give us this information but then it's a government-run organization and such lack of co-operation is expected.

But we still wonder if maybe Miss Davis is standing forlornly at some railroad depot waiting for us.

SHIPPING BAD

The shipping situation in Savannah is getting rather serious. We have at least a dozen ships in and they are all operating with skeleton crews awaiting orders. As fast as a ship comes in and pays off it ties up.

We have a top heavy shipping list again and the boys want to

ship out but nothing is going out except the Fluorspar, I mean Fryxos and she's got a Greek crew aboard.

We've got another South Atlantic, the Robert Fechner, paying off tomorrow and she will probably tie up, too. The river is getting so full we won't have room for many more.

NO NEWS??

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

CHARLESTON
MOBILE
SAN JUAN
HOUSTON

Boston Staggers Through A Very Hectic Week

By JOHN MOGAN

BOSTON—The Port of Boston has just had a very hectic week, and the delegates working out of this port an even more hectic time.

Eighteen SUP and SIU ships were handled. And despite riders and transportation beefs galore, everything went off smoothly to the satisfaction of all concerned.

Brothers Parr and Sweeney spent the week in Portland, Me., where thirteen ships were awaiting to be paid off at the same time. No more than half of them were alongside a dock, so that the Patrolmen made the equivalent to a trans-Atlantic voyage journeying out to the stuff in the stream and back to the dock.

Then, when the brothers got back to their hotel rooms, and put their feet into soak, delegations from the various ships would arrive to cut up touches far into the night.

Altogether, the following ships were hit one or more times in the course of the week: Fort Donaldson and Fort Hoskins (Pacific Tankers); Stony Creek and Gervais (Los Angeles tankers); Wallace Tyler (Smith & Johnson); Murray Blum (Mississippi); Charles Keefer (So. Atlantic); William Tilgham (Bull); William Phips (Eastern); Ovid Butler (Alaska Packers); Joseph Holmes (Union Sulphur); Clifford Ashby (Bull); and Josiah Bartlett (Eastern).

SIU SERVICE

The latter two have not paid off at this writing; and two or three more are ready to berth as soon as space allows. At Providence, R. I., the Louis Kossuth (Bull) is paying off today, after requesting a Patrolman for yesterday.

This kind of work is expensive to the Union, as ships arriving in outports necessarily raise hell with the telephone bill, and delegate's expenses rise accordingly. But no one is going to be niggardly, for first and foremost is the fact that SIU men are entitled to 100 percent representation, whether they dock in New York or in the Painted Desert, Arizona. By a strange coincidence there wasn't a single pay-off in Boston itself all week.

A couple of Isthmian vessels are due today. Whether they have been voted or not is still a question which will be answered shortly. The boys who organized and voted the Hawkins Fudske are breezing into town, after having done a good job.

All maintain that it was a sweli trip, and only occasionally did it occur to any of them that they were not riding an SIU-contract ship. Many shipped over, which is gratifying in view of the need to keep SIU men on these



ships until the voting is completed.

On May 9, Waterman starts a

Port Baltimore Still Humming

By WM. (CURLY) RENTZ

BALTIMORE—Things continue to hum here in Baltimore. Shipping is still very good and the men are getting the jobs they want.

As we go down the home-stretch in the Isthmian campaign, our organizers are throwing their all into the final effort. They have been doing a fine job thus far and the results are showing it. It looks as though the Isthmian ships will be sailing under the SIU banner from the scores that are coming in.

The following brothers, Edward M. Rydon, Bernard Rosenberg and Nigel Stoneberg should call at the Baltimore office and see Johnny Hatgimisiotis regarding transportation vouchers from the Smith and Johnson company. We are holding the vouchers here.

Contributions totaling \$16 were collected on the SS Clarence King to be distributed to the SIU men ill in the Baltimore Marine Hospital.

The following hospitalized men received \$1.25 each for their personal expenses: Algot Bogren, Joseph Tousaint, Arthur Viperman, Whiler Fields, William Rumbol, Moses Morris, Paul Combs, William Siejack, James Kelly, E. J. Dellamano, Iver Iversen, Florenz Paskowski and William Ross.

SIU Helps RR Patrolmen Win Beef

By RAY SWEENEY

GALVESTON—It looks as if this port is open for business again.

The Railroad Patrolmen, Local 23228—AFL, went on strike here Saturday, April 27, and tied up the entire waterfront. The only exception was the Todd Drydocks which was left open until Monday morning.

At that time a picket line was placed at the Todd ferry, which is used to transport workers to and from the yard, and the tie-up was complete.

When this happened the Galveston Wharf Company, against whom the Patrolmen were striking, threatened to serve an injunction against the union business agent. He could not be found, so on Tuesday the com-

pany threatened to serve individual injunctions against each picket.

Immediately the Business Agent notified the SIU of the action which these capitalists intended to take. A special meeting was called, and all of the Brothers in attendance voted to assist the Patrolmen in their dispute.

All 83 volunteered to replace any picket who had an injunction served against him.

Of course, Galveston is a small town, and the word soon got around as to what we had done. Later that same day, the company signed an agreement with the strikers giving them what they had requested in the first place—recognition of their Union.

The company did its level best to try to make non-union men out of a bunch of old timers who have served at their jobs for a long time.

I am enclosing a copy of the letter which the Patrolmen sent us in appreciation of our assistance.

Gentlemen:

I wish to express our most grateful thanks to all members of your organization for the assistance rendered Railroad Patrolmen's Union 23228—AFL in our recent difficulty with the Galveston Wharf Company.

We know that without the all-out assistance we received we would probably have lost this strike.

In the event our assistance is needed in the future, please feel free to call upon us.

This ought to teach people that they cannot make scabs out of honest men. We have been kicked around long enough.

Social Life Only, In Philly

By J. TRUESDALE

PHILADELPHIA — The coal strike has made Philadelphia a dead port. There is not much doing here at the present. However, we have had a few tankers in here to help us out. They sort of broke up the stillness around the waterfront.

There is an SUP ship in port now with a fine bucko Mate aboard, who thinks, sadly enough, that he is one tough guy. From all appearances it seems as though he will be on the beach for a long time, a fact which will bring forth very few tears.

Well, right now we have a lot of oldtimers around. Blackie Gardner is doing the town and seems to be enjoying himself. You know how it goes. When shipping is slow, the social life gets the play, etc. The boys must have activity in one form or another.

We can report something for the boys. The recreation room is ready and everyone is pretty happy about this Philadelphia Hall now. We all agree that nothing is too good for the members of the SIU. A good bunch deserve good accommodations.

Though things are not so hot here at present, we're hoping that it won't be long before we will be able to get some steam up. Perhaps very soon John L. Lewis will bring the coal operators around. Then things will start stirring and we'll see some activity in this port.



Islands Run Booms New Orleans

By C. J. BUCK STEPHENS

NEW ORLEANS — Plenty of ships and plenty of good shipping down on this end. It looks like the grain will start moving pretty soon and the ships that are anchored at the point will start moving. As soon as they start taking crews the Hall will take on the appearance of a morgue.

Alcoa will take a full crew for a new ship next week to go on their regular Island run.

We heard from a round-about source, but pretty reliable, that all Liberties which do not have the reinforced decks and sides will head for the boneyard regardless of their condition. Coast Guard orders: they are not seaworthy. They sure took long enough to find it out, after seamen have hauled millions of tons of cargo across the North Atlantic in them.

From the latest report, Bull Line and Alcoa will give us quite a bit of business on their regular runs out of here. Between the bauxite, sugar and fertilizer plant here, there will be quite a few runs out of here for the Islands.

ON THE BEACH

Waterman has just about got her run to the Islands on schedule and the boys that enjoy the San Juan girls and Puerto Rican rum should head this way and sweat it out on the beach here for one of those runs.

I am wondering whether Frenchy Michelet made his run to the Islands or not? He left here headed for the wide open Texas spaces—and a ship for Islands.

This week was the first that we have had any sign ons to amount to anything. We have been having lots of beefs and payoffs, but we had a rest from sign ons until this week.

The biggest mystery of the week around here is where in the hell did they get the coal down in Texas to load the SS George H. Dern? She is to leave here today to go on loading berth in Texas for coal to Denmark. That is the \$64 question? John L. might have to move into Texas territory.

FINAL DISPATCH

One of our old members has passed away: Peter 'Scotty' Calikis. He had no known relatives here in the USA, so between the Seafarers and the Crew of the SS Florida, of which he was a member, he was put away.

Later we found out that he may have had some sister or brother in the States, so if any one knows about his relatives please communicate with me, as soon as possible. Rest in Peace, Scotty.

We have always heard that the NMU classed all companies that were not NMU contracted as being un-organized. As we know they have an all-out drive on the Isthmian Line; but believe it or not, Brothers, it looks like they are trying to move in on all companies.

Notice To Agents

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

I'm enclosing a snap shot of the final resting place of the Pilots and NMU leaflets that were placed aboard the SS Flying Eagle of the Mississippi Shipping Company by some NMUer. The gang was pretty hot about the whole affair because they came aboard and left the gear in the Mess Hall while they were attending a fire and boat drill.

I'll close now hoping that regardless of what the OPA does in the future, I hope and pray that they put the 5c beer back into circulation.

File Cabinet For NMU Literature



This is the repository for NMU literature left aboard the Flying Eagle by a swift-footed NMU organizer. It made even the gulls of Tampa Bay sick. (See story on page 5, col. 5.)

Jacksonville Has Best Shipping In Eight Years

By LOUIS GOFFIN

JACKSONVILLE — There is more shipping in this port, at the present time, than there has been at any time since 1938. The sudden influx of business has forced us to put on a temporary Patrolman. We certainly hope that this situation continues for a long time to come.

We have been on the lookout for larger quarters, as this place will only accommodate a handful of men, but so far we haven't been successful in finding a new home.

Right now we have two ships in here crewing up. Both of them, the SS John Gallup and the SS John Gorrie, have been chartered to Alcoa, and are leaving very soon for the old bauxite run to Georgetown, Trinidad, and Canada. There is a possibility that these ships will pay off in New York.

RATINGS SCARCE

Getting crews for these wagons has been tough. We have very few rated men on the beach, and so we have been calling on Tampa and Savannah for men. We hope that we will be able to complete full crews when these ships sign on.

Since both the Gorrie and the Gallup signed on north of Cape

Hatteras, we informed the crews that they were entitled to transportation, wages, and subsistence, and were required to leave the ship. We also told them that if they wanted to re-register for the



same ship, they could come up to the Hall, but few availed themselves of this.

SOLID BEEF

An SUP ship, the SS William Garson, Grace Line, paid off here, and we had one beef which came from the entire crew. They demanded that the Steward be unloaded. We are sure that this will be done before this appears in the Log.

On most of the payoffs in this port, we have been receiving the complete cooperation of all crew members. This helps to make payoffs smooth and serene. We

want to thank these men and the delegates.

We have been spending a little time trying to contact the ILA and Teamsters Agents regarding the proposed AFL Maritime Council, but we have not had any luck.

This is due mainly to the fact that the primary elections will take place on May 7, and all those Agents are busy trying to make sure that only candidates favorable to labor will get elected. We are sure, however, that we will be able to get together after the elections are over.

NMUers Still Coming To SIU

By JOE ALGINA

NEW YORK—After an eight month trip, the SS O'Gara, Calmar Lines, returned to New York, only to run into trouble with Mr. Cantillo, the Calmar watchdog.

Cantillo refused to pay off the crew because he disputed all the overtime which had accumulated. The men could obtain only one-third of their pay on demand, on May 3, but we collected the remainder, including all overtime, on May 6.

Quite a few of the Moran tugs are being laid up and this will leave only six tugs in service. This means a loss of plenty of jobs, and the men who are laid off as a consequence can do the Union a service by coming to the Hall and shipping out on unorganized vessels.

SINKING SHIP

The steady stream of dissatisfied NMUers continues. Every day they come into the New York Hall and ask about giving up NMU membership and joining the SIU.

Most of them say that they are fed up ringing doorbells for Stalin, and they want to join an outfit that will represent them in their beefs. To all of them we tell the same story—go back and clean up your own union.

One man came in this week and said that he wanted to get out of the NMU before it was gobbled up by the ILWU. He claimed that Bridges is smarter than Curran, and so Bridges will win in the battle for power which is sure to come.

ABOLISH RMO

Many men have said recently that the WSA "fink halls" should now be abolished. With so many ships being laid up, there is no need, if there ever was, for these hiring halls for scabs. Now is the time for us to take final action against these union-busting bureaucratic procedures.

Shipping in the port of New York continues at the same rapid pace and as far as ABs are concerned, we have more jobs than men to fill them.

The continued good weather has turned the sidewalk in front of 51 Beaver Street into a reviewing stand where the seamen on the beach can stand and look at the beautiful girls who work in the neighborhood. Look, I said,

WITH THE SIU IN CANADA

By HUGH MURPHY

VANCOUVER, B. C.—We all know how the shipowner pits one group against the other because of racial or religious beliefs. The seamen of the Fiji Islands have been pushed around plenty by Sir Walter Carpenter, who operates the ships from the Fijis to ports in North America. He pays the munificent sums of from 15 shillings to 36 shillings per month for the various classifications. What a racket in slavery!

