

# SEAFARERS' LOG



Official Organ of the Seafarers International Union of North America

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No. 19

## Lee Crew Wins Extra Pay Award

SAN FRANCISCO—A decision which may have great bearing on the future treatment of seamen who are on board ships in foreign ports when articles expire, was recently handed down by the Shipping Commissioner in this port.

Stating that, "After careful consideration it is my belief that there was justification for discharge of the crew of the SS Richard Henry Lee with payment to them of one month's extra wages . . . had conditions at Shanghai permitted that action by the Consul," the Commissioner, Lt. Commander S. H. Waring, USCGR, awarded one month's extra wages to the seamen who signed articles on June 1, 1945, at New York.

This action climaxed nine months of arbitration, during which the Calmar Steamship Company tried every legal means to prevent payment to the men.

The vessel left New York on June 6, 1945, and after many stops, was in Shanghai on May 31, 1946, when the articles expired. On June 3 members of the crew presented to the American Consul a request for discharge on the grounds that the voyage had been unnecessarily prolonged.

### CREW CHARGES

Two of the allegations made by the crew were as follows:

1. This application is based on the grounds that the crew has completed the agreement.

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## Montreal Hall

A new Hall has been established for Seafarers in Montreal, Canada. Gene Markey is the new Port Agent. Address of the Hall is 1440 Bleury Street, and all crews coming in to Montreal are asked to see Brother Markey at the Hall as soon as possible. This refers in particular to Alcoa crews.

Pass this news along so that other Brothers will know where in Montreal they can find out the latest Seafarers news.

## Coast Guard Disrupts All Maritime Industry, SIU Tells Congressmen

WASHINGTON—Appointed by J. P. Shuler, Secretary-Treasurer of the Atlantic and Gulf District, to present the Union's position, Joseph H. Volpian, Special Services Representative last Friday appeared before a House Subcommittee to register the opposition of the SIU to House Bill 2966, which would extend the power of the Coast Guard over merchant seamen. Known as a bill "to amend the Administrative Procedure Act to authorize commissioned offi-

cers of the Coast Guard to preside at the taking of evidence in proceedings under section 4450 of the Revised Statutes," H R 2966 would empower CG officers to serve as judge and jury in the cases of merchant seamen charged with infractions of the law.

Public hearings on the bill were held last week, and in addition to Brother Volpian, Captain William Ash, Secretary-Business Manager of Local 88, MM&P, also testified in opposition to the proposed legislation.

The full text of Volpian's statement follows:

The Seafarers International Union of North America numbers approximately 90,000 unlicensed seagoing personnel whose sole means of livelihood are derived from their service on Merchant vessels, which sail on all oceans and the Great Lakes.

Our membership has a very real interest in the proposed bill H.R. 2966.

The writer has been in charge of the Special Services

As far as conditions on Panamanian ships are concerned, Lowey has plenty to say. Two stewpots are maintained, and the unlicensed men are frequently fed the leftovers from the officers meals.

Overtime is unheard of, and although the men are forced to do extra work, it is usually called "safety of the ship," and no extra pay is collected.

Quarters are overcrowded, with 3 and 4 men sharing one foc'sle. The officers, of course, have larger rooms, and only one man to a room.

### BUCK-PASSING

The men are under the protection of no flag. The British Consul tells them that the Panamanian Government is responsible for them, and the Panamanian Consul passes the buck right back.

When a man is injured, he is at the mercy of the company.

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## Panamanian Scows Are Hell Ships, Says Seaman Who Has Sailed Them

This is the story of Denny Lowey, an English AB who comes from a long line of English seafaring men. Denny has been sailing since 1937, right through the heart of the war years.

There was a time when ships were torpedoed as soon as they hit open water, and Nazi submarines were thicker than the fog which hides London skies during most of the year.

Through it all, Denny and his fellow shipmates, allied with the men of the United States merchant marine, kept the sea-lanes of the world open.

Soon the tide of battle turned, and there was no longer the same terrific fear of a Nazi victory. Then the big money men, in the United States and England started to lay their plans for breaking the seamen's unions



DENNY LOWEY

and for defrauding the U. S. Government of tax money.

American ships, built by American labor, paid for by hard-earned American taxes, and sailed throughout the war by American merchant seamen, were "transferred" to Panamanian and Honduran registry.

That's where Denny Lowey, and hundreds of other English seamen, came into the picture.

### ASSIGNED TO HELL

Denny was a member of the Merchant Navy Reserve Pool. He was assigned to a Panamanian ship, belonging to the Panama Transport Company.

It is significant that now the PTC has stopped masquerading under a fake name and openly admits being part of the Standard Oil of New Jersey.

Denny says he first became aware of this recently when the Franz Klasen, the ship he was on, had the old company name scraped off the bow, and the new company name, Esso, replace it.

## Norfolk Maritime Trades Council Prepares For Panamanian Action

NORFOLK — Steps are being taken by the local American Federation of Labor Port Maritime Council to throw picket-lines in front of all docks in the event of a boycott of Panamanian ships. The Council will be prepared to act on immediate notice.

Plans were drawn up at the April meeting of the Council, following discussion of the decision on the Panamanian situation reached at the national conference of the AFL Maritime Trades Department in Chicago recently.

Ray White, SIU Port Agent and Vice President of the Council, suggested a meeting with the local representative of the Greek

Seamen's Union with a view to securing greater employment for Norfolk members of the International Longshoremen's Association.

The meeting accepted a proposal by Daniel Alston, chairman, that a treasury be set up to cover local expenses and incidentals.

A communication from the MTD, emphasizing "that only AFL unions in the maritime trades shall be recognized members of the Port Maritime Council," was read at the meeting.

In addition to Brother White officials of the local group are Brother Alston, President, and N. B. Dillard, Secretary, both of the ILA. The council meets the third Monday of each month.

## AFL Longshoremen Swamp ILWU In Seattle Bargaining Election

SEATTLE, Wash.—The International Longshoremen's Association, AFL, scored a sweeping victory here over the CIO's Longshoremen's group, known as the ILWU.

The showdown came when the CIO unit sought an NLRB election to determine the bargaining agent for the foremen and checkers, jurisdiction over which the AFL union has exercised for years in all ports of Washington, except those on the Columbia River.

The result showed foremen, 102 for the AFL union and only 14 for the CIO group; checkers,

152 for the AFL and only 13 for the CIO.

Reporting the results to AFL, President William Green, E. M. Weston, president of the Washington State Federation of Labor, said that the Federation's successes in fighting off anti-labor legislation and in making the Washington Workmen's Compensation Law one of the best in the Nation, in addition to other gains by affiliated unions, a strong feeling had been apparent recently among some CIO members that they should "get into the main body of the labor movement."

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GEORGE K. NOVICK, Editor

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# "Brotherhood of the Sea"



## Not Forgotten

Every week, to every Marine Hospital where a member of the Seafarers International Union may be undergoing treatment, a Union Brother goes to see him.

And he doesn't go empty-handed. He takes with him money for cigarettes, copies of the LOG, other Union literature, and the best wishes of the membership for the ailing Brother's speedy recovery.

Being a member of the SIU is more than just belonging to a union. The motto of the Seafarers is "The Brotherhood of The Sea," and aboard ship and ashore, this ideal is constantly in the minds of all good Union members.

On this same page is printed weekly a list of Brothers in the various Marine Hospitals. This is done so that shipmates and buddies of the hospitalized Seafarers can know of their whereabouts and drop them cheering messages.

But even these items already mentioned do not sum up the extent to which the Union will go to insure comfort and good care for ailing members.

Any Brother who has been, or still is, in a Marine Hospital, knows that when the hospital representative comes around, he is ready and willing to listen to all complaints. Complaints that range from the quality and quantity of the food, to the type of treatment, to the infrequency of treatment.

And after listening to the beefs, the representative doesn't stop there. He goes to bat on every legitimate gripe. It is publicized in the LOG, and Headquarters starts wheels moving with letters to higher authority in Washington.