However, the seamen of Fiji have determined to stop Sir Walter's little racket and make him kick through with decent conditions. They have decided to get organized into a seamen's union.

FIJI LETTER

In a letter which we have received from a group of seamen in the Fijis it would appear that the need of organization among all seamen of the world is definitely great. The letter follows:

"We respectfully beg to inform you that during this recent war we served in the merchant navy through the agency of Messrs. W. R. Carpenter Co., Ltd. This

firm owned a large number of ships which travelled in different zones and called at all the chief ports of the world. Consequently, they provided ample opportunity to us in acquiring expert experience in the different branches of work in which we were employed.

PROVED CAPABLE

"At the termination of the war, we were instructed by Messrs. W. R. Carpenter Co., to obtain our discharge as soon as possible in our own island. This was very disappointing indeed to our boys especially after they had served their country and the United Nations with great loyalty and courage through the most critical stages of the war.

"Our boys had proved themselves most capable and experienced seamen. They carried out their various duties with great initiative and patriotism. They served as (1) Deck hands, (2) Stewards, and (3) Firemen, etc., under the most trying conditions and have acquired great skill in their various occupations.

"Our situation is a very deplorable one since all our attempts to cooperate with the W.

R. Carpenter Co., for our reinstatement has proved to be in vain. Finally, we have unanimously resolved to solicit the assistance of your Union by allowing us to join the Union over there. We regret to state, owing to racial discrimination, no Union in this Colony has never been established.

"We humbly appeal to you, therefore, to kindly state the terms and conditions by which we may join your Union. Copies of the prospectus, regulations and application forms, etc., would be very welcome, as they will throw light on the subject and enable us to arrive at a wise decision. We should be very glad to receive them, preferably by airmail or by the first direct boat to Fiji.

"Trusting that we have made our position clear and that you would give us your most sympathetic consideration in our unfortunate plight."

I remain,
(signed) Vereto Tabakanaca
Ex-Bosun, Admiral Chase.
Our organization is the answer. We will gladly give all support to such a move.
Take note, Sir Walter!

57 ISTHMIAN CREWS
HAVE ALREADY VOTED
AND 47 HAVE VOTED
OVERWHELMINGLY FOR
THE SEAFARERS! THE
SIU HAS RECEIVED
75% OF THE VOTE!

ORGANIZERS

- 1 DO YOUR JOB
- 2 BE A GOOD SHIPMATE
- 3 TALK S.I.U.
- 4 SHOW AND COMPARE S.I.U.
CONTRACTS AND CONDITIONS
- 5 DISCUSS S.I.U. STRUCTURE
- 6 RUN SHIP UNION STYLE
- 7 KEEP IN CONTACT WITH UNION HALL
BRING ISTHMIAN MEN TO HALL

BROTHER
TOO!

SIU

ISTHMIAN
SEAMAN

Seafarers' Waterfront Action Winning Over NMU's Deception

By EARL SHEPPARD

The NMU is strangely silent on the question of the Isthmian Line these days. Not so long ago they were boasting that they were winning hands down but now, outside of the usual slogans, the Isthmian Line is hardly mentioned in the Pilot.

The big cry today is "unity" and "strike." They make no claims any longer of being able to offer the unorganized man anything but an "opportunity" to help them with something in the future.

At present they are meeting in a convention in San Francisco, but here again another of their vaunted schemes has fallen flat.

DECEPTION EXPOSED

In all of their propaganda they have claimed that the MFOWW and the MEBA were fully supporting their unity convention. The result of these false claims were that Vincent Malone, Secretary of the MFOWW, withdrew and that the organization has announced that anyone attending is there only as an observer.

The same holds true with the Marine Engineers who have gone even farther, and have announced through their President that they will protest the use of their name as indorsing and supporting the convention.

Without even sending the ILA a letter, they have announced the support of "a group of ILA members."

The whole thing has been a series of lies and deception: NOT A SINGLE AFL UNION IS PARTICIPATING IN ANY MANNER IN THEIR PHONY MANEUVERING.

The truth of the matter is that the whole thing has now narrowed down to a small CIO group who represent only a small section of the maritime and transport industry.

MFOWW ADOPTS RESOLUTION

At the headquarters meeting of the Marine Firemen Oilers, Watertenders and Wipers Association of the Pacific (Independent), held in San Francisco April 18, 1946, the following resolution was submitted and adopted;

WHEREAS, The Isthmian Steamship Company is at present the battleground of an organizational fight between the National Maritime Union (CIO) and the Seafarers International Union (AFL) and

WHEREAS, Statements have been made that the Marine Firemen's Union is backing one or the other of each contending Union, and

WHEREAS, The Marine Firemen's Union is independent of national affiliation, and is not affiliated with either the CIO or the AFL,

THEREFORE BE IT RESOLVED, That the official attitude of the MARINE FIREMEN'S UNION in the Isthmian Line election is to adopt a hands off policy and let the National Maritime Union and the Seafarers International Union fight it out themselves, and that we so notify both Unions of our stand.

MOTION SECONDED TO CONCUR, CARRIED. (Headquarters Meeting April 18, 1946)

Here again we see the dividends of lies and deception. The NMU has long claimed the full support of the West Coast Firemen, who now have openly repudiated these claims and proven the lie to NMU claims.

SIU ACTION WINS RESULTS

The Seafarers in the meantime is busily working from day to day to improve the present agreements and gain still better conditions. Many issues are being negotiated daily such as run jobs, stand by jobs, laid-up ship pay, improved riders, overtime clarification, increased manning scales,

wage increases, working conditions, improvement of quarters, etc.

These things are the things seamen are interested in, the things that affect their daily existence. The Seafarers will go the limit to gain everything possible as has been shown throughout its history.

This is why a union is necessary, that is why the Isthmian Seamen are voting SIU. Instead of a bunch of meaningless blood and thunder shouts of "strike" the SIU keeps on the job every day winning issue after issue and improving conditions daily.

ISTHMIAN LINE BEEFS

The Isthmian Line working rules stink to high heaven, and it is a shame that any union minded man has to work under them. On every ship every section of these rules should be compared with Seafarers' agreements and proposals drafted for the Isthmian agreement that will be negotiated at the conclusion of the voting.

In the meantime the closest attention should be paid to shipboard beeves. As yet it will be impossible in the majority of cases to settle these beeves on the basis of Seafarers' agreements, but the very least that can be done is to try.

When a beef develops it should be written down in complete detail, and brought in to the nearest SIU Hall. Every attempt will be made to bring about as good a settlement as possible.

Aboard ship these beeves should be handled in a clear-headed, common sense manner. By doing this, many improvements in Isthmian conditions can be brought about and the future negotiations made easier.

EDUCATION ABOARD SHIP

Before so very long all men sailing Isthmian ships will be Seafarers' members. The strength of a union is gauged by the understanding and ability of its membership.

Pamphlets and other educational material are available in all SIU Halls. The Seafarers aboard Isthmian ships should take this material together with copies of the Log, aboard all Isthmian ships and hold regular discussions with all members of the crew.

All ships should have regular department delegates, and the affairs of the crew members should be discussed and attended to just as if the ship were sailing under a closed shop agreement.

The delegates on Isthmian ships should be selected by the entire crew and not by the Union members alone. All members of the crew should participate in the meetings and regular minutes should be kept and sent into the Union for discussion at Union meetings and publication in the Log.

Crew members should be encouraged to send in letters and articles to the Log and to visit the Union Halls while ashore.

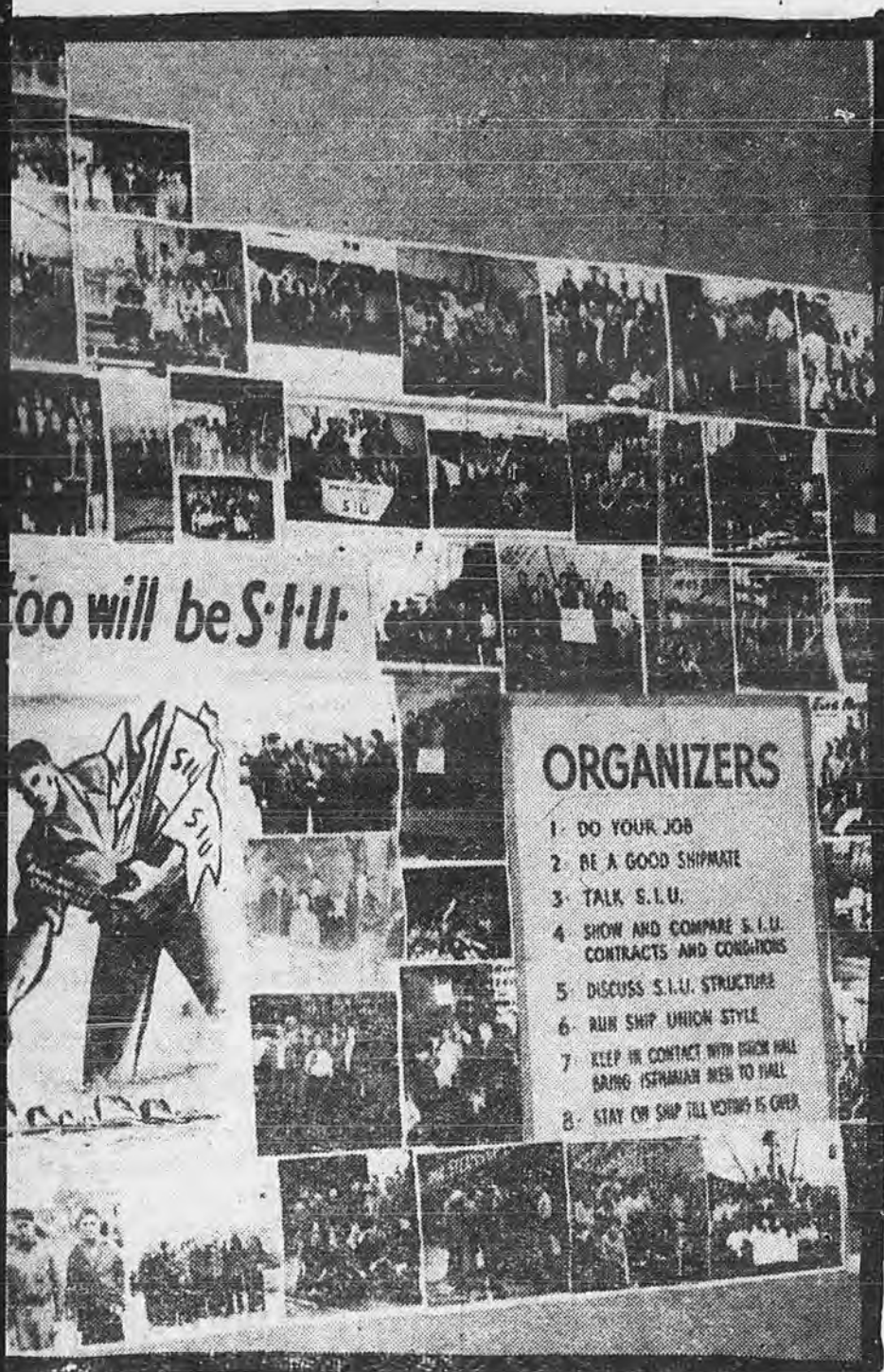
It is the old Union members' responsibility to see that the new and future members of the Union learn as much about unionism as possible.

WRITE THE NEW AGREEMENT

The job now is to stay on the Isthmian ships and help prepare for the negotiating of an agreement. The writing of this agreement will be the crowning point of a long hard fight, it is the goal for which the long struggle has been waged.

The men sailing Isthmian have proven their ability to organize the fleet and there is no doubt as to their ability to write the best agreement in maritime history.

The entire membership of the Seafarers owes them a debt of gratitude for a good job, well done.



Here Is The Isthmian Fleet—Which Is Voting For The Seafarers

These Ships Have Voted

Alamo Victory, Argonaut Victory, Baton Rouge Victory, Beaver Victory, Cape Martin, Cape Orange, Carleton Victory, Claremont Victory, David D. Field, Eastpoint Victory, Francis Drake, Gabriel Franchere, George M. Bibb, George Reed, George Uhler, Grange Victory, Hawkins Fudske, Horace Mann, Horace Wells, J. Sterling Morton, James Ives, James McCosh, Jeremiah S. Black, Joaquin Miller, John Constantine, John Barton Payne, John Mosby, John Wanamaker, Kelso Victory, Lynn Victory, Mandan Victory, Marine Fox, Mary A. Livermore, Memphis City, Mobile City, Montgomery City, Nicaragua Victory, Norman E. Mack, Ocean Telegraph.

Sea Fiddler, Sea Flasher, Sea Scorpion, Sea Stallion, Sovereign of the Seas, St. Augustine Victory, Steel Mariner, Steel Ranger, Stephen Girard, Thomas Cresap, Thomas Kerns, William McCracken, William B. Ogden, William Glackens, William N. Byers, William Whipple, Winthrop L. Marvin, William D. Hoard, Zane Grey.