By such means, many intolerable situations have been cleared up, and conditions in many Marine Hospitals have been improved.

Within the past year alone, this program has resulted in better conditions, better food, and more efficient treatment for hundreds of seamen, since even seamen who are not members of the SIU benefit when the Union carries the ball.

So, Brothers, if you find out that you've got to go to the hospital for a while, don't fear that you'll be forgotten by your buddies. They'll write to you when they can, they'll see to it that you are supplied with smokes, and they will be ready at any time to make certain that you are receiving good care.

You won't be forgotten!



## Men Now In The Marine Hospitals

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

### STATEN ISLAND HOSP.

H. R. BELCHER  
E. E. CASEY  
V. PLACEY  
R. G. MOSSELLER  
E. CARRARAS  
M. BAUCSKI  
D. NELSON  
G. H. STEVENSON  
P. AMATO  
J. A. DYKES  
E. B. HOLMES  
C. A. MILLER  
H. SELBY  
W. R. BLOOM  
J. MOLINO  
F. NAGY  
J. BURGOS  
N. NEILSON

### BALTIMORE MARINE HOSP.

ALEXANDER DUDDE  
CHARLES SIMMONS  
CHARLES PAYNE  
CARLOS LEE JR.  
JOHN WEBB  
JOHN RILEY (G.L.)  
JAMES McMAHON (G.L.)  
ERNEST SIDNEY  
PETER LOPEZ  
MANUEL ROMERO  
GEORGE MILLER

WM. KEMMERER  
RICHARD HANSEN

### NEPONSET HOSPITAL

HUGH BURKE  
J. S. CAMPBELL  
LINDEN CLARK  
JOHN T. EDWARDS  
J. FIGUEROA  
E. FERRER  
J. R. HANCHEY  
C. LARSON  
L. L. LEWIS  
L. TORRES

### NEW ORLEANS HOSPITAL

GUS KREZTER  
C. MASON  
STEVE MOGAN  
R. B. "BOB" WRIGHT  
N. LONGTINE  
ED. DUDEK  
J. J. O'NEILL  
E. J. NAVARRE  
J. N. HULL  
C. TYNER  
C. J. COMPAN  
WM. H. CAO  
J. W. DENNIS  
ED. CUSTER  
WM. BROCE, Jr.  
GEO. F. DUFFY

## Hospital Patients

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

### Staten Island Hospital

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

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

ADAM KARPOWICH  
C. LOCIGNO  
WM. MEAGHER  
D. LAUBERSHEIMER  
G. F. HART  
H. N. LEAVELLE  
S. HAMILTON

### ELLIS ISLAND HOSPITAL

M. MORRIS  
W. B. MUIR  
D. McDONALD  
C. RASMUSSEN  
B. HOFFMAN  
J. KOSLUSKY

### CHICAGO MARINE HOSP.

LOUIS JOHNSON  
STEVE SCHULTZ  
HENRY LALLY

### BRIGHTON MARINE HOSP.

E. JOHNSTON  
H. SWIM  
E. MOFIENE  
E. DELLAMANO  
J. LEVACK  
D. BURLISON  
P. KOGOY  
J. MORRISON



## Moran Agreement

It was reported a couple of meetings ago that the Union was having some trouble in persuading Moran Towing and Transportation Company to open negotiations pertaining to increasing wages and overtime rates.

We were successful last week in negotiating with the Moran Towing and Transportation Company what are at this point the highest wages ever achieved for off-shore vessels by any Union. A complete story on this was carried in last week's issue of the SEAFARERS LOG, giving the full wage scale and copy of agreement reached.

It is to be noted that further meetings will take place in the near future between the Union and Moran, dealing with clarifications of various points of the working rules in this contract.

## Slop Chests

Membership meetings, both ashore and on ship, have repeatedly dealt with the question of slop chests.

Practically every crew has complained of the inferior quality and high prices of merchandise carried in slop chests on board SIU vessels.

This question has been referred to Headquarters for action by the membership. A letter was sent last week by your Headquarters Offices to all SIU contracted operators, requesting the names of the ships chandlers who supply slop chests for their particular vessels in all ports.

Once we have this available information, outfits supplying such slop chests in the SIU contracted vessels will be notified that unless all merchandise put on board all contracted SIU ships is Union made, fair priced, and good quality, that SIU crews will refuse to allow them to furnish slop chests for any SIU vessels.

This is a matter that will take some time, as the Organization has to be careful so that it doesn't become involved legally in this beef.

This matter will be handled by Headquarters, and a committee will be elected in the future



to survey all findings and make recommendations in order to put a stop to some of these high-jacking ships chandlers from robbing ships crews on slop chest items.

## SIU-SUP Probationary Members

It has been called to the attention of the Headquarters Offices that in a couple of Ports recently, probationary members, both SIU and SUP, were told they came under SIU shipping privileges, under the same rules as applied to trip-card and permit men and have pulled them off ships.

This is incorrect as all book members, regardless of whether they are probationary or full book members, are entitled to

# REPORT FROM HEADQUARTERS TO MEMBERSHIP



By J. P. SHULER, Secretary-Treasurer

the same shipping privileges.

Port Agents are hereby notified that in the future, they are not to remove any SIU or SUP probationary members from contracted vessels on the basis that they are entitled only to trip-card and permit men shipping privileges.

## District Transfers

It is recommended that no transfers be accepted from other Districts into the Atlantic and Gulf District until further notice by Headquarters Offices.

The Atlantic and Gulf District is fortunate in not having overloaded its membership roles in comparison with available contracted jobs. It is to our Union's advantage that we keep it that way.

A survey is now being made of the possibility of future jobs for the Atlantic and Gulf Dis-



trict of the SIU. Once this survey is completed, a policy can be introduced to govern transfers from District to District.

In the meantime, however, all hands should be aware of the fact that since the action taken at the Joint East-West Coast Agents Conference in Chicago, in 1945, regardless of which District issued a man's book, he is qualified for shipping rights, no matter in which District he is on the beach.

This matter of transfers is called to the particular attention

of the Ports of New York, Baltimore, and New Orleans, where most transfers have been taking place.

## Organizing

Mathiasen and Sag Harbor Tankers, Inc., have been notified of the SIU's desire to negotiate a contract as a result of the recent National Labor Relations Board Victory of the SIU in representing their unlicensed personnel. The date for the commencement of such negotiations will be made known shortly.

Earl Sheppard, Atlantic and Gulf District Organizer, who has been placed in charge of the Organizing Drive for the International in the Great Lakes Area, was recently in the Port of New York consulting the Atlantic and Gulf District Organizers, pertaining to the drive in the Great Lakes Area.

While here, he requested Headquarters Offices to notify all Atlantic and Gulf Ports, in the event of a request for help by the Great Lakes Staff, that the officials and membership are to cooperate in every manner possible.

The Agents Conference of this year recommended that the inland boats in the Gulf Area be placed under the jurisdiction of the Director of Organization and his Staff.

This has not been done to date inasmuch as there has been some confusion regarding this situation and it was impossible to turn this over to Gulf Area Organizer L. J. Williams until this situation has been cleared up.

My presence is necessary in the Gulf Area in the near future and, while there, this problem will be ironed out with Organizer Williams and New Orleans Port Agent Steely White, who up to this point has been in charge of that particular section

of the SIU. A full and detailed report will follow as to the outcome of this.

Headquarters Representative Robert Matthews last week was sent to the Port of Montreal,



Canada, along with International Organizer Gene Markey, for the establishment of an SIU Hall for the Port of Montreal, Canada, with the thought in mind of laying a program to enable the International to expand the scope of operations of the Canadian District of the SIU.

Gene Markey will be in charge of the Montreal Branch. All SIU crews are to make it their business to cooperate with him in every possible manner while in that area.