Anniston City, Anson Jones, Atlantic City, Cape Junction, Clyde L. Seavey, Edward Fanning, Ensley City, Francisco Moranzan, Frank Wiggins, Golden West, Hubert Howe Bancroft, Jacob Perkins, James L. Breck, Kathleen Holmes, Kenyon Vic-

tory, Michael Pupin, Monroe Victory, Pere Marquette, Peter V. Daniels.

Red Rover, Robert C. Grier, Samuel McIntyre, Sea Hydra, Sea Lynx, Sea Phoenix, Sea Triton, Steel Engineer, Steel Inventor, Steel Motor, William Eaton, William H. Allen.

Ships Still To Be Voted



Jackson's Business: Monkeys

There was plenty of monkey business aboard the Waterman's Andrew Jackson on its last trip. That isn't unusual, but on this one some of it actually concerned monkeys, the minutes of the March 31 shipboard meeting reveal.

The monkeys (not the ones who shipped as officers) were part of the cargo. They were being sent to the U. S. for use in medical research. They escaped at Suez and created a small riot aboard ship, which, the minutes report, was enjoyed by all.

The escape of the simians (monks, to you) and their consequent japes upset one of the passengers, who turned out to be a lieutenant commander in the Coast Guard. Despite the fact that he was a passenger, this worthy took the matter into his own hands, restricted the ship and questioned the crew about the incident. About the only thing he achieved was a suggestion from one of the crew that he question the monkeys.

MATE CLEARS IT

Perhaps because he was afraid one of the monkeys would ask for a draw, the Captain was a stickler for protocol. Anyone who wanted to see the august Skipper had to be interviewed first by the Chief Mate. And then Captain Pedersen would take his "own sweet time about putting out a draw or letting the boys go ashore," the minutes say.

J. Hansen, chairman, and T. Joseph, recording secretary, report that the ship was a bum feeder. There was a shortage of stores and Steward Cornett was accused of chiseling, selling food in foreign ports, and making a profit at the crew's expense when buying.

In addition, there was the problem of passengers getting the food that should have gone to the crew, no extra food having been provided for passengers when she was provisioned. Due to the shortage of fresh stores, the crew members always were complaining of stomach disorders.

Luckily for the health of the crew, Steward Cornett was left behind in Suez. Early on the trip he threatened Messmen with a gun and a knife. The crew decided to take steps to see that his book is revoked and to see that all bad meat and cereals be taken off the ship when she docks.

The minutes say, further:

"You all know Morgan Hiles—well, we had one of his proteges for Chief Mate. Roughhouse Lawrence is his name. He's one of those 'I'll log you, I'll put you in irons' boys. He wanted to turn sick men out on the deck,

SHIPS' MINUTES AND NEWS

Seafarers Visit Parisian Family That Protected Kin From Nazis



Seafarer Bill Johnson stands with Salonge, M. Charles Coudere and Mme. Coudere on the balcony of the Coudere home in Paris, for Jack Kuberski to take their picture. This is where Jack's brother watched the Germans pacing while the Couderes were hiding him. At right, Bill and Jack squat on the deck of the Robert G. Ingersoll; with them, from left, are Bill Bois, Third Assistant, and Bob Haskins, Second Mate.

Seafarer Jack Kuberski paid a long-anticipated visit last month, and in so doing made a French family very happy. For himself he gained a warm feeling of real friendship and the conviction that the French are the finest and most hospitable people in the world. With him, and equally impressed, though less immediately concerned, was Seafarer Bill Johnson.

Jack and Bill were Messmen aboard the Robert G. Ingersoll. Last month they put into Le Havre, and Jack made up his mind to see the Coudere family in Paris, who had helped his brother John escape from the Germans after his plane had been shot down near Paris during the occupation.

The Skipper of the Ingersoll, Captain Von Bommel, proved to be a good egg when he heard Jack's story, and gave Jack and Bill three days off to make the trip.

FIRST PLANE DOWN

On the train to Paris Jack told Bill the story of his brother's escape. John's plane was the first B-17 shot down in the Paris area. That was back in June, 1943. John wandered about the countryside for a while, then appealed to a priest for aid. The priest sent him to Mlle. Maryvonne Dobry. She hid him for a day or two, then smuggled him

claiming they weren't sick. He claims he can tell whether a man is sick or not just by looking at his eyes.

BUBBLE BOY

"We all think he has a few bubbles in his barometer. 'Where does Waterman get all these 'do or die' mates?'"

Another beef was a shortage of linen. The ship left New York with only a two-week supply, although the shortage was reported to the Port Steward, who promised more.

The minutes end with somewhat wistful commentary:

"We had a good gang and a swell time—ashore.

to the home of M. Charles Coudere, a Paris attorney.

There John was joined by six others from his plane, who had been smuggled into Paris by various routes and methods. For a week they remained hidden in Coudere's home, while Nazis goosestepped in the streets below. Then, one night after passports had been forged for them, they began the underground movement southward. They reached Spain. They were interned. They escaped. They reached Gibraltar, and were sent back to the States.

WARTIME SECRET

It wasn't until after the war was over that Jack learned all of these details from his brother. Just before he left the States, he said, John had asked him to look up the Couderes if he got to France.

The Couderes' welcome couldn't have been more enthusiastic. They entertained them as honored guests, and said they had prayed for the safety of John and his fellow crewmembers. M.

'FULL HOUSE JOE' ALWAYS IS BACK FOR A LITTLE MO'

Dear Editor:

We would like to tell you about one of the crew members here on the Charles B. Aycock, a guy we are very fond of, but who always provides a laugh every time he sits down to a meal.

I wish it to be known that he is very little expense to the Mississippi Shipping Company. He eats only two or three full houses each meal. And I do mean full houses (ask Chief Cook William B. Aycock). "Full House Joe," as we call him orders only six eggs. The Cook sends 12 and they aren't wasted.

I want to add that we mean no offense on Joe's part; that's why we're not mentioning any names. The joke isn't on him; it's on us.

The Crew



Coudere had been a big factor in the Paris underground throughout the occupation, they learned.

Jack got a big thrill out of standing on the balcony overlooking the street. John had peered out of the windows that led onto that balcony and watched the German guards pacing the street below.

VISITING FIREMEN

Salonge, the Coudere's daughter, took them to see the Eiffel Tower and other points of interest in Paris. Though their food was pitifully scant, the Couderes managed to serve the Seafarers some royal meals. They didn't want to accept the bacon, butter, coffee and sugar that Jack brought to them, though these were luxuries that they hadn't seen for months.

When Jack and Bill left they wanted to do something for the Couderes. No, said the proud family, there wasn't anything they wanted. Finally, Salonge said she'd like a copy of *Gone With The Wind*. So Jack and Bill are looking up the Margaret Mitchell opus.

The Couderes gave them a bottle of cognac for John. So far they've kept it intact, but they hope they get around to seeing John soon.

BROTHER NEEDS AFFADAVITS ON COYLE CONDITIONS

Dear Editor:

Due to the fact that I have just been discharged from the hospital and am not fit for duty and the Company denies all liability, I find it necessary to obtain witnesses as to the actual conditions that existed while I was employed and where I became sick so please print the following:

Affidavits from former Coyle line employees as to the actual conditions that existed such as: No. 1, working over 12 hours a day without the payment of overtime; No. 2, no heat furnished in the deck hand quarters or wheelhouse; No. 3, any other inhuman, unlawful or irregular practices that might have been observed.

The above statements are desired by Percy F. Hicks, 330 Chartres St., New Orleans 16, La.

Crew Hoists Steward's TC On Cape Pillar

The Steward aboard the MV Cape Pillar has been charged with incompetence by the crew, which has recommended that his tripcard be held for action by the Union as soon as the ship hits port.

Chief Cook told the crew of discussions with the Captain, in which it was jointly decided that the Steward was incapable of carrying out his duties. The action took place at a shipboard meeting at sea, nearing Panama on April 14, and was reported by Recording Secretary Philip Smith.

The meeting had contemplated rescinding the Steward's trip-card while at sea, but decided on the aforementioned course.

There were several beefs about lack of supplies. The Steward, however, reported that most of his requests had not been filled. There also were complaints about the attitude of the Messmen, whom the Steward said he had warned repeatedly of their shortcomings.

Also up for discussion was a long list of items which need repair, under good and welfare.

Juicy Discussion Is Held Aboard The SS Warrior

The subject of food monopolized the major portion of a membership meeting aboard the SS Warrior recently, with discussion centering around night lunches and fruit—fresh and juices.

Night lunches lacked variety from the beginning of the voyage, the minutes say. But the Steward promised to do better.

The fruit situation was a bit more complicated. Passengers were served fresh fruit, fruit juices and ice cream for dessert but the crew dessert was monotonously restricted to apricots. The Steward's answer was that the Captain issued orders to give the fresh fruit to the passengers. He said company orders prevented him from putting out fruit juices.

One of the crew reported that he saw a passenger with a can of fruit juices but he was told that it might have been brought on by the passenger.

The Steward assured the crew that they would get juices in port and he called on the men who had made the last trip with him to verify his generosity. These men replied that the shortage then was just as acute as it is now.

Wanna try that last question over again, Steward?



Digested Minutes Of SIU Ship Meetings

BUTTON GWINNETT, Feb. 9—Chairman Bill Thompson; Secretary Edward J. Clark. The ship's delegate gave a lecture to tripcarders on becoming good union men. Good and Welfare: cots to be purchased, each man paying \$2.50, to be refunded upon return of cots; sufficient milk and ice cream to be purchased to last in port and ten days out at sea; new coffee urn and supply of coffee; new fan and toaster for messhall; installation of new lockers requested; fumigation of ship; new screens purchased and screen doors repaired; head drains, galley drains and shower doors repaired; crew agreed to cooperate in keeping mess-hall clean.

He Wants To Shoot; He'll Get The Chute

A trigger-happy tripcarder aboard the MS Crown Knot had all hands from the Master down in a constant state of jitters on a recent South American voyage.

It was in the otherwise quiet little Peruvian town of Mollendo that the TC man gave a hair-



raising, near-tragic exhibition of gun play. It happened on the calm evening of March 14.

In spite of the peaceful background, the gun-toting sailor pulled a revolver on Charles Mattinak, who was dead ahead—but very much alive—of the muzzle. The tripcarder squeezed the trigger six times. Mattinak remained standing. The gun was empty.

The TCer charged Mattinak, and beat him over the head with the revolver butt.

The crew of the Crown Knot wants this dangerous character off the ship. The next time, they say, the gun may be loaded.

And they're not shooting any blanks there, Brother.

BUTTON GWINNETT, Mar. 1—Chairman Bill Thompson; Secretary M. Polise. Good and Welfare: The Steward delegate reported there was just one week's supply of meat aboard. Crew was asked not to sail until sufficient stores are put aboard, and not to take any lines from the tugs. A petition, signed by 16 members of the crew, will be taken to the Captain about this.

BUTTON GWINNETT, Mar. 6—Chairman John Porter; Secretary M. Polise. New Business: Deck Engineer gave a lecture to tripcarders on having them become good Union members. Good and Welfare: Captain ordered opening of slop chest; crew was told to be careful in using the water to avoid rationing; clothes were found hanging too long in the fiddly.

GEORGE G. CRAWFORD, Jan. 22—Chairman S. Watson; Secretary W. Tralle. Motions carried: Ten cents fine for any-

one leaving dirty cups on tables, placing feet on chairs and radiators, throwing cigarette butts or matches on deck or for disorderly conduct in mess-room; coffee to be made in big urn at meal and coffee times and the small percolator used for watches at night. Good and Welfare: Steward reported slight possible shortage of coffee and cream and asked the crew to conserve: the Oiler to get coffee for the Engine Department from Steward; crew agreed to conserve night lunches for the watches. New business: The Chairman gave a pep talk on Unionism; the Chief Cook to take over Delegate duties. The following tripcarders were voted into the Union: John Martin, Robert Page, John Leskun, David Shuler, John Sealock, Joseph Ferren, Eugene Behrends, O'Neil Creteau and Charles Splear. Murray Smith, Second Cook and Baker, has been approved by the members of the SIU aboard this ship, but he is a former NMU member and they wish this case investigated.

BELLE OF THE SEA, Chairman Don; Secretary Phil. New Business: Overtime disputed for extra meals served by three Cooks, two saloon Messmen and two crew Messmen. Motion carried to take disputed overtime up with Patrolman. The beef about Third Cook doing crew Messman's work will also be taken up with Patrolman. Question arose whether Second Cook and Baker gets overtime for baking bread in port? Under good and welfare, motion was carried for the Delegate to keep a list of all repairs made when in port.

SS WARRIOR, March 16—Chairman J. Jones; Secretary Vincent Fadoul. All delegates reported the Union status of all members. Motions carried: The fresh water tanks to be cleaned and cemented, and purifiers in the water fountains; a bigger supply of juices, fruit and vegetables and a reasonable variety of food for the voyage; the ship to be fumigated in port; to provide another utility man for the Steward's Dept. because this man is seriously needed and firm measures were advised. Since there was a dead man placed in the ice box below, a thorough fumigation of this box was strongly advised.