The Organizing Staff of the Atlantic and Gulf District has recommended to Headquarters Offices that the issuance of Isthmian Organizing books be temporarily suspended for the purpose of allowing for retrenchment of the Organizing Program of the Union.

Exceptions to this rule are to be made only upon recommendations by Organizers after a man applying for membership has shown sufficient amount of sea time while acting as volunteer organizer for the SIU.

A full program and details for the governing of admission of membership will be issued by Headquarters shortly. In the

meantime, no official is to take applications for new members.

Attorney Ben Sterling has completed the brief for the SIU in the Isthmian case. This brief will be presented to the National Labor Relations Board in Washington, D. C., shortly. More details of this case will be carried as soon as disposition is made of same.

## Union Expenses

Expenses in some ports have not been reduced to the point that was recommended by the Agents Conference.

An example of this not having been done is shown in the past New Orleans Minutes, where a motion was carried that further expenses be allowed to operate than those laid down in the proposals of the Agents Conference.

A further example was shown in the Port of Savannah where a motion was carried to have a secretary for the Branch, although the membership had ruled by overwhelming majority on the actions of the Agents Conference to eliminate same.

The Port Agents in these respective Ports have had this called to their attention, and the membership is hereby notified of this failure to comply with Union policy as per recommendation of the Agent Conference.

In the event that membership rules are not complied with by these two ports shortly, the membership will be given definite recommendations to eliminate these problems.

Financial reports from various ports, as submitted to Headquarters, show that some heavy "building expenses" are submit-



ted. Headquarters recommends that in the future no Ports spend money for "building expenses" until the proposed expenditures have been submitted for entire coastwise action as per the Constitution.

On another matter of expenses, a bill has been sent to Headquarters for payment for a multith machine in the Port of New Orleans. The bills submitted total over \$2,000.00, including the cost of the machine and various supplies.

This bill will not be paid by Headquarters until such time as the membership knows the score on it and has the chance to make a decision, as per the Constitution.

The last Agents Conference instructed the Secretary-Treasurer and the Headquarters Offices to see to it that the Union's program in all matters, and that applies specifically to the Union's economizing program, be exercised by all Port Agents.

It further provided that in the event it was not done, that violations of such policy were to be brought to the attention of the membership. This has been done.

In order to prevent such infractions in the future, it is recommended that the membership

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# Panamanian Scows Are Hell Ships, Says Seaman Who Has Sailed Them

(Continued from Page 1)

"And you know what that means," said Lowey.

Most of the men on these transferred ships have never seen a Panamanian port. They sign-on and -off in English ports, and do most of their sailing between United States and Far Eastern harbors.

The rate of pay is far inferior to American standards. ABs are paid about \$95.00 per month, Firemen the same, Oilers collect around \$100.00, and Bosuns only slightly more.

## NOT SCABS

Besides being resentful about their pay, these men realize that they are jeopardizing the standards of American seamen.

If there should be a boycott of Panamanian ships, the men now sailing the vessels would come right over to the SIU side, according to Denny.

So bad was it on the Klasen, which was the fourth Panamanian ship Lowey sailed on, that he had a nervous breakdown and was sent to the hospital. Upon release from the hospital he was offered another transferred ship, but instead of signing on, he headed right for the New York SIU Hall.

Here he received a warm reception, and his story was heard with great interest.

While Denny was in the hospital, his shipmates appealed to the National Maritime Union, CIO, for aid. In fact, representatives from the Joshua Macy, another such ship, also were in on the meeting. They were promised all sorts of help, but nothing ever came of it.

That's why Denny came to the Seafarers, and he has been helped. He's on an SIU ship right now, on a trip-card, and he

is free of the fear that turned him into a nervous wreck on Panamanian ships.

## HERE'S TRUTH

If there are any Congressmen who think that the many stories about conditions on Panamanian ships are exaggerated, here is first hand information. And it's only one of many such stories which have been told to officials of the Seafarers International Union.

Denny Lowey and others were put aboard Panamanian ships innocent of the conditions on them, innocent of the fact that they would be owned by U.S. capital, and innocent of the fact that they would be helping to break down what U.S. seamen have fought for so long.

They don't like it, and they want to do something about it as quick as possible.

That's Denny's story, and he knows what he's talking about.



# Wyandotte And Huron Crewmen Are Solidly Behind Seafarers

By PAUL WARREN

DETROIT—With the election on the two Huron ships scheduled for sometime between May 15 and June 11, and the election aboard the four Wyandotte ships probably being held within the next two or three weeks, crewmembers aboard these unorganized Lakes vessels are lined up almost to a man for the Seafarers International Union, AFL.

Bob King is working out of Alpena contacting these ships' crews, and I'm doing the contacting in the Detroit area down Wyandotte way. Besides these personal man-to-man contacts, a number of my very good friends on these ships are in constant correspondence with this office.

As a result of these contacts, both in person and via mail, we have built up a fine relationship between the six Wyandotte and Huron crews and the SIU.

In addition to signing up almost 100 percent as far as SIU pledge cards are concerned, a large number of these boys have taken out SIU books. This is further proof of how they feel about the SIU.

## PHONY PROPAGANDA

Several of these boys have sent in some of the NMU's current line of phony propaganda that they are mailing to Wyandotte and Huron crewmembers.

Seems as though they're using the mail route due to the rugged reception given a couple of their organizers. The Huron and Wyandotte seamen told these NMUers in no uncertain terms that they wanted no part of them or their phony union.

These fellows are really getting a big kick out of the NMU's empty promises to get them a 25 per cent wage increase, a 40-hour week at sea and in port, the 4-watch system, and 90 leave days a year with pay.

These are their promises, now let's look at the NMU's record as to what they actually got compared to what the SIU has secured in its contracts.

Let's look at the contracts which the NMU negotiated for the carferries. The carferries formerly worked a 7-day week with 30 leave days a year. Under the terms of the new NMU contracts the men work a 6-day, 48-hour week with 52 leave days a year.

So the NMU actually gained just 22 leave days a year, with no increase in wages, no overtime pay for the seventh day, and lousier working conditions.

Is that the kind of a deal that they'd give the Huron and Wyandotte seamen if they were foolish enough to vote for the NMU? The same kind of a sell out that the car ferry men got!

## D & C CONTRACT

Now, the SIU is not bragging about the D & C contract, but let's look at what we won as compared to the carferries.

In the Deck and Engine Depts., men now work a 44-hour week for the same pay as they received for a 56-hour week. Their mandatory monthly increase for week end overtime amounts in cold cash to an increase of \$52 a month.

On top of this, they receive \$1.25 an hour for all penalty overtime as specified in the contract.

Stewards Dept. members now get an extra days pay for each seven days worked, and have had their overtime rate increased from 5 to 15 cents an hour.

For all fit out, lay up and winter work, Deck and Engine men get \$1.60 an hour for the rated men and \$1.40 an hour for the unrated men. Stewards Dept. men get paid \$1.60, \$1.40, \$1.25, and 93c according to their monthly pay rates, and the low bracket includes bellhops and maids.

All time over eight hours in one day or 40 hours a week is paid at time-and-one-half.

D & C gains have been negotiated with the Bob-Lo, Georgian Bay, C & B, and other passenger and excursion lines under SIU contract.

## FREIGHTER CONTRACTS

The SIU is now negotiating with Midland, the sandboat operators, and all of our bulk freighter operators. These contracts have not been completed as yet, but among our demands are the 40-hour week, substantial wage increases, increased overtime rates, and improved working rules.

When we finish these negotiations in the near future, the results will be printed in the LOG, and the record will once again show that the SIU has set the pace on the Lakes as always.

We expect to get the 40-hour week, and the SIU will be the Union to do the job. SIU contracts and conditions have always topped the industry, and as long

as there is a militant Seafarer left we'll continue to win the best wages, hours, working and living conditions afloat!

Let's look at the record some more!

Back in 1942, the SIU first gained the 40-hour week for fit out and lay up. Yet, the NMU brags that they gained it through their phony strike in 1946! It's in the records. Check 'em for yourself.