RICHARD BASSETT, April 8—Chairman Anthony J. Stauton; Secretary Edward V. Subler. A long list of repairs was made and it included: repairing electrical equipment in all quarters; install screens on portholes and order several toasters and percolators. It was suggested that each member give his book to the delegate and make a donation to the Log.

THOMAS J. LYONS, April 7—Chairman C. Simmons; Secretary J. Pullen. Beef on the repair list being turned in to the officers and the Union and was not taken care of. To have the Second Cook snap out of it and bring this ship in clean. It was suggested to give a pep talk to the Tripcarders and answer all their questions. Beef

was discussed thoroughly whether it was overtime to be held on the ship for 36 hours without shore leave. It was decided that the Captain is starting to dispute overtime as he did with 800 hours in New Orleans. The ship is now laying up at anchor without several Mates and Engineers.

FLOYD GIBBONS, March 13—Chairman Joe Mabazinsky; Secretary H. G. Spinello. A list of ship's rules was passed by the crew and posted in the mess hall. All violators to be fined and the delegate to collect the sums. The crew was advised to keep books in good condition; all departments agreed to cooperate in cleanliness and have their quarters and passageways painted.

Here's A Skipper Who's A Ripper

Someone better stop feeding the Skipper of the SS Nielson Richter raw meat or whatever makes him so wild. He wants to fight at the drop of a seaman's hat.

On one occasion four Deck Department men went ashore for 45



minutes. When they returned, the bellicose bucko let go with a hot blast of abusive language and called on one of the men to go on the dock with him for a round of fisticuffs. Then he predicted a dark future for the boys. It began to cloud up the next day. He logged three of the four men.

On the evening of March 24, the ship's minutes say, one of the logged men was standing the bridge watch. "Coffee," said the Skipper. "Bring me some coffee."

"Overtime," replied the man on watch. "For bringing coffee I want overtime."

The Captain boiled over. He called the seaman "terrible names," spit on him, and threatened a beating, according to the minutes. The man was sent aloft in the dark to do some unnecessary work.

And so it went. We just hope that one day somebody doesn't accept one of the Captain's fistic challenges. We'd hate to think of him having to go on a diet of soft mush for the rest of his sailing days.

ROCKLAND VICTORY, Feb. 26—Chairman J. N. Engles; Secretary C. M. Calevich. Motions carried: To have the cleaning of the laundry divided between the departments and the horse-tenders; to have the crew quietly eat their meals instead of sitting around and talking; to remember not to overlook the letter sent to headquarters concerning the Agent and Patrolman in Houston, Texas, until action has been taken by the membership; the repair of lockers and porthole screens, and the fumigation of the ship.

SEAFARER SAM SAYS:

DON'T BE A FREELOADER! PAY YOUR FREIGHT...



YOUR DUES GO TO RUN YOUR UNION WHICH HAS WON FOR YOU THE BEST CONDITIONS AND WAGES ON THE WATERFRONT.

CUT AND RUN

By HANK

Yes sir, the Brothers who know Johnny Meghrian, have started counting revolutions and shouting congratulations. He just got his Third Engineer's papers! Wanna take the 8-12 watch, Johnny? . . . Militant Fred (Ski) Sweder is beaching it for awhile with standby jobs until his wife recovers from her illness. We hope it will be soon. Fred wants to know where Paddy Nash (or is it Paddy Walsh?) is right now! . . . If Rusty Jowers happens to read this column we want to tell him that when he comes into New York, he should go and see Baltimore Ski, for old times sake Jimmy O'Neill dropped into our hall to greet his pals, after making a trip on his Third's license!

We don't imagine that one of our oldtimers, Percy Boyer, will have another humorous experience like the one he had two weeks ago! . . . From out of New Orleans, a welcomed man, indeed, has been Steely White, honorably visiting our town . . . We wonder if Ray White and Harry Simmons remember Those Good Old Days, with all that Fresh and Ready Rum—and no Coca-Cola? . . .

Bob French paid off about two weeks ago and treated his pals swell. Well, a glad hand is better than an empty one, we always say . . . Jimmy Cosmo sure went up fast. He's Second Mate now—and his shipmates wish him good luck . . . George Semko and Gene Balombini, Pennsylvania boys, are getting set for another voyage—but a real long one this time!

"Red" Connors, who is organizing on the Isthmian ship, the McCosh, still has his Third's papers. Will you ever use them, "Red"? . . . Last week, Pete King, the Cook, came out of sick bay! It's good to see you again, Pete! . . . When we say Tom Collins, we don't mean the drink. We mean Brother Tom Collins, who just blew in . . .

We were talking with James Johnston, who shipped aboard the Flagstaff Victory. He was hoping to get clarified the duties of Junior Engineers and Electricians. Did you finally get them, James? . . . We wonder if the friends of Pete Barbellos know he was married last trip in Capetown? The lucky lady was Sally Sullivan, who is now en route to the U. S. A. . . .

T. C. Deale, Oiler, is making his fourth trip on the William Tilgham. His pals, John "Spatz" Hertling, Johnny Boland and Bosun Keenan Langham, nicknamed Alabama, didn't stay on this time . . . Our jovial friend, Tommy Thompson, was reminiscing about the days when Joe Lewicki used to write a column like ours. Does anyone know how Joe is getting along now? . . . We heard that Bud Priest is sailing as an Engineer now.

Omar Ames just came in. Talking with Bud Garrity and others, Omar told us he can't forget the swell dance they had aboard the Frosburg Victory in Liverpool! . . . E. Kelly, who ships in all ratings, was confessing last week about how he wished he could own a small fishing boat, which isn't a bad idea at all . . . Bosun Strom, who has been doing good work organizing Isthmian ships, is on the Sea Fiddler now. This ship has an Engineer named Duane Valentine, who fired a man in Frisco because he was an SIU organizer! . . .

We're certain we saw Steward M. J. Lucas last week in the Hall. We remember him from the Tulsa, South Atlantic ship. How's everything, Stew? . . . Buddy Callahan, formerly in Philly and in the New York Isthmian Organizing Drive, is now in Detroit, taking care of a tough job organizing the Great Lakes seamen . . . If Frenchy Michelet

(Continued on Page 14)

THE MEMBERSHIP SPEAKS



SEAMEN'S HOUSE IS PRAISED BY SIU BROTHER

Dear Editor:

I would like to bring to your attention the work that is being done by the Library for Seamen in the Seamen's House in New York. This organization unlike the USS is not on the whole a profit hoarding society; in fact several of their clubs and hotels that I have seen abroad have showed signs of dire need and yet they have not overcharged for services rendered in their little missions in the far corners of Europe.

The Library for Seamen here is in a respect the same way. Mrs. Appo, who started her work here in 1941, has since that time kept a record in clippings from newspapers a very complete record on the American Merchant Marine and marine matters. This has been a very tedious job, as one can see. Mrs. Appo releases her time very generously to explain in detail here work and the working idea of the library, wage scales, letters to labor, merchant marine losses in the war, great battles the seamen took part in during the war, submarine warfare, and many other clippings of importance that would help the younger members who have just entered the Merchant Marine to understand more thoroughly the splendid job done by the seamen during the war.

Also the complete history of the SIU is on hand, along with one of the most complete collection of books for study, all the latest books on marine navigation, engineering, practical seamanship and hundreds of other well known informative books, for those that want to know more about their job aboard ship and with the kind assistance of Miss West and Miss Appo who are always ready and happy to show complete cooperation.

Other attractions are the latest fictional books, popular magazines and all can be checked out.

If it is possible to put in a word for the people of this organization that have for nearly a century been by the side of seamen even when they were not the heroes in dungarees, namely The Seamen's Friend Society, of 550 West 20th St., New York.

Jerry Palmer

DELEGATES FIND CAPTAIN, MATE SWELL HOMBRES

Dear Editor:

We the undersigned delegates of the Flying Arrow, expressing the feelings of the crew, find the Skipper and Chief Mate a swell egg and an Oldtimer, respectively. We want all the Union members to know that if they ever sail under Captain Glen Webster or Stanley Carr, that they've got a sure thing.

We would like to have this printed in the Log.

Charles E. Peris, Deck Delegate; Benjamin McGarey, Engine Delegate; Henry E. Fursell, Steward Delegate.

SIU ORGANIZES SHIPS OF DESERT!



Perhaps it would be exaggerating to say that the SIU actually is organizing the camels—ships of the desert—but at least we can say that the brilliance of the SIU now hangs over the pyramids. The chap at upper left is Seafarer Joseph Pilutis, OS, who recently returned from a trip to India, Ceylon and Egypt aboard the Andrew Jackson. The montage was made during his appointment in Sahara.

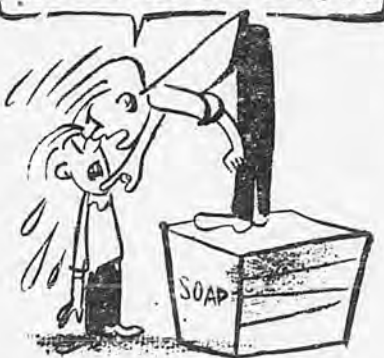
NMU 'EXPERT' GETS UNEXPECTED SIU ANSWERS

Dear Editor:

I have been a member of the SIU for quite a long time. It has been by pleasure to watch it's growth from a small group to a well organized and powerful marine Union, improving the working conditions of it's members and getting better pay for all concerned.

While stumbling around on the New York waterfront several days ago, I ran into a character

AND—FURTHERMORE...



acter who professed to know all the angles of "Political Philosophy" and was an expert on "Industrial Unionism." After having the usual rounds of drinks in several South Street gin mills, our discussion drifted into the pros and cons of Unionism and politics. Having already sized up this character as a phony from the beginning, I decided to be a good listener for a while, and did I get an earful of pure bull... You know what!

According to his line, the NMU is a first class, rank-and-file industrial union. Now get this: "The NMU is democratically run FOR THE BENEFIT OF IT'S MEMBERS." Well, Pal—I mean, Dear Editor—I guess I must still be a little off my box, for that is what this poor crackpot did to me when he made this crack. It really gave me a shock from which I have not fully recovered as yet.

It became necessary at this point to swallow the remainder of a drink, and douse myself with another before I fainted. I reminded him that democratic rank-and-file Unions were run

"BY THE MEMBERS" and "NOT FOR THE MEMBERS BY THE OFFICIALS," such as is the custom of the NMU officialdom.

Well, believe it or not, yours truly was immediately treated to another drink by this NMUer. I guess it surprised him so to find someone who didn't immediately swallow the old "commie line" that it also knocked him off his feet. With another drink inside of me, I really got warm and you would have thought that the old time soap box was back in full swing.

I pointed out that the NMU did not organize on an industrial basis, that they allowed the MCS and the MFOWW to ship the Stewards Dept. and the Black Gang, and that further they made no attempt to organize other workers in the maritime industry into one Industrial Union. I also reminded him that President Joe Curran openly declared that the NMU was run by a gang of commie racketeers, and unless the rank-and-file did something about it the NMU was in great danger of being destroyed.

The drinks began to come slower after this declaration, so I decided it would be a damned good idea to point out to this bewildered wick the advantages of belonging to a REAL RANK-AND-FILE SEAMEN'S UNION such as the SIU, and how it was run. I mentioned the fact that the officials of our Union were nominated in the branches and were elected by referendum ballot, and pointed out to him that this was not so in the NMU, where all of the officials are elected at the so-called convention. I also pointed out that these conventions were composed mainly of commie stooges who go through the motions of okaying those proposed by the commie machine, and not allowing those proposed by the rank-and-file even to be mentioned, let alone be elected.

Another character approached our table, and had a whispered conversation with this boy wonder on Industrial Unionism. He was probably the local GPU agent, and led him away before he became contaminated by good, sound SIU common sense.

J. Greenhaw

HERE'S ANSWER TO SOBERSIDED SEAFARING SOTS

Dear Editor:

Enclosed are some excerpts from a letter I received from my brother in St. Paul, which I think will be of interest to the Seafarers who take pride in their drinking, and haven't fallen for this talk of Alcoholics Anonymous, which thinks all seamen should stand around like sober little saints.

My brother Muir writes that he is working as a roofer now, and probably will fall off a roof some payday and break his drunken neck. He says he hopes, if this happens, he will wake up in a drunkard's heaven, where:

"There are river of beer, gin springs, artesian wells full of whiskey, lakes of rum. When it rains it will rain brandy. When you milk a cow you'll get 200 proof alcohol (Grade A. Raw).

"There will be a liquor store every other door, with breweries in between. Sidewalks will be made of felt, slot machines in the street with whiskey jackpots; juke boxes that play when you stick an empty beer bottle in them. There will be streams of wine running down the gutter.

"When it rains, it rains champagne.

"There will be a Polish funeral every hour. When you go into a restaurant the menu will have: wheaties and whiskey, coffee made of finest beer, steak smothered in wine, pie a la rum, barbecued pork in stright rye, champagne ice cream, Southern style fried chicken with corn whiskey and gin gravy.

"The only law in the country would be: any person caught sober between 6 a. m. and 5:60 a. m. will be deported at once.

"There would be a town hall where the drunks all could meet every day and tell each other of the nightmares they had the night before, with cases of whiskey for the prize winners.

"There would a school to teach bartenders to mix drinks, the University of Bourbon, and



Old Port School of Rye for Boys.

"We'd have a circus, such as Hiram Walker, Bourbon and Sherry combine. Music furnished by Tommy Sot and his Whiskey Jug Band. There would be Ginny Rum Lee, the fan dancer, who uses beer bottles for fans.

"There would be doctors to check on your nerves. If you weren't nervous enough, they would put you on a diet of straight whiskey until you got

Log-A-Rhythms THANKS, UNCLE SAM!

By Mrs. W. L. Knowlton
In memory of my son, Carl A. Bennett, who went down with his ship in 1942.

We are the men of the Merchant Marine;

We are the men who sailed the ships;

We took the guns to the battle scene;

We sailed them through the tidal rips.

We are the men of the Merchant Marine.

Now there's a stamp to honor our name.

A stamp with the shape of a Liberty ship

Proclaiming to all in the future the fame

Of seamen who sailed on the final trip.

We are the dead, sailing on just the same.

Now, Uncle Sam, from the seas where we lie

We give our thanks; from the depths of the green

We hope in our hearts that no other men die

Sailing the ships of the Merchant Marine.

For we, too, sail on with the Merchant Marine.

Dear Editor:

I wish to submit this short poem to be published in the Seafarers Log. I am a volunteer worker here in the Marine Hospital at Galveston, Texas. I take the Logs to merchant mariners here every week and turn in their names to the Union. The Agent here knows me quite well, for I have been doing this work since I lost my son on the Alcoa Pilgrim on May 27, 1942, in the Caribbean. This poem is dedicated to the memory of my son. Yours for service to the Merchant Marine.

Mrs. W. L. Knowlton

BROTHER FINDS USS CLUB THAT IS 'REALLY FINE'

Dear Editor:

In recent editions of the Log I have read many comments on various USS Clubs. I wish to call your attention to a very fine one that I have been to not long ago. I am referring to the USS Club in the Carol Hotel in New Orleans. I am sure that all of you who have been there will agree with me.

Edwin Schenkman

well (delirious). You'd use beer labels and stoppers to pay him."

"D. T. Delirious."

Well, Brothers, there you have it. My brother may not get to heaven, but the sobersided sons of guns who write to the Log won't ever get to his heaven.

Eric Ivey Upchurch

NEW AIR SERVICE OFFERS PLANES FOR CHARTER TO SIU

Dear Editor:

We, of the Willis Air Service, Inc., can offer the members of your Union air transportation to any and all parts of the United States. In no time at all, after hitting the beach, the fellows can be on their way home in a DC-3 at a price that is within their means.

First, allow me to introduce the Willis Air Service, Inc., to you and your men. We are an all veterans organization from the President on down to the mechanics. Each member holds an equal amount of shares, thereby making it his own company.

It all started when a group of pilots in the Pacific made their dreams into a reality. Immediately upon arrival in the States, steps were undertaken to incorporate the members. This was accomplished in October of 1945.



Operations began in December and since that time we have flown throughout the United States, Nassau and Puerto Rico. Our immediate future calls for regular operating contract flights to Cuba and South America.

We operated a fleet of Douglas DC-3s with veteran pilots and mechanics. Our qualifications for pilots are as follows: They must have 3000 hours of multi-engine time, plus a C. A. A. Green Instrument rating, which is the highest qualification possible to obtain.

Under the C. A. A. regulations our Charter prohibits scheduling regular flights, which is the only restriction on passenger traffic. However, by calling us at our New York office, at 130 William St., we can arrange a charter flight to fly you men to your homes.

Don't delay—call WOrth 2-7836. Unless you do so, there might not be room for you on our next plane to California or any of the other states.

Raymond J. Gambon,
Sales & Traffic

JOCELYN TRIP, FINEST EVER, BROTHER SAYS

Dear Editor:

I have just come in off a 10 month and 18 day trip aboard the Henry Jocelyn of the Calmar lines. Our first port of call was Naples, then back through the Panama Canal and out of the Far East.

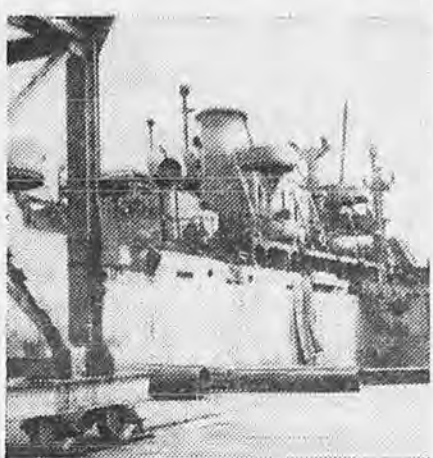
It was one of the finest trips I have ever made, with no real beefs in either the Deck or Engine Departments. The Stewards Department, however, had a 300 hour overtime dispute, which was settled at the payoff.

But other than the fact that the Chief Engineer threw his weight around a bit, all went well. He will not, by the way, sail SIU again!

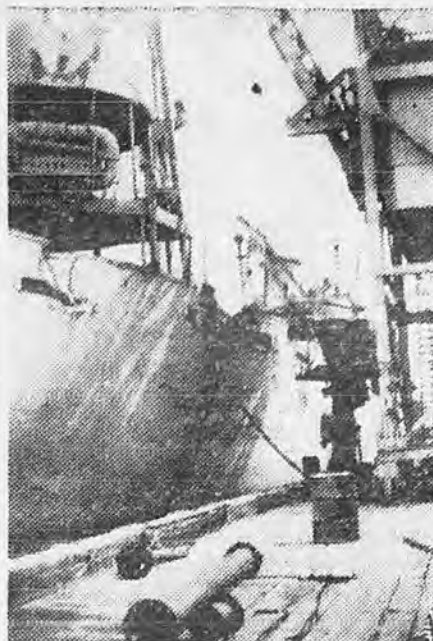
Among those handling the payoff were Paul Hall, J. P. Shuler, and Tex Suit. Yes sir, it was a very satisfactory trip!

Fred L. Pittman

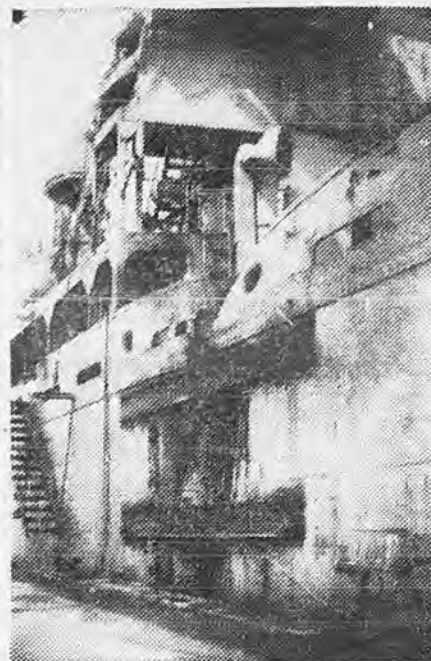
JOHN STEVENS ON WAY TO BONEYARD



These three pictures made by Seafarer Ernie Murphy, Second Mate aboard the John Stevens, show graphically why the old Liberty is headed for the boneyard. She has been rammed nine times since she was launched in 1941, the last time in Bolivar Roads off Galveston on February 13, after she was loaded and ready to go to Rotterdam. Coincidentally,



she was the thirteenth Liberty to hit the harbor. Brother Murphy reports that the trip-carders aboard her had their life-jackets on second after she was hit and were hollering for lifeboats! In a harbor, yet.



The Stevens has had many an SIU crew aboard her. At left, a tarp hangs over one gaping hole in her side; center, more beat-up plates, and right, a couple of girders holding her together amidships.

11 Priests Praise Delegate And Crew

Dear Editor:

As book members aboard the SS Button Gwinnett, we are sending this letter signed by only the book members. We feel that Bill Thompson, Book No. 18, has all the qualities of a topnotch Union man.

He has continually helped all the crew members aboard this ship on any problem that arose. Never once did he fail the crew in getting action on the different matters that arise during a trip. In our opinion he understands unionism 100 percent and sees to it that everyone receives a square deal. On several occasions throughout the trip he straightened out things for members and told the individual just what was right.



Enclosed is a letter received from the priests who came from Italy with us as passengers. The crew not only gave cigarettes, tobacco and razor blades to these priests, but donated \$76.00 to them.

Dear Bill Thompson,
Ship's Delegate:

As you have been the representative of the crew, so we address to you thanks for the gifts we received from your hands. In these gifts we've seen all the bounty of your heart, as well as your friends'. We will never forget you, because you are the first Americans we have known in our lives, and you have left in our hearts an impression you can never guess.

We wish you and all the men our best greetings for Easter, and at the same time we assure you that our masses on Easter Sunday shall be celebrated according to your intention, asking from God the best blessings for you, for the Gwinnett's crew and for all your relatives.

(The letter is signed by 11 Italian priests.)

Regardless of criticism or condemnation by captains or other officers Brother Thompson never backs down on any argument. Even after being fired by our Captain in Texas he didn't back down or stop fighting for us. Of

course our Chief Engineer refused to let him be fired at the above request.

(Signed) Charles A. Miller, Edward J. Clark, John E. Hurny, Richard Bairlein, Robert T. Burns, Manuel Polise, Henry Woods, John Faria, Purcell Powless, Pavils Kronberg.

YOU CAN GET LOG IN DENMARK PORT, THANKS TO TILLEY

Dear Editor:

I would like to tell you and the rest of the SIU Brothers of the trip of the Edward C. Janeway to Aarhus, Denmark with a load of coal. A good time was had by the crew.

We had eight days in this port and while here I made contact with three place to have the Seafarers Log mailed to. First is the Regitz Hotel where you can get



a good room and enjoy your stay and pick up a Log and read about all that is going on back home. Second is the Teater Cafeen, where you can see a good floor show and have that good looking blond on one arm while you sip beer with the other. The third is the Rico Restaurant where you can take your blond and really enjoy home cooked food and anything you want to drink. The place isn't a clip joint as Mr. Hans Neelsen keeps the prices down to suit all seamen.

Earnest B. Tilly,

COFFEYVILLE CREW LIKES OFFICERS FOR THEIR SUPPORT

We, the former crew members of the SS Coffeyville Victory (South Atlantic), wish to express through the Log the sentiments of the entire crew in regard to the militant stand taken by the ship's officers in supporting the crew in their many beefs against the bucko Skipper Ramm and Chief Engineer George Edlund.

These two birds are gentlemen of the first water outside of just being no good in general. They opposed the crew members in anything and everything that's good and decent for seamen.

The officers we wish to commend are Chief Mate Daniel Dalton, First Assistant; Walter Getherfert, Second Assistant; J. J. Heck, Third Assistant; James Stacey, and Junior Third Edward Hickock. These men are all militant seamen, and hold books in the ranks. We wish them good sailing wherever they may go.

Please send a copy of this letter to the MSBA and the MM&P.

Delegate Lukban, Chief Steward; George Belie, Asst. Electrician; Gustave Wirter, Chief Electrician; Reece B. Oliver, Chief Electrician.

CREW OF E. G. HALL WARNS MEMBERS ABOUT ENGINEER

Dear Editor:

The entire crew is hereby going on record to the fact that Mr. Aury Hutchins, Night Engineer on the E. G. Hall, Alcoa, in Searsport, Maine, is strictly a labor-hating rabblouser, and can show no proof of any kind of Union membership.

The officers aboard this ship report they have found the Engine Gang very faithful and competent in their jobs, in spite of the false tales this Hutchins tried to tell them about certain members of this Department.

Mr. Aury "Hayseed" Hutchins, seems to think the only way to get along with Union seamen is to threaten them constantly that he will call in the Coast Guard.

Print this in the Seafarers Log, so that our membership going into Searsport, Maine will know about this fink in advance and take steps to keep the company from hiring such, no good, incompetent, non-union help.

Signed by 19 crew members

USS NOW SERVES AS COLLECTION AGENCY FOR NMU

Dear Editor:

I am writing this little note in reference to the United Seamen's Service, Inc. The only thing I can truthfully say that's good about this outfit is they gave me this stationery I'm writing on.

Tonight, I walked into the USS Club and was asked for my last discharge, when it couldn't be furnished, due to leaving it in my room. I asked if my Union book would do the trick and she said "Yes." My dues were paid up to and including February. She said I couldn't come in because I was behind in dues.

I said "What the heck was my union dues to do with going in?" She said that was a union rule! Then I blew my top.

I said "That's no rule from the outfit I belong to. You're talking about that phony NMU."

I must have been talking pretty loud because a crowd had gathered. I told them I would write my Union and bring public and Union attention to this matter.

I gave her hell for about three minutes. Well, anyway, to make a long story short, I must have sounded very convincing for when I walked out, about half the place cleared out.

Here is some dirt about the NMU. I belonged to that outfit



in 1943. After a short trip to England, I was sent my induction papers.