We could go on for hours pointing out where the SIU and SUP have led the maritime industry for years, but we realize that most Lakes seamen know the score, and that's why they're going so strong for the Seafarers.

## NO PHONY PROGRAM

If we were like the NMU, we'd come out with a phony 1947 program and say that the SIU was going to get all unorganized Lakes seamen a 50 per cent wage increase, a 30-hour week at sea and in port, the 6-watch system, and 180 leave days with pay a year. But we're not like the NMU.

Sure, we want all Wyandotte, Huron, Hanna and Wilson seamen, as well as others we are petitioning for, to vote for the SIU. But the SIU will not try to insult their intelligence by handing them any line of bilge about our 1947 program!

Our program is, as always, to get the best wages, hours, overtime, working and living conditions in the maritime industry. Check the record to see if we haven't always secured our aims, then vote for the SIU!

# NMU Cannot Afford To Print True Story Of How It Sold Out The Carferry Workers

DETROIT—This is the real story of the NMU's finky sell out of their own members sailing the Great Lakes carferries. This is the truth which they didn't dare to print in the items in the Pilot regarding the carferry settlement. We challenge them to refute one word of this article!

While the SIU has been carrying on a battle to secure the 40-hour week for the Lakes freighters, the NMU sold its members down the river by signing a 48-hour week contract with no appreciable gains for the carferries.

At the same time, the SIU concluded the best passenger agreement ever made on the Lakes when the D & C pattern of a 44-hour week for the passenger ships was established.

## On Overtime

Department Delegates should check to see that all overtime is turned in 72 hours before the ship is scheduled to dock. But this does not mean to hold the overtime until then.

As soon as penalty work is done, a record should be given to the Department head, and one copy held by the man doing the job. In that way there is less chance for things to get fouled up.

Members of the NMU who sail on the carferries are now ready to disown their own so-called union for selling them out.

They were built up to high hopes by the NMU's avowed intention of securing them a \$100 monthly subsistence rate instead of the \$60 now being paid, seven days pay for five days work, and numerous improvements in the working rules and working conditions.

Here's what the carferries actually got under their new contract: a 6-day, 48 hour week with seven days pay (actually being an increase of only 22 leave-days a year, as they were already getting 30 leave days annually, and could take these leave days in groups of five or six for fishing or hunting trips). Now, it's mandatory that they take a day off each week.

In the new ferry agreements, there are no provisions for overtime work on the seventh day, and if the men should have to work on this day they would only receive straight time for it.

Contrast this to SIU contracts where the members secure \$1.00 to \$1.25 per hour for overtime during sailing season, and time-and-one-half doing standby work.

There was no change whatsoever in the working rules. In fact, the men are now asked to do all kinds of penalty work as

part of their regular work day with no overtime pay. This means that working conditions are now actually worse than they were before the new contract was signed.

Here's the real payoff! NMUers sailing the carferries were asked to ratify the new contract by means of secret ballots three days after the companies had asked them to clear up their back leave days.

In other words, the NMU had agreed to this sell-out contract before the men had a chance to vote as to whether they would accept it or not!

This is the outfit—the NMU—which is now circulating literature among the unorganized Lakes seamen, telling them of their marvelous program!

Is it any wonder that these same Lakes seamen laugh when the NMU even mentions the marvelous gains they are going to secure for all unorganized men on the Lakes?

Sounds like the old wobbly "Pie in the Sky."

The SIU doesn't brag about what we are going to do for all Lakes seamen some distant day in the future. All we are asking is that the unorganized Lakes seamen compare the SIU contracts and conditions with any others on the Lakes. Compare, then choose—the SIU!

## Active Seafarer



On the picketline and on the ship, Salvatore Garofolo is an active, valuable man. During the 1946 General Strike he was in the New York Port, but he has participated in other beefs in other sections of the country. Happy sailing, wherever you are, Brother.

## ATTENTION!

Crews of vessels putting in at Manila, P. I., are warned to be on the look out for a former member, James Harrington, who last paid dues in December 1945. This man has been going aboard SIU ships saying he is a friend of Union officials, and using it as a means of soliciting funds. His claim of friendship is entirely false, and Seafarers should bear in mind that he is in bad standing in the Union.

# Lee Crew Wins Extra Pay Award

(Continued from Page 1)

entered into on June 1, 1945, under whose terms the vessel was to be returned to a final port of discharge in the Continental United States at a date not later than June 1, 1946. This has not been done. On the contrary the voyage has been unnecessarily prolonged and is now being continued contrary to agreement.

2. As an indication of the inefficiency of these organizations, (vessel, owners, and Master) it might be noted that we have spent seven months out of the last nine at anchor in various ports and that we are still carrying cargo which was brought from England last September and never discharged.

Another charge made by the crew was that the slopchest was never adequate and failed to contain shoes, socks, underwear or work gear, and that fresh food was supplied for only 20 days out of the 250 days preceding the date the application was filed.

## AGREEMENT MADE

In his decision the Commissioner pointed out that although denials were made by the WSA, the Maritime Commission, and the company, that the vessel was kept out and the voyage prolonged through inefficiency and lack of diligence on the part of the owners and the Master, such was not the case.

In his findings he placed all blame for failure to complete the voyage within 12 months directly at the door of the owners, and that it constituted a breach of contract.

On the strength of the application, the American Consul, with the agreement of both parties, extended the articles for another 60 days, with the proviso that the "seamen of the SS Richard Henry Lee waive no rights to all wages and extra wages remaining due and unpaid; that their interests and rights under lawful agreements are in no way prejudiced by this extension."

At that time the ship was under the jurisdiction of the War Shipping Administration, and the WSA approved the plan of extending the articles so that the ship could be sailed to San Francisco, and agreed to abide by the Commissioner's ruling in regard to the request for one month's extra wages for all members of the crew.

It took nine long months before the arbitrator reached a decision, but that ruling bids well to become another strong plank of seamen's rights.

Heretofore seamen have not been able to collect extra, as a general practice, for voyages which extended beyond the term of the articles.

## Attention Agents

All applications for SIU burial benefits must be mailed to:

JOSEPH VOLPIAN  
Special Services Dept.  
Seafarers Intl. Union  
51 Beaver Street  
New York 4, N. Y.



# Mobile SIU Aids Phone Strikers

## Seafarers Mass On Picketlines With Striking Phone Workers

By CAL TANNER

**M**OBILE—Starting with April 30, the Seafarers of this port have marched side by side with the striking telephone workers. Not that SIU aid had not been offered previously; it's just that the phone workers' Strike Committee had not wanted any outside help.

But on April 29, after a request from the strikers, we called a special membership meeting and voted to support the National Federation of Telephone Workers morally, physically and financially.

Early the next morning, white-capped Seafarers massed on the picketlines with the telephone workers. Many of them asked for white caps, saying that they thought it a great privilege to wear the badge of the militant seamen.

A great many warm friendships have been started, and the strikers are learning a lesson in trade union solidarity.

### MATCHED STRENGTH

Since our first appearance on the picketlines, we have matched the strikers pickets with ours. Many of our men concede that lines maintained by the telephone workers are as fine and orderly as any they have ever seen, and are definitely in the best tradition of the SIU.

Meetings are being held twice daily, and with the help of Scott Walters, AFL Organizer, we are arranging to have speakers at as many of

these gatherings as possible. This procedure has raised the morale and stiffened the backbone of the strikers.

Girls representing the telephone workers now accompany the Patrolmen to payoffs to take up donations for the Strike Fund, and in true SIU fashion, our members have contributed handsomely.

For the record, it should be noted that the various AFL organizations have given generously of their time and effort. All of the Business Agents have assisted in all possible ways, and the unions have either already contributed to the Strike Fund, or have signified that they will do so at the next regular meeting.

Last, but not least, many of the cafes which seamen patronize have extended credit to the strikers.