I immediately brought them to the hall on 17th Street and was told they were very sorry they couldn't help me. He said "We have too many men in the union to bother with one man."

Very much disgusted, I ripped up my book and threw it in his face, and told him what he could do with it. I served six and a half months in the Army and was told "It was a mistake drafting me," and if I wanted a discharge I could get one, providing I go back to sea. And that I did.

I am in San Pedro now and the only boat that can be had in this port is the ferry, to and from Terminal Island. Stay clear of this port, brothers. So long now.

Frank (Cookie) Chiaia

CREW OF GORRIE THINKS SKIPPER IS REALLY TOPS

Dear Editor:

We, the entire crew of the SS John Gorrie of the South Atlantic Steamship Co., wish to express our deepest thanks, and highest praise for the outstanding Skipper of this vessel.

Harry Cavalier knows what the word crew means, because he himself came up the hard way, through the foc'sle. Maybe some of the oldtimers remember him as a AB on the old Waterman scow, Yaka. He was a member of the SIU until 1941 when he retired his book when he became Master.

Crew of the SS John Gorrie



BROTHER RAISES OLD QUESTION OF SHIPPING RIGHTS OF TRIPCARDS

Dear MR. Editor:

I'm calling you MR. because it seems that I have no right whatsoever to call you BROTHER.

They call me a Trip Card Member down at the Union Hall. I joined the Seafarers International Union on January 10, 1946, on that same day I got my first ship, it was anchored at Norfolk, Va. The only reason I got that ship was because the book members thought it was too far to travel down to Norfolk to get a ship, so, I, being a trip card member and being my first ship, took the job as an Ordinary Seaman on that ship.

Out at sea I learned all about this Union, and a little bit about the other Unions (Maritime), and from what I learned and from what I found out myself, I found out that the SIU is a swell Union, it's more than that, it's a DAMN good Union. It's Democratic as all hell and it has no equal, yes, IT'S ALL TRUE.

I signed off that ship, The Ida Straus, Miss. Lines in New Orleans on the 19 of March, 46, I got home on the 24th, I registered the 26 of March at the Union Hall, and as of this date and other date to come I WILL STILL BE WAITING FOR A SHIP. Up 'till April 23, I had \$25 paid on my trip card, on that day I paid an additional \$26 in assessments and dues. As of April 23, my trip card is ALL paid up. So, that day, I exchanged my old trip card registration card for a new one, I lost my registration date of March 26 for a card with the date, April 23 stamped on it along with a shipping number, No. 1294, when I paid that money and got a shipping number, I thought I had a better chance of shipping out, but nope, that shipping merely gave me priority over other trip cards shipping in my rating as Ordinary Seaman. Now what the HELL good does that do me when I haven't seen one trip card shipped out as OS during the time that I have attended the hourly calls down at the Union Hall. I swear to God, I've been down to that Hall so many times in the past month that I feel as if I live there.

Today, April 26, I went to the information window down at the Union Hall and asked Johnny Johnston what the deal was on that shipping card with 1294 stamped on it and TC 15565, written on it. He said that gives me priority over trip cards and that book members still have first choice. He also said, "You're only a TRIP CARD member, you don't belong to the SIU until you get your book." That really makes me mad, I paid a total of 51 bucks to the Union and one donation to the Log. If I'm not in the damned Union, WHY THE HELL AM I PAYING GOOD MONEY FOR? Just to enter the Union Hall and be allowed to look at the names of the ships on the board? WHY can't I get a ship, I guess because I paid \$51 to a Union that doesn't even exist? I ask you again WHY can't I get a ship?

I have nothing against the Union, I want you to understand, except that stinking damned system you have on shipping trip card members. The Union as a whole is a DAMNED good one, I have no doubts, about that.

I'm not going to ask you to print this in the Log, because I know you wouldn't do it anyway.

Sincerely,

Anthony J. D'Urbano

Dear Sir and Brother:

This is with reference to your status as a trip card member of this Union.

It is regrettable that you feel as though the Union has done nothing for you and although I cannot quite agree with you, I certainly understand your viewpoint. You must remember that the Union and its actions are made primarily for the protection of the Union members.

It is my opinion, however, that the set-up regarding trip card men will be changed in the near future because of such beefs as yours. Next time you are down the Hall, why not drop in and present your beef in person and I am quite sure some of these points can be explained to you.

Fraternally yours,

The Editor.

CUT AND RUN

(Continued from Page 11)

cooks food as poetically and humorously as he writes, he'll have plenty of sailors beach-combing the South American coast with him . . .

* * *

That was Bosun O'Sullivan having a loud nautical conversation with Kenny Marston last week . . . We would like to tell Martin O'Connor, who just came back after organizing the W. Whipple, that James Pren-

Slim, is in town and shipping out! . . .

* * *

It's good to see the shape of dergast, nicknamed Chicago Paddy Walsh after his recent trip and we hope that Paddy don't keep on looking so sad about something. After all, Paddy Hanson, who just came out of the hospital last week with his ever-loving pipe and a wish for a cup of coffee, always carries a smile with him. Perhaps he keeps remembering those good old times when he was young and fast? . . .

Analysis Of The Strike Wave

In the years following the strikes of the 1936-1937 period, the United States passed through an era during which few labor-management agreements were reached without government aid or interference. Both labor and management looked to the government for leadership. Few unions took any action which was not appealed to the government for mediation.

In the latest crisis, the Truman Administration has failed to provide the leadership which labor and capital have come to expect, and from that seems to stem the breakdown in labor-management relations.

This dependence on government help made for an era of union politicians, not union leaders. When the war drew to a close, these officials had to provide leadership, or stand the chance of being replaced by more militant men.

TAKE-HOME DROP

Of course, the entire strike wave does not stem from this cause. Some of the origins lie in the economic upheavals that accompanied the end of the war. The cut-back in production, and the resultant decrease in take home pay, made the worker eager for any action that would help him to earn more money.

The comparatively high wages of the war period had left their mark on American workmen and they wanted to know why industry could not utilize them fully during peace, as they had been used during war.

The factors that created the strikes were three-fold. First, the cut in hours of work and the resultant decrease in overtime and take home pay. Second, unemployment and the prospects that the situation might become even more widespread and far-reaching. Third, the fact that technological improvements had tended to make a certain percentage of workers unnecessary.

These, coupled with the Administration's failure to take the initiative in conciliation and in cushioning the shock of reconversion touched off the closest thing to a general strike that the United States has ever known.

BEEFS GREW

The voluntary no-strike pledge which labor gave during the war made it impossible for the unions to handle grievances expeditiously and at war's end, many locals had hundreds of grievances piled up which clamored for attention.

The strikes, as conducted during this period, set a new pattern. There was little attempt, by employers, to break the strikes by violent methods. Except in the electrical field and at the Yale and Towne Company in Stamford, the picketing was of a peaceful nature.

Labor and management knew that labor was strong enough to close the plants, and both sat around the conference table to battle the issues there and in the public press. Labor had definitely come into its own, and was being dealt with accordingly.

Another fact which proved that labor was a force to be reckoned with was the way most communities supported the strikers and were not taken in by the phony back-to-work movements and other labor baiting tactics which employers have used from time immemorial.

In communities clear across the nation, people rallied to the side

of the workers and evidenced the type of solidarity that caused capitalists and politicians to become frantic. In Stamford, Connecticut, and Bloomfield, New Jersey, both communities, including the public officials, gave whole-hearted support to the strikers. This was duplicated in practically every town and city in which a strike was taking place.

MAINTAIN PRICES

The third and most significant advance was in the argument, advanced by the Oil Workers and the Auto Workers, that industry could raise wages without increasing prices. The UAW, under the leadership of Walter Reuther, went even further. The union took the position that ability to pay was an integral part of collective bargaining, and that labor wanted "to make progress with the community and not at the expense of the community."

In spite of the phony company position that the UAW's request for a look at the books (to establish ability to pay) was really a step towards socialism, many thinking Americans agreed with the union, and a fact-finding board, appointed by the President, also took the same position.

The UAW strike could have been settled much quicker had the union been willing to accept the wage increase asked for without limiting the company's right to raise prices on finished goods.

WAGES ONLY

The steel strike, on the other hand, concerned itself solely with the question of wage increases and tacitly gave industry the right to raise prices as much as the market could stand. Consequently, although the Steel Workers were as deserving of more money as any part of the labor movement, public support was not as solidly behind them as it was behind the Oil Workers and the Auto Workers.

In the cases of both the steel and auto strikes, Henry Kaiser was the first to break the solid capitalist front. Two days before the steel strike started, he signed with the union for a wage increase of 18½c as suggested by the President's fact finding board, and during the GM-UAW negotiations, he signed with the Auto Workers for the same type of wage increase.

The electrical workers conflict was the most violent and hard fought of all the major work stoppages. The union successfully mobilized public support, but even so, anti-picketing injunctions were handed down, and violence marked the attempts of the company to instigate back-to-work movements. When the United Electrical Workers went

out on strike on January 15, over 80% of the electrical production of the nation was tied up.

An interesting sidelight on the whole situation was thrown by the upsurge of independent unions. The National Federation of Telephone Workers, with over 250,000 members, has had sporadic work stoppages to enforce its demands for a 30% increase in wages, and negotiations were only recently successfully completed.

COMMIE POLITICS

The communists, of course, have played a role in all these disputes. Concurrent with the end of the war and the change of Soviet foreign policy, the communists started a militant effort to eradicate the bad impression they had made during the war years.

The first blow was struck in the removal of Earl Browder who symbolized connivance with the capitalists. Following this, they fomented many wildcat strikes in unions which were unprepared to take action, and in general carried out disruptive practices.

Some of the strikes were totally political and were aimed at giving the Soviet Union a free hand on the European continent.

On one occasion they settled a strike in order to discredit the Auto Workers. This took place when the electrical workers of the General Motors Corporation came to terms with the company for an 18½c increase when the stated demands of the UAW was for 19½c, the same as the demands of the UAW. This settlement was characterized by the GM-UAW negotiating committee as a rank betrayal of the General Motors strikers and of the UE membership.

LITTLE INFLUENCE

On the whole, however, the communist party has had little influence on the militant policies of the unions. It has attempted to capitalize on the situation, but they have had little success in recruiting new members in the labor movement. The communist collaboration with the employers during the war does not lead workers into believing that the communists can give effective leadership to the working class during the turbulent period of reconversion.

Especially noteworthy was the defeat the communists encountered in the UAW elections in Atlantic City. Here Walter Reuther, an outspoken foe of communist influence in trade unions, was elected as president, in the face of all-out communist support of the incumbent, R. J. Thomas.

The conflicts which have taken place have caused great apprehension. Strikes are the indication of a defeat in the economic system. The knowledge that we face a major depression justifies the attempt of labor to consolidate its position for the coming struggle.

Unless we learn as a nation, how full employment can be guaranteed to those who wish to work, we face chaos and worse. Only militant unionism has shown the ability and willingness to solve the problems of unemployment and exploitation.

The responsibility for full employment and prosperity must be shared by labor, capital, and government.

Up to now, only labor has volunteered to carry its full share.



Make Isthmian SIU!

BULLETIN BOARD

MONEY DUE

Edward M. Rydon, Bernard Roosevelt and Nigel Stoneberg. Call at the Baltimore branch office and see Johnny Hatgimiosis regarding transportation vouchers from the Smith and Johnson Co., which are being held for you.

SS ROBERT G. INGERSOLL
J. Martinez. You have a divi-

sion of 550 extra meals, payable at the Waterman office.

SS SEA STURGIS

Frank Ross, SUP messman has 19 hours of overtime payable at the Waterman office.

Billy Butler, SUP messman. All your overtime records have been checked and you have received all money due you.

SS ROBERT M. T. HUNTER

The below named can collect at South Atlantic office, New York.
E. F. Potts, 5 hrs.; D. A. Natsch, 5 hrs.; W. R. Hynes, 3 hrs.; H. Kowalski, 4 hrs.; B. Viano, 3 hrs.; J. Cnagay, 2 hrs.

BEN GORDY

Your transportation for the trip you paid off by mutual consent in Charleston can be gotten from Bull Line, 115 Broad Street, New York City.

PERSONALS

ANTHONY SILES

Get in touch with Anthony Gniwepowski, R. 702 Indiana Ave., Glassport, Pa.

DEAN E. HORMEL

Get in touch with Attorney Richard M. Cantor, 51 Chambers Street, New York City, regarding your claim against the SS William Pepper.

ALPHONSE LANDRY

Your claim has been settled and you are requested to contact your lawyer, Silas B. Axtell, 15 Moore Street, New York City.

RAYMOND GUIDRY

Contact your mother in New Orleans at once.

HAROLD PHILLIPS

Please get in touch with Miss Mary W. K. Miller, St. James Apts., 530 N. Charles St., Baltimore 1, Md.

HOWARD L. WING

A settlement is waiting for you. Contact Richard M. Cantor at 51 Chambers St., N. Y. C., immediately.