### APPRECIATION

The best appreciation of the support being given by the SIU came from the publicity chairman of the telephone strikers. He said, "SIU support will, in my opinion, be the deciding factor in settling the strike in favor of the workers."

"We believe the presence of a strong union like the SIU on our picketlines will have a deciding influence on the management."

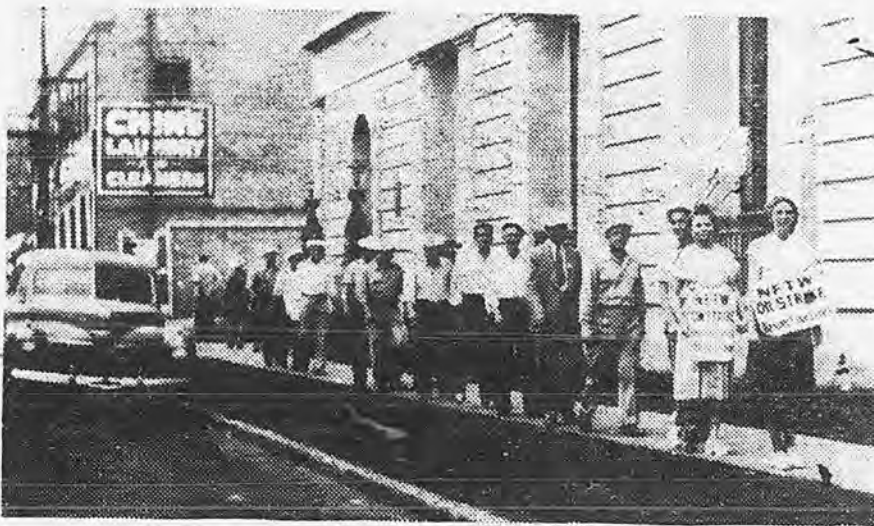
Words like these mean a great deal to us, and we're happy that we can be of assistance to these people.



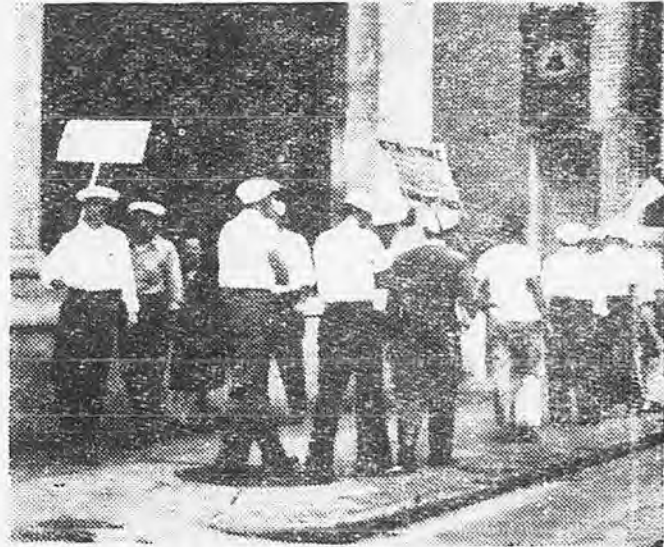
The Mobile SIU Hall was put at the disposal of the striking telephone workers, and they made good use of it. Meetings were held there frequently, and it became one base of operations. As shown above, the strikers and the Seafarers made friends, and with the SIU on their picketlines, the telephone workers were sure of militant support.



Those signs carried by the Seafarers, "SIU SUPPORTS TELEPHONE WORKERS," means just what it says. The SIU went to bat for the strikers, morally, physically, and financially. So did other AFL Unions in Mobile.



Picket signs of the National Federation of Telephone Workers, the NFTW, are up front, but the Seafarers can be seen on the same line. This picture was taken in front of the main telephone building, and shows the strength of the line.



Here's a picketline that's solid SIU. On the first day of Seafarers participation, the seamen massed on the line to bolster the morale of the strikers. It sure helped the spirits of the embattled workers.



That policeman on the right is minding his own business. And the picketers are minding theirs. Veteran Seafarers reported that the picketlines were orderly and solid, in the best SIU fashion.



This line looks like an all Seafarers picketline, but that may be because some of the telephone workers put on white caps as a tribute to the militant SIU seamen who came to help them out.



## Watch For Men Hired From Miami Fink Hall

By SONNY SIMMONS

TAMPA—Even with plenty of ships touching this port, we have kept trouble down to a minimum. But in every sunny day, we always prepare for rain, and so what happened last week came as no surprise.

The Mate of the SS Columbia Victory called from Miami and said that the ship needed a Deck Maintenance man, and that the Skipper was going to hire one from the Seamen's Institute.

A little bit of palaver, and the Mate was convinced not to do so, but to come to Tampa one man short.

When the ship arrived in this port, I checked and found that the Captain had hired a Wiper from the fink hall, so I pulled him off in short order.

One of the Firemen, although an SIU member, had also shipped from the Institute. It was too late to do anything about that, but I have wired ahead to New Orleans, and the matter will be taken care when the ship arrives there.

It would be a good thing for Delegates to make sure that no men are hired in Miami, since it's a 99 to 1 shot that any men who sign on in Miami come from the fink hall.

### PORT ACTIVITY

In port now there are two Waterman ships, with two more due soon. Bull Lines have one, and Pacific Far East has one. The Waterman Port Captain tells us that several ships will be coming in soon to load phosphate for Japan. That's all right with us—the more the merrier.

Rated men have no trouble shipping out of here. In fact, we are in need of ABs, Cooks, and Firemen. Even an OS or an MM has no difficulty making a ship. Sounds good, and we hope it keeps up.

## Norfolk Has Steady Flow Of Shipping

By RAY WHITE

NORFOLK—Shipping in Norfolk is booming again. The lack of rated men is still the problem, but so far we have managed to crew the ships efficiently enough to sail.

There is still a steady traffic of of SUP ships hitting this port. Eight paid off last week. Although, they were fairly short trips it made deck shipping good and the Acting ABs had a field day.

The usual run of ships in transit is about the same. The main problem aboard these ships is that the crew signs on without proper stores or repairs. The Membership was notified through the last issue of the LOG not to sign on until the ship was stored and the repair list taken care of. This should eliminate the problem.

The affairs of the port are in good shape. There are no beefs pending and shipping for the coming weeks looks good. Come on down to Norfolk and ship on anything from a tug to a tanker.

# AROUND THE PORTS

## More Shoregang Work Expected In Puerto Rico By SIU, ILA

By SALVADOR COLLS

SAN JUAN—Things here on the Enchanted Isle are popping fast. This port can use men in all ratings with plenty of jobs available in all departments.

In addition there are jobs available on the shoregangs for those of you who wish to soak up the Puerto Rican sunshine.

More work on the shoregangs can be expected as I expect to sign shoregang contracts with about six or seven companies if everything goes along as it is now.

It seems that the boys coming down here really like the Island, as there has been a board full of jobs for the past two weeks with few takers.

Of course, I don't blame the boys for wanting to enjoy the pleasures of San Juan, as there's plenty to do and it can be done

additional ports after they leave Venezuela.

We have been getting excellent cooperation from the International Longshoremen's Association down here.

They are going to negotiate their contracts with the understanding that all companies that have contracts with them must also sign joint agreements with the SIU. This is due to the fact that if we signed them by ourselves we would never have enough men for the jobs.

I want to thank the ILA for the fine cooperation they have given us both at work and in negotiations. I have tried before to negotiate contracts of this nature, but it has been an impossibility to meet with any of the companies as they wanted to deal solely with the ILA.

So, at the present time, we are negotiating jointly for shoregang jobs, and we expect, in the near future, to get a combined charter between the SIU and ILA.



here for less than most places.

This week, two more men joined the Beachcombers Club, but unlike most, they weren't particularly desirous of coming ashore into the ranks of the club.

### DOUBLE TROUBLE

They were on the Coastal Mariner where they ran into a bit of trouble, one for taking a couple of days off and giving the Steward a hard time, and the other for not standing his gangway watch.

Both men were logged, but I had the log pulled with the understanding that the men would pile off the ship.

Another beef I've been handling, of a little different nature, is going to cause someone to burn a little before it gets settled if the case is proven to be true.

One of the crew aboard the SS Marina claims he was beaten up by the Skipper and he has two witnesses to the act. The crewmember and the two witnesses came down to the Hall and filled out sworn statements to the fact. We expect to see some action on this in a few days.

This week I handled the payoff of the MV Ponce and squared away a lot of beefs that had accumulated. We have increased the holidays for the Ponce crew from nine to around twenty, which the crew was naturally very happy to hear.

### LONGER TRIP

I believe they will have a good payoff when they come back from their present trip, as they figure it will take over two months with stops at a couple of

## NO NEWS ??

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

NEW ORLEANS  
SAVANNAH  
JACKSONVILLE  
CHARLESTON  
MARCUS HOOK  
GALVESTON  
MILWAUKEE  
CORPUS CHRISTI  
SAN FRANCISCO  
ASHTABULA  
BUFFALO  
DULUTH  
CHICAGO  
CLEVELAND

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.

## Seafarers Continue To Establish New Gains On The Great Lakes

By HENRY CHAPPELL

TOLEDO—With the exception of a few odd ships in the shipyards, all of the some 50 ships that were laid up in this port during the past Winter months have already started on the 1947 Lakes season. 1947 should really be a banner season on the Lakes, and the shipowners should reap an exceptionally high harvest of profits on the seamen's sweat.

As usual, the Lake Carriers Association is laying back to see what the SIU gains in the way of wage increases and shorter hours before they establish any new scale. The SIU is the leader on the Lakes, and they all wait to follow our lead. This year is no exception.

The SIU has already gained the 44-hour week on the Lakes passenger boats along with numerous other gains.

Now, we're after the 40-hour week in the bulk freighter field, with corresponding wage increases and improved conditions over the 1946 contracts.

After we break the 40-hour week on the Lakes, other outfits will probably come along and claim that they did the job. Confidentially, we don't give a damn as long as all seamen benefit by our fight.

We're not in this business for publicity, but to win the best conditions possible for our members.

That way all seamen will benefit, because the LCA and other outfits will have to follow our lead. They always do.

### 40-HOUR FIT-OUT

Back in 1942, the SIU was the first to secure the 40-hour week for fit-out and lay-up. However, it wasn't until the Fall of 1946

that other seamen on the Lakes secured this gain originally won by the SIU.

That's what gives us a real belly laugh, when we read some of this lying propaganda put out by so-called unions on the Lakes. They even claim credit for the 40-hour fit-out and lay-up week. But the Lakes seamen know who won these gains back in '42—the Seafarers!

Through the fighting efforts of the SIU, many gains have been won on the Lakes—and many more gains will be won before we're through!

If we could win these victories on the Lakes with approximately 5,000 dues paying members, how much more could we win with the Lakes 100 per cent organized? Just answer that one yourself.

### BOSSES UNIONS

Here's another idea to mull over in your mind. The shipowners and the various big shots of industry have their unions, don't they? Sure, they have the National Association of Manufacturers, U. S. Chamber of Commerce and the various city chambers, Committees for Economic Development, and other outfits too numerous to mention.

On the Lakes, we have operators' unions like the Lake Carriers Association, the Propeller Club, and various regional and trade groups. If these guys can see the benefits of unionism, even if it is their own variety, why can't the unorganized Lakes seamen benefit by their example? Yes, in union there is strength.

And on the Lakes that strength lies in the Seafarers International Union, AFL. That's the only course to follow.

## Cleveland-Cliffs And Phony LSU Work Together

DETROIT—One of our Great Lakes Seafarers, whose name is being withheld due to the fact that he is now working aboard an unorganized ship, was in the other day and gave us a few details concerning the non-union conditions aboard the SS Joliet of the Cleveland-Cliffs Line.

According to this Brother, conditions on the Joliet are really lousy. This outfit is under contract to the phony Lake Seamen's Union. In fact, he says that conditions are the worst of any Lakes vessel that he'd been on in quite some time.

This scow was docked at the C&O docks in Toledo, and he went aboard her at the fit-out. The pump was drawing filthy water from the creek and crewmembers were forced to shower in oily, scummy water or else go without showers at all.

The big-hearted Cleveland-Cliffs management issued one face towel and one bath towel each week to the Joliet crewmembers. In addition, Cliffs seamen were forced to clean their own quarters, change their own linen, and make up their own beds.

### NO OVERTIME SHIP

Firemen cleaned the back heads without any overtime. Oilers were painting and chipping at all hours of the day and night at straight time. These were only a few of the non-union conditions on this Cleveland-Cliffs ship.

While they were at the dock, a lousy night lunch of bologna with no butter was the usual practice.

Oilers were told that they had to learn the different lights on the rivers, channels and other points so that they could record the engines' RPMs and note their position.

These were only a few of the rotten open shop conditions existing on a supposedly organized ship. Is it any wonder that Cleveland Cliffs seamen are really fed up with the phony LSU, and are looking for a decent union contract and decent union conditions?

Stick around, boys! You'll soon have the kind of conditions, contract and Union representation that you want. You'll soon have them because the SIU is on the march. Soon, THE GREAT LAKES TOO, WILL BE SIU, and there won't be any open shop conditions on the Lakes.

## Alcoa Corsair Ready For Maiden Voyage

Alcoa's newest luxury liner, the SS Alcoa Clipper, has arrived in New Orleans which will be her home port from now on. The Clipper features wide use of aluminum, which saves greatly on weight.

It has made it possible to retain 75 percent of the cargo space aboard the ship, while outfitting accommodations for 98 passengers. Aluminum is also practical since it does away with salt water corrosion.

The Clipper is capable of doing 21 knots, which will make her one of America's fastest passenger vessels.



## New York Has A Busy Week On Waterfront

By JOE ALGINA

NEW YORK — With business and shipping maintaining its steady pace, the Patrolmen have had a good crop of payoffs and sign ons in the past week.

Of the many ships contacted this week some were found in fine shape while others had beefs galore, but they were all handled in the usual SIU style and made shipshape once more.

One of the ships that had a good share of beefs was the SS Hastings, Waterman Line. She pulled in after a five months trip to the Far East, and at the pay off there were a lot of beefs to handle but the whole crew was there, all sober and very cooperative.

All three Delegates were on the ball with everything in order, all books collected and everything lined up for the Patrolman just the way they like to see it.

### OVERTIME BEEF

The major beef aboard concerned the Oilers relieving the Firemen so he could go below to the lower engine room to clean fuel oil suction strainers. On this beef they collected a total of 720 hours overtime. There were a few minor beefs concerning the Electricians which were put in order in short time.

Skipper Hugh Brown of the Hastings, is a former SIU member who has retired his book, and he cooperated with the crew and Patrolman all the way. It would be a pleasure to have more Skippers like him around. Life can be a hell of a lot easier if



there is just a little cooperation given, and the Skipper went all the way with us on that.

Another ship that wasn't as pleasant as the Hastings was the Fort Erie, Pacific Tankers. Three times the crew went aboard for the sign on, and each time they had to refuse to sign articles.