SS SKAGWAY VICTORY

John Hane, \$2.00; Abdon Sylvera, \$1.00; Robert W. Randle, \$2.00; C. H. Graham, \$2.00; Charles DeLoch, \$2.00; Sebastian Corregal, \$2.00; Omar F. Collins, \$2.00; M. Dodge, \$2.00; J. L. Jones, \$1.00; W. T. Horsfall, \$1.00; D. W. Hartwig, \$2.00; L. Linton, \$2.00; C. N. Walker, \$2.00; D. D. Roberts, \$3.00. Total—\$26.00.

SS ALEX STEVENS

C. Lowe, \$1.00; K. J. Rasna, \$2.00; N. Brothers, \$1.00; C. Murello, \$1.00; E. Naulty, \$1.00; L. Sousa, \$1.00; J. M. Ledford, \$5.00; F. Torres, \$1.00; D. C. Blalock, \$2.00; Walter Taylor, \$2.00; O. Stuart, \$2.00; G. J. Wanka, \$2.00; Jules Barbarin, \$1.00. Total—\$22.00.

SS BLUE RIDGE VICTORY

R. L. Davis, \$1.00; H. F. Justice, \$1.00; A. D. Filiberto, \$1.00; R. H. Sinclair, \$1.00; J. C. Hoban, \$10.00; Guy Walter, \$2.00; C. R. Craig, \$2.00; K. R. Weddington, \$2.00; B. J. Espy, \$2.00; Robert Tharp, \$2.00; Einar Blakstad, \$2.00; Morris E. Southard, \$2.00; J. Buckley, \$2.00; Allen E. Williams, \$2.00; C. W. Fouchey, \$2.00; T. B. Black, \$1.00; E. L. Stakebake, \$2.00; Berrin Walker, \$2.00; Vincent R. Valentino, \$1.00; R. M. David, \$2.00; R. W. Hoglund, \$2.00; R. E. Entseminger, \$2.00; Julian Lewis, \$1.00; Gerald Lemmagne, \$2.00; P. Richter, \$2.00; James T. Klette, \$2.00; A. Aubin, \$2.00; John A. Russell, \$2.00; R. M. Douglas, \$2.00; J. A. Nickerson, \$1.00; David H. Nelson, \$1.00; Ed. Borkland, \$10.00; G. M. Gigantelli, \$2.00; C. Moonan, \$1.00; S. Meyer, \$1.00; W. Stoveland, \$2.00. Total—\$77.00.

SS R. HUNTER

T. Thompson, \$1.00; J. W. Ryan, \$2.00; W. Haynes, \$1.00; B. Viano, \$2.00; S. Smrynski, \$2.00; D. Higgins, \$2.00; C. B. Bregg, \$2.00; H. Kowalski, \$2.00; L. Alvar, \$1.00; R. F. Van Bannel, \$1.00; C. E. Hargroves, \$2.00; J. R. Gnagay, \$1.00; D. A. Natsch, \$2.00; N. Toske, \$1.00; K. Scheprebeck, \$2.00; K. S. Fornes, \$1.00. Total—\$25.00.

SS SHICKSHINNY

James Nolan, \$1.00; R. J. Kipp, \$3.00; R. Khrlly, \$2.00; V. Acabeo, \$2.00; P. Guerra, \$2.00; George Karaisz, \$2.00; C. Hosleta, \$2.00; H. Pabal, \$2.00; R. Heffley, \$2.00; J. D'Agostino, \$2.00; M. Dashukie, \$2.00; S. Mank, \$2.00; J. Robles, \$2.00; W. Kehrwieler, \$2.00; L. Fitch, \$2.00; A. Lotzgesell, \$2.00;

SIU HALLS

NEW YORK 51 Beaver St.
HANOVER 2-2784
BOSTON 330 Atlantic Ave.
Liberty 4057
BALTIMORE 14 North Gay St.
Calvert 4539
PHILADELPHIA 9 South 7th St.
Phone Lombard 7651
NORFOLK 127-129 Bank Street
4-1083
CHARLESTON 68 Society St.
Phone 3-3680
NEW ORLEANS 339 Chartres St.
Canal 3336
SAVANNAH 220 East Bay St.
3-1728
MOBILE 7 St. Michael St.
2-1754
SAN JUAN, P. R. 45 Ponce de Leon
San Juan 2-5996
GALVESTON 305 1/2 22nd St.
2-8448
TAMPA 1809-1811 Franklin St.
M-1323
JACKSONVILLE 920 Main St.
Phone 5-5919
PORT ARTHUR 445 Austin Ave.
Phone: 28532
HOUSTON 7137 Navigation Blvd.
Phone Wentworth 3-3809
RICHMOND, Calif. 257 5th St.
M-1323
SAN FRANCISCO 59 Clay St.
Garfield 8225
SEATTLE 86 Seneca St.
Main 0290
PORTLAND 111 W. Burnside St.
WILMINGTON 440 Avalon Blvd.
Terminal 4-3131
HONOLULU 16 Merchant St.
BUFFALO 10 Exchange St.
Cleveland 7391
CHICAGO 24 W. Superior Ave.
Superior 5175
CLEVELAND 1014 E. St. Clair St.
Main 0147
DETROIT 1038 Third St.
Cadillac 6857
DULUTH 531 W. Michigan St.
Melrose 4110
VICTORIA, B. C. 602 Broughton St.
VANCOUVER 144 W. Hastings St.

NOTICE!

R. Myers, Second Cook on Buntline Hitch: Patrolman Colls has \$75.00 for you from Mike and Johnny.

The following men of the crew of the SS Plattsburg, to whom Steward William Kaszubaski owes money, are requested to call at room 646 Times Square Hotel, 43rd and Eighth Ave., NYC:

Joe Bolsavotti, Ralph Russo, Barton Troutman, Bill Wingo, Buell Davison, Andries Rodriguez.

E. Bevan, \$12.00; V. Dominguez, \$2.00; A. Melendez, \$2.00; C. Hancock, \$2.00; G. Kourkounakis, \$2.00. Total—\$52.00.

SS OTIS HALL

J. M. Lord, \$2.00; J. Flynn, \$2.00; R. Casale, \$3.00; F. Dotti, \$2.00; G. C. Craut, \$2.00; R. W. Gienier, \$2.00; J. J. Connell, \$2.00; L. L. Dixon, \$2.00; F. Thomas, \$3.00; W. Flemming, \$2.00; L. Strong, \$2.00; E. Rockwood, \$2.00; R. B. Frazier, \$2.00; R. D. Bryant, \$1.00; F. J. Morrissey, \$3.00; J. Savio, \$2.00; J. R. Martin, \$2.00; C. D. Conte, \$2.00; J. E. Radigon, \$17.00; T. Gardner, \$2.00; H. U. Hansen, \$2.00; SS Otis Hall, \$4.00. Total—\$63.00.

INDIVIDUAL DONATIONS

Robert Urioste, \$1.00; Leonard Widelock, \$1.00; V. Puetvaro, \$2.00; George Krause, 50c; J. Troast, \$1.00; E. H. Yates, \$1.00; Albert Dufner, \$1.00; W. R. Morris, Jr., \$2.00; T. F. Maher, \$2.00; H. H. Johnson, \$2.00. Total—\$13.50.

John Pope, \$1.00; O. Usmann, \$1.00; Mohamed Halm, \$1.00; S. Roman, \$1.00; Rafael Vazquez, \$1.00; Albert H. Stimac, \$1.00; R. Hampson, \$1.00; Thomas Boland, \$1.00; Stephen Mangold, \$1.00; F. Misakavicz, \$1.00; Rudolph Michalek, \$1.00; E. Laychak, 50c; R. Northrop, \$2.00; Clifford E. Headrick, 50c; Pedro Morales, \$1.00; F. A. Edyvean, \$1.00; George Elot, \$2.50; A. A. Johnson, \$1.00; Walter Almond, 50c; B. Porcello, 50c; Charles Englesma, \$1.00. Total—\$21.50.

GRAND TOTAL—\$968.00.



NORFOLK

R. Ferreira, \$5.00; R. B. Jester, \$2.00; P. E. Powell, \$2.00; F. G. VanDusen, \$2.00; E. D. Jenkins, \$2.00; R. C. Beahm, \$2.00; L. L. Cason, \$2.00; S. E. Sheppard, \$2.00; W. A. Bigham, \$2.00; S. C. Pruett, \$2.00; R. L. Mudd, \$2.00; G. Hernandez, \$2.00; E. A. Reid, \$2.00; O. M. May, \$2.00; R. W. Anderson, \$2.00; W. M. Leech, \$2.00.

P. S. Morris, \$2.00; H. E. Nesbit, \$2.00; T. C. Milton, \$2.00. Total—\$41.00.

PHILADELPHIA

O. McLean, \$1.00; J. Macey, \$2.00; J. Cragg, \$6.00; W. Hoover, \$2.00; L. Hubbell, \$2.00; J. Tuck, \$2.00; W. Shoaf, (Crew of Port Christina) \$11.00; H. Thurman, \$1.00; J. Green, \$2.00; Paul F. Fritz, \$1.00; H. Kecanda, \$2.00; W. Hollansworth, \$5.00; J. Krauskopf, \$2.00; H. Rasmussen, \$1.00; T. Holland, \$2.00; J. Graham, \$2.00; W. Powers, \$1.00; H. Hastings, \$1.00; O. Fraiser, \$2.00; R. Horn, \$2.00; K. Kohn, \$10.00; W. Kohn, (Crew of SS Tonto) \$16.00; B. Hall, \$2.00; C. Garza, \$3.00; A. Green, \$1.00. Total—\$100.00.

NEW ORLEANS

J. T. J. Lewis, \$10.00; Crew of SS Coastal Herald, \$8.00; Crew of SS Peter Zanger, \$17.00; Crew of SS Brazil Victory, \$21.00. Total—\$56.00.

JACKSONVILLE

SS JOHN GALLUP

C. P. Blankenship, \$2.00; A. E. Smith, \$2.00; G. M. Williams, \$2.00; R. Kuntz, \$2.00; C. Taylor, \$2.00; W. A. Belcher, \$5.00; G. Davis, \$2.00; H. C. Rembliss, \$3.00; A. Patten, \$3.00; H. B. Patterson, \$2.00; H. Terrell, \$2.00; J. Martin, \$3.00; J. W. Reeves, \$2.00; L. Radeau, \$2.00; V. E. V. D'India, \$3.00; J. Kirk, \$1.00; J. Messick, \$2.00; J. O. Messick, \$5.00; H. L. Hostred, \$2.00; F. B. Rosenbaum, \$1.00; J. S. Chamona, \$2.00; H. Davis, \$5.00; D. G. Sorenson, \$2.00; J. L. Hunt, \$3.00; J. W. Davis, \$2.00. Total—\$62.00.

SS JOHN GORRIE

W. A. Adamson, \$2.00; J. V. Simmons, \$1.00; S. Mosakowski, \$5.00; G. Mather, \$2.00; J. J. Mallon, \$5.00; G. H. Junge, \$2.00; J. Chierra, \$3.00; F. Fox, \$2.00; D. E. McIntyre, \$2.00; F. Lindsay, \$2.00; J. Abrams, \$2.00; E. Gregocowski, \$2.00; J. Luvanes, \$5.00; H. E. Schmidt, \$5.00; W. Easmont, \$2.00; O. L. Kirkland, \$1.00; W. E. Dirlam, \$5.00; A. J. LaNocce, \$1.00; F. Luzzietti, \$1.00; W. F. Barth, \$2.00; A. W. Rummil, \$2.00; A. Strherolini, \$2.00; I. Toran, \$2.00; J. Redden, \$2.00. Total—\$60.00.

INDIVIDUAL DONATION

W. D. Crawford, \$5.00. Total—\$5.00.

BOSTON

INDIVIDUAL DONATION

S. White, \$1.00. Total—\$1.00.

NEW YORK

SS CARLE EYE

Paul L. Blair, \$1.00; B. H. Scott, \$2.00; Ira Williams, Jr., \$2.00; L. Min-
eur, \$1.00; R. Dillon, \$1.00; W. R. Buck,
\$2.00; H. Nettelblatt, \$2.00; SS Cable
Eye, \$10.00; C. Stephens, \$2.00; D.
Mentzes, \$2.00; D. Davenport, \$2.00.
Total—\$27.00.

SS J. LOW

G. E. Monroe, \$5.00; M. J. Dambrow-
ski, \$2.00; Henry Chenel, \$5.00; Joseph
Boutin, \$2.00; Franklin Wood, \$1.00;
John Zadakis, \$2.00; M. C. Edward,
\$2.00; Aud L. McIntyre, \$1.00; M. A.
Robinson, \$3.00; Joseph E. Senneville,
\$2.00; L. K. Helie, \$1.00; H. H. Power,
\$3.00; B. A. Ashwansky, \$2.00; M. D.
Tsokas, \$2.00; R. E. Crowley, \$2.00; T.
Mastaler, \$2.00; R. J. Gonthier, \$2.00;
N. D. Parsons, \$2.00; Arthur J. Dutour,
\$2.00; Edward Babbitt, \$2.00; Joseph T.
L. Dupere, \$3.00; Thomas Dineen, \$2.00.
Total—\$50.00.