### GOT THE DRIFT

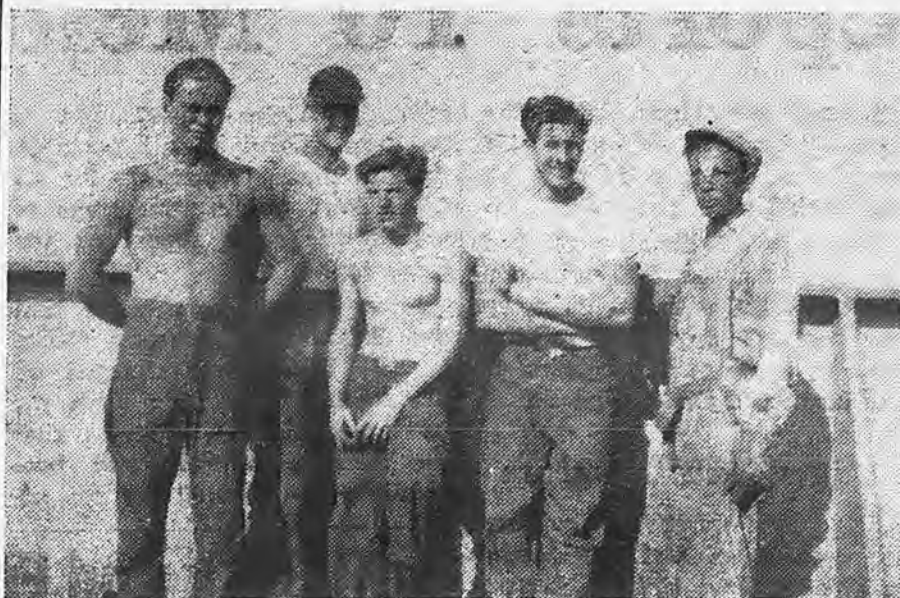
The ship had come in with a long list of beefs and repairs, and the company had done nothing to clear up the matter. After the third refusal, I guess the company got the drift, for they went ahead and made the necessary repairs and squared away the beefs.

The crew then signed on and the ship got out of port.

The Yarmouth, Eastern, is in port now on the last leg of her last trip before to Boston for repairs. There she will meet her sister ship the Evangeline which hasn't gotten away on her run as yet.

Calmar Steamship Company is now paying retroactive pay and the money can be collected at the company offices or by writing to 44 Whitehall Street, New York, N. Y.

## AROUND THE WORLD ON THE LAFITTE



Starting at Baltimore, the SS Jean LaFitte, Waterman, made a round the world voyage. Pictured above are, left to right, Henry C. Thornton, DM; Harold Spencer, AB; Fred Umholz, DM; James Marshat, DM and Deck Delegate; and Denny Wells, Bosun. The ship was out four months, and a good crew made the trip enjoyable. The Deck Gang especially came in for a lot of praise. The Chief Mate tried to foul things up, but more about him next week.

## Baltimore Boosts Ore Ships — They Have 'Best Quarters Afloat'

By WILLIAM RENTZ

BALTIMORE—Shipping in the port of Baltimore has slowed down just a little from the torrid pace it has been maintaining, but it still hasn't slowed down enough to make the crewing of the ships an easy task.

The slight slowdown has given the Dispatcher a chance to catch his breath and spray his throat, but he'll get little rest for his vocal cords for a while.

While on the subject of shipping and crewing ships, I'd like to bring to the attention of the members, especially those that ship out of Baltimore, the fact that they are letting themselves and the Union down by not taking these Ore Line ships.

The Ore Line contract is not the best that we have, but it is a hell of a lot better than riding unorganized scows, or for that matter, a lot of NMU contracted ships.

### SOME BRAND NEW

Several of these wagons are practically brand spanking new, and are reputed to have just about the best crew's quarters afloat. There are just a few of the old Ore boats left and these should not be neglected either.

If your beef is that the contract is just a little below the average SIU contract, all the more reason for you to ride these ships so we can bring the contract up to par.

So come on, fellows, let's not leave the jobs up to someone else. Let's ride these scows and line them up as they should be lined up.

The Rosario, formerly the Tristram Dalton, left here for Norfolk and then for Denmark.

Had a Waterman wagon sailing for Norfolk also, after which she is going to Gdynia, Poland. Ted Babkowski is aboard her as well as several other good SIU men. She should come back in as clean as a whistle.

### STEADY RUNS

We still are covering the Alcoa ships on their steady Bauxite run and the Ore ships on the Cruz Grande run. The Joshua Hendy, South Atlantic, was in and left for North France.

We also have a few ships running to Denmark and Italy as well as the Bull Line tubs running to Puerto Rico and coastwise to Tampa and Boca Grande. In addition we have the usual run of Tankers in and out, so, you can see shipping is booming out of this port.

The baggage man in this port would like to notify all members



that there is baggage on the racks dating back three and four years. Unless the owners claim the gear or send a letter asking for such luggage to be held, it will be disposed of to some charitable institution.

And that's the story from Baltimore this week.

## Shipping Boom In Port Boston Undergoes A Slight Recession

By JOHN MOGAN

BOSTON—It must be reported that the shipping boom in New England has come to an end—temporarily. We've just finished the slowest week we've had around here in a long time, and the outlook for the next week is not so hot either.

One pay-off which was scheduled to start the week off was cancelled, so the time is past due when the boys should be notified that shipping will be slow in Boston. But unfortunately, by the time this article hits the printed page, the outlook may be altogether different.

However, strangely enough, as bad as shipping was this past week, it was still necessary to issue permits in order to get the ships out.

The Fort Winnebago paid off in Portland on Friday. All the replacements that were wired in from the ship were obtained and dispatched to Portland; then, after the pay-off, when the ship was scheduled to get away, the Mate up and fires three of his deck gang, thus delaying the ship until we could get the replacements up there on Saturday.

In a case like this the Union certainly cannot be blamed for the delay, rather, the Mate who would blow his top at the last minute when the ship is ready to sail, should get the rap.

### LACK OF MANPOWER

Then, too, we had the Willis Vickery, American-Pacific, come in here short three men on deck. The gang called the hall and stated they wanted a full crew on leaving Boston. The beef was taken up with APL, who wanted to sail light for the return trip to New York, and it was finally agreed that the three men would be put on here.

So what happened? Three men are dispatched, more trouble develops, and others in the crew pile off—the ship sails to New York short four men on deck!

A check on the ships in transit very often reveals they are sailing short-handed, and of course the companies and agents are notified that the needed men must be put on. Then, just often enough to make us look bad, the jobs stay on the board for a couple of days and the vessel gets away—still shorthanded.

The weather up this way has been pretty lousy for the past

couple of weeks, and a case of gripe kept me in bed for three days. Everything went along smoothly in my absence from the hall.

Shipyard delays in connection with the Evangeline stalled off for a while the inevitable headaches in getting this scow straightened out. Incidentally, there appears to be enough men available to man the Eva around



the hall at the present time—but one never knows how many men will actually take the jobs once they are posted.

As predicted here recently, the Nantasket Steamship owners bought out the Provincetown excursion run, and are bringing up a brand-new ship to place in operation around May 30. Since we already have a contract with the Nantasket people, the Provincetown run is automatically brought into the SIU orbit.

This also severs the last connection that the fink New Bedford outfit had in Boston. Hence, the advent of good weather will bring to the Avenue a sizable number of pretty good summer jobs for SIU members who want to homestead it for the summer.

So much for this week. Will be back next week with news of increased activity on the Boston waterfront—we hope.

## Grange Victory Makes First Stop At Miami

MIAMI—Hopes that this city will emerge as an important East Coast port were increased with the arrival recently of the SS Grange Victory, first ship to call in Pan-Atlantic Steamship Corporation's newly-scheduled cargo service to Miami.

The vessel put in amidst much fanfare, with local officials and representatives of the Waterman Steamship Company of which Pan-Atlantic is a subsidiary—expressing optimism over Miami's future as a port of call.

The line has already instituted a regular twice-weekly schedule linking the East ports with Miami and the Gulf, including one direct New York to Miami sailing.

Local enthusiasm for this famed resort city's entry into the maritime picture culminated in a cocktail party in the Columbus Hotel for the SS Grange Victory's 34-man SIU crew and steamship line officials.

Coming from Boston, the Grange Victory unloaded about 1,000 tons of freight and took on about 300 tons for discharge at New Orleans.

## Lakes Look To SIU For Changes

By JERRY LICHTMAN

SANDUSKY — Our organizing drive on the Great Lakes continues to move at a rapid pace as ship after ship lines up for the SIU.