SS R. M. PEARSON

B. B. Tipples, \$4.00; G. Guiseppe,
\$3.00; M. Raddin, \$3.00; D. Laner, \$2.00;
C. L. Sheppard, \$2.00; A. W. Salter,
Jr., \$4.00; L. G. Warren, \$5.00; W. L.
Skippard, \$2.00; J. G. Daley, \$1.00; R.
DeLaacquestaux, \$2.00; A. G. Howe,
\$4.00; S. D. Laney, \$1.00; C. J. Hill,
\$1.00; S. J. Towson, \$1.00; G. Stout,
\$2.00; C. B. Mitchan, \$1.00; C. W. Gar-
rison, \$2.00; E. Veal, Jr., \$2.00. Total
—\$42.00.

SS WM. BREWSTER

J. K. Gatlin, \$20.00; Joe B. Holden,
\$1.00; John D. McDaniel, \$1.00; Charles
L. Blackburn, \$1.00; C. R. Lane, \$1.00;
Wm. S. Baum, \$1.00; R. C. Tate, \$1.00;
R. M. Tate, \$1.00; R. L. Hughes, \$1.00;
J. Story, \$1.00; E. O. Gates, \$1.00; W.
T. Stricklin, \$1.00; J. E. Burrell, \$1.00;
Thomas McPherson, \$1.00; Madison
Blount, \$1.00; Rob Ferguson, \$2.00;
John Spruill, \$1.00; Hamilton Dailey,
\$1.00; E. O. Johnson, \$1.00; J. L. Wal-
lace, \$1.00; Thomas Dennis, \$1.00. Total
—\$41.00.

SS ALGIC

P. Cretello, \$2.00; C. Dawson, \$2.00;
W. Stewart, \$2.00; R. E. Brower, \$2.00;
A. K. Jockel, \$2.00; H. Lichtenstein,
\$2.00; L. R. Kramer, \$1.00; E. J. Leslie,
\$2.00; John Vatland, \$1.00; E. S.
Schroeder, \$1.00; H. Strackhan, \$1.00;
L. H. Barsh, \$1.00; P. R. Dahler, \$1.00;
H. X. Mez, \$2.00; A. V. Steele, \$1.00;
M. Wright, \$2.00; R. L. Harrell, \$2.00;
J. C. Tarkington, \$1.00; R. N. French,
\$1.00; L. W. Peppett, \$2.00; R. E.
Lansdell, \$2.00. Total—\$33.00.

SS GREELEY VICTORY

J. Demuth, \$1.00; Robert Wreden,
\$1.00; Charles Gansis, \$1.00; John
Alstatt, \$1.00; Edward Lewis, \$1.00;
John Walz, \$1.00; Henri Hillion, \$1.00;
Isadore Flaherty, \$1.00; R. D. Dona-
hoe, \$1.00; Joseph Guerrino, \$1.00; Gil-
bert Isnor, \$1.00; Frederick Ghiotto,
\$1.00; Augusto Leite, \$1.00; A. J.
Wright, \$1.00; O. Silva, \$1.00; Thomas
A. Chatfield, \$1.00; Fred Yauch, \$1.00;
A. J. Brewster, \$1.00; Sherwin Gorow-
sky, \$1.00; Domenic Taglieri, \$1.00;
Rober A. Therrien, \$1.00; L. R. Girard,
\$1.00; A. A. Erdmann, \$1.00; Leo C.
Tuttle, \$1.00; Wm. McNulty, \$1.00;
Melvin Tuttle, \$1.00. Total—\$27.00.

SS AIKEN VICTORY

A. Allie, \$1.00. Total—\$1.00.

SS FROSTBURG VICTORY

E. Snyder, \$1.00; C. J. Leger, \$1.00;
J. A. Rascik, \$1.00; K. Korneliusen,
\$2.00; B. Lesselroth, \$1.00; E. Barron,
\$1.00; J. Figg, \$2.00; G. Jensen, \$1.00;
G. Peppy, \$1.00; D. J. Dennis, \$1.00;
C. Ciatras, \$1.00; D. Ciccone, \$1.00;
R. Morrow, \$1.00; D. R. Nicholson,
\$1.00; J. L. Swann, \$1.00; P. A. Crecca,
\$1.00; C. Hardwick, \$2.00; A. G. Diaz,
\$2.00; J. Stombough, \$2.00; J. G.
Alsies, \$1.00; W. A. Brown, \$2.00; John
Schaefer, \$2.00; E. Malkiewicz, \$1.00;
L. P. Doleac, \$2.00; Thomas Stewart,
\$2.00; J. Podesta, \$2.00; R. Kidd, \$1.00.
Total—\$37.00.

SS MADOKET

J. M. Nelson, \$1.00; M. Lopez, \$2.00;
A. DelVoile, \$2.00; B. McKee, \$2.00;
J. Keesley, \$2.00; C. Wright, \$2.00;
B. Turk, \$1.00; J. Hall, \$2.00; E. Sigon,
\$2.00; J. M. Harris, \$2.00. Total—\$18.00.
E. Glassford, \$2.00; G. Peterson,
\$2.00; J. Walker, \$2.00; R. Protazick,
\$3.00; D. L. Beck, \$2.00; A. Wm. Pac-
key, \$2.00; L. Kubik, \$2.00; D. F.
Walters, \$3.00; R. Geiszler, \$3.00; H. E.
Murphy, \$2.00; W. J. Miller, \$2.00; A.
J. Coogan, \$3.00; A. Dans, \$2.00; A.
E. Majewski, \$5.00. Total—\$35.00.

SS COLABEE

J. Rocco, \$1.00; J. Petkac, \$1.00; H.
Schwartz, \$1.00. Total—\$3.00.

SS RICKETTES

James Mele, \$2.00; J. Distefano, \$2.00;
G. Passaretti, \$2.00; SS Rickettes, \$2.00.
Total—\$8.00.

SS F. H. HASSLER

J. B. Harrison, \$1.00; W. T. Frank-
lin, \$2.00; D. J. Monteleone, \$1.00; F.
R. Raiford, \$1.00; R. Persinger, \$1.00;
G. P. Raeburn, \$1.00; L. G. McNair,
\$1.00; G. D. Mumford, \$1.00; P. C.
Pearson, \$1.00; L. M. Voliva, \$1.00;
C. Gayler, \$1.00; M. Swain, \$1.00;
E. A. Boyd, \$1.00; E. J. Boyd, \$1.00;
S. L. Brown, \$1.00; B. Elotz, \$1.00;
P. S. Plesnarski, \$1.00; R. Butler, \$1.00;
S. Salagio, \$1.00; E. C. Bell, \$1.00.
Total—\$21.00.

The Eastpoint Victory Is SIU By 70 Percent

Continuing the pattern set by the overwhelming majority of isthman crews, seamen aboard the Eastpoint Victory recently voted in New York approximately 70 percent for the Seafarers and with a few doubtful votes which could bring the SIU percentage even higher.

Bosun Dominic Di Sei, volunteer ships organizer aboard the Eastpoint, reported a successful two-and-a-half months trip to Tenerife, Dakar, Monrovia, Luanda, Lobito, Matari, Takarati, and return. At the completion, the boys all had a bellyful of West Africa.

Unlike a number of other Isthman ships, the Eastpoint was fortunate in having a good complement of officers skippered by Captain Fitzsimmons. According to the crew, the Skipper was good on draws with the men able to get their cabbage on short notice.

"LINE" CROSSING

Twenty men, including the Chief Engineer, had never been across the Equator before, so it was necessary to give them the works on the trip down. Initiation ceremonies were conducted by the Bosun acting as Father Neptune and, traditionally, the gang all had the day off. Needless to say, they all had a good time, including the initiates.

After docking at New York's Pier 45, North River, upon her return, the Eastpoint was contacted by the NMU's hired water-taxi. They came out to see that the boys received the latest propaganda, and asked for an NMUer, AB Bozarr. For some unknown reason, probably because he knew how pro-SIU the Eastpoint was, this individual declined to show himself.

CLEAN PAYOFF

Standing right near the Bosun when the launch hailed their ship and asked for him, he still stayed in the background and refused to poke his nose out. The crew all got a kick out of his Yehudi act, and razed him unmercifully.

All overtime in the Deck and Stewards Departments was okayed at the payoff with only one

beef being raised in the Engine Dept. All in all, it was an exceptionally clean payoff for Isthman, due in part, of course, to the shipshape manner in which the men kept their overtime sheets a la SIU, and to the fact that they got overtime they were entitled to.

Bosun Di Sei intends to remain on the Eastpoint, because he realizes that, though the voting over on his ship, only part of the job of organizing Isthman is accomplished. After the election comes the bargaining negotiations for a contract, and negotiations are only as strong as the men behind you.

So these men are going to keep their ship strong until they have a signed contract with the Isthman Lines as proof of their militant strength and solidarity.

Crew Cleans Up Gabriel Franchere-Twice

Dropping in to the Log office the other day, ships organizer Arthur Hayston of the Isthman Line ship, Gabriel Franchere, gave us the story on how the crew cleaned up that ship on the recently concluded voyage—twice. Once was when the crew members, following the lead of the other Isthman ships, voted for the Seafarers by approximately 87 percent while docked at Mobile, Alabama.

The first time, according to Hayston, was when the crew found the ship in a filthy condition upon going aboard. Several men went to see the Captain, complaining about the mattresses and the general condition of the ship. As a result, new mattresses for the entire crew were secured. After a week of hard work on the part of everyone, the ship was in fairly good condition with all of the foc'sles spick and span.

GOOD TRIP

"We had a good trip," declared Hayston, "although the skipper, Captain Axtman, was quite strict. In fact, after we called a meeting at sea, the Skipper threat-

NMU Hints At Isthman Defeat

(Continued from Page 1) couple of doubtful votes were estimated, with the balance going to the opposition.

This vessel had been pointed out by NMU organizers as one of their strong ships.

Completion of the balloting on the Hord made a grand total of 58 Isthman ships which have already voted, or almost two-thirds of the entire fleet. Four more ships are due in port within the next few days, so the total not voted is rapidly diminishing, and another couple of months should see the complete fleet, including stragglers, all voted.

The score, with 58 ships completed, still gives the SIU a vote in the neighborhood of 75 percent of the total number of ballots. In terms of ships, only two of the 58 have definitely been

lost, six are in the doubtful column, and the balance of 50 ships range from 51 percent to 100 percent for the SIU.

In the face of these outstanding odds, the NMU has done an about face from the extreme confidence they were shouting from the rooftops a couple of months ago, to the present excuse-making policy as displayed in the NMU Pilot.

The following is a direct quote from the Pilot of May 3rd: "The Isthman Company has been feverishly conspiring with the SIU to steal the election from the Union."

Another quote: "Isthman has hired directly from SIU halls for months . . . but no matter how the results of the election stack up . . . fight company-SIU collusion!"

ISTHMAN'S EASTPOINT VICTORY



Here's another Isthman ship which went strongly for the Seafarers in the voting held in New York recently. Frustrated in his attempts to get aboard, the photographer was forced to grab this picture from the stern of another ship docked ahead of the Eastpoint.

SHE WENT 87 PERCENT FOR SIU



Here's part of the crew on Isthman's Gabriel Franchere which voted 87 percent for the Seafarers when she voted at Mobile recently. Front (reading from the left): A. Hayston, ships organizer, R. Parent, Turkettle, and J. Hansen. Middle row: B. Sincroff, F. Valsek, L. Larson, J. Wade, E. Steinach. Rear: W. McNutt, N. Phillips, J. Burgess, G. Rate, J. Collier, and D. Krenzinski.

ened to charge us with mutiny if we held any more meetings. But, that didn't bother us too much."

About three days out of Galveston, Hayston said that one of the crew members sustained an accident. He was unable to work with a badly injured shoulder, and, later, examination showed that he had compound fractures in two places.

As far as Hayston knew, this man received no medical attention other than superficial care. Further action is expected in his case.

When we asked Hayston what condition the Franchere was in now, at the conclusion of her trip, he asserted that she looked perfect as far as cleanliness and conditions were concerned. The Captain was so pleased that he wanted the entire crew to sign on again. However, most of them had other ideas, and wanted to head for home.

Lend A Helping Hand To Build Overseas Distribution Of Log

The question, "Why can't we get copies of the Log in foreign ports," is frequently asked the Log staff. The problem certainly exists, due to the closing of APO and FPO services, but with the cooperation of the membership a solution can be reached.

The first step in aiding in the world-wide distribution of the Log is to put the paper aboard all Seafarers' ships. On arrival in a foreign port, these copies should be taken ashore and left in gin-mills, cabarets, clubs, and other gathering places.

Another is to notify the Log office of places in foreign ports where seamen gather. Bundles of the Log can be sent to those spots, and they will thus be available to incoming seamen.

As one member put it, "The Log is our paper—let's make it the best-read and most-widely distributed union paper in the world."

We can do it—if every Seafarer cooperates.

MONTGOMERY CITY CREW



Snapped while aboard their ship, these Isthman seamen of the Montgomery City are proud of the fact that their ship voted 65 percent in favor of the Seafarers when she was voted while docked at Philadelphia.