Having talked to many hundreds of Lakes seamen in my organizational activity in this port and various other Ohio ports, I can truthfully report that these men are going for the SIU in a big way.

The vast majority of the unorganized Lakes seamen whom I have contacted, are fed up with the rotten open shop conditions which have prevailed on these Lakes for many years.

They see SIU contracted ships and talk to Seafarers crews about the conditions and contracts which all Seafarers enjoy. Then they want the same for them-

selves.

Unorganized Lakes seamen are tired of being orphans as far as hours, working and living conditions are concerned. They're tired of fitting out on the run, painting, chipping scrubbing, all at their regular rate of pay. Now they're looking to the SIU for some changes.

Now that the Lakes seamen realize what an SIU contract means, they're all for us. They know that job security, job seniority, competent union representation, and overall AFL protection come with an SIU contract, and they won't settle for anything less.

Just like that well-known hat slogan on the radio, the Lakesmen believe, "Don't take less than the best; don't take less than the SIU!"



# Headquarters Reports To Membership

(Continued from Page 3)  
immediately take interest in this problem and take action to put a stop to unnecessary spending of the Union's money.

## Coast Guard

The Union's position regarding the necessity of removing the Coast Guard from control of the Merchant Marine is known to all SIU members.

We have unequivocally opposed the military having control of any part of civilian workers since the very inception of their tyranny over the Merchant Marine.

In line with this consistent SIU policy of anti-military control, Headquarters Offices assigned Joe Volpian, Special Services Representative, to appear in behalf of the Union and present our position to the Congressional Committee on Judiciary in Washington, D. C., on May 2, 1947.

This full verbatim report as given by Brother Volpian is carried in this issue of the SEAFARERS LOG, on Page 1.

The membership should make it their business to see that they

appearances of various Union Representatives will have on this committee. Such a thing is unpredictable.

The only predictable thing is the fact that the SIU will continue to fight with all its power any form or degree of military control over our members by any branch of the Armed Forces.

## Educational Program

The membership has referred the problem of Union education to this Office. Ships' libraries are now being assembled which will be put on board every SIU contracted vessel. This library will contain bound volumes of the SEAFARERS LOG for the entire year of 1946.

In addition to these bound volumes of the LOG will also be carried various other Union publications—some of them already off the press—others now in the process of being set up.

These libraries will be made available to every ship's crew, but will not be available to individual members desiring one. This is because of the limited numbers of the bound 1946 LOGS that the Union has on hand. There will be a cost of approximately \$10.00 to each ship's crew that these libraries are placed on. This will cover actual cost of putting up this gear.

The necessity of charging each ship's crew for this library is evident, inasmuch as it will mean a saving of thousands of



dollars to the Organization, and will limit to actual cost to each member of a crew 25c or 30c.

Headquarters will notify all members when these libraries are available for placing on board SIU ships.

## On Headquarters' Report

The Headquarters Report in the past has been submitted first to the membership at the regular meetings of the New York Branch, and acted on, and then referred to the outports through the medium of the New York minutes for final action two weeks later.

Recently, after action was taken by the New York membership, this Headquarters Report has been run verbatim in the SEAFARERS LOG with later and final action taken by the outports.

It is necessary in the future that full coastwise action on Headquarters Report be taken by a majority of all Branches holding meetings before publishing the Headquarters Report in the LOG.

Therefore, it is recommended to the membership that in the future Headquarters Reports be completed Saturday night before the following Wednesday

meeting. These reports are to be then mailed to all ports in time to make it possible for all A&G Port holding meetings to act on the same report on the same night.

It is to be remembered that the Secretary-Treasurer's Office of this Union was charged by the Agents Conference with the full responsibility of seeing that the Union's policies and programs are executed by all of-

ficials in all branches, as well as by the membership.

By adoption of such rule, it would make Headquarters enforcement of Union policy and program more simple, in addition, of course, to allowing the membership in all the outports the benefit of acting on Headquarters Report at the same meeting, as does the membership meeting in the New York Branch.

## NMU Rank And File In Houston Revolts Against Commie Piecards

By G. "TEX" SUIT

HOUSTON—The old saying, "While the cat is away, the rats will play," could be appropriately applied to the NMU officials in this port. For while the membership was away, the local agent Boyes and his trustworthy Patrolman, instead of attending to union matters, were found to be devoting their time to a communist pow-wow.

When the word got around, the membership called a special meeting and after an all day session, decided that the two party line boys should be allowed full time to the cause, and in the future they would not have to bother with petty things such as union business.

They also decided that the officials should be replaced with men who would attend to union matters and not the latest swerve in the party line. They then elected two new officials.

## ORDERS COME

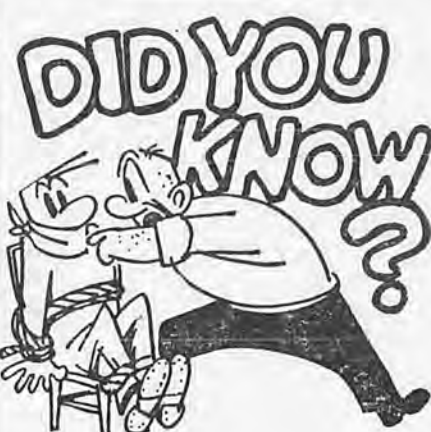
Things were looking good for the anti-disruptionists, when Ferdinand "the fink" Smith wired the local Moscow boys telling them to start their disrupting tactics. The cue was quickly taken and a special meeting was called stating that the ouster of the CP boys was unconstitutional.

The commies also said the membership had no say in the matter as to who was to be the officials. They produced a telegram from Ferdinand stating that it was his decision and not the membership's to decide whether or not an official is to be relieved of his position.

Upon hearing this, an appointed Patrolman took the floor and

commies are still in the street, and the rank-and-file is in charge.

Who knows what the turn of events will bring. History is again repeating itself, but I bet Uncle Joe isn't fiddling while his dream boat burns. The disrupters will get another assault plan mapped out and storm the local NMU bastion once more. The embattled rank-and-file has a job cut out for them, but here's hoping they come out the victors.



By JOHNNY JOHNSTON

It is interesting to note that although under the ancient codes, "Article XIII of the laws of Oleron" of merchant seamen's rights, the seaman was entitled to maintenance and care, he still could be put to death for desertion.

Later he was subject to branding and imprisonment. Being a transient with practically no voting power, he was victimized and exploited. The shackles of serfdom clung to him, and in some countries still cling.

It was undoubtedly the friendship and affiliation of the International Seamen's Union and the American Federation of Labor, and their great leaders, Furuseth and Gompers, which caused the passage of the Seaman's Act and raised the seaman's status from that of serf to freeman.

## Unclaimed Gear

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

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

Gear without addresses will be disposed of otherwise.

## Outlook For New Hall In Philly Is Poor, Shipping Remains Good

By E. S. HIGDON

PHILADELPHIA—For months now we've been looking for a new Hall in this fair city, but so far we've drawn a complete blank. That new Hall is still as far from sight as it was when we answered the first For Rent ad.

Everything that we've looked at is priced out of our range, most places asking twice what they wanted a couple of years ago, so it looks like we'll be working out of the same location for some time to come.

The one place we find things moving is out there on the point of production. We paid off several ships and all beefs were settled in the SIU manner.

Also moving along is the shipping boom we've been enjoying for several weeks. This port has been so short of ABs that we've been calling New York for men.

The Hall J. Kelly, Waterman, which has been idle for a couple of months, is going to take a crew soon. She is at present in drydock getting repaired, and will be ready for sailing in a short time.

## TOP SHAPE

One of the ships paid off this week was the Petrolite of the Mathiasen Company. She was in very good shape and the whole crew was pleased with the SIU victory in the Mathiasen election. The crew was anxious



joying the atmosphere and climate of the City of Brotherly Love. The boys, I am told, stopped off for a meal before dropping in at the Hall. Rumor has it that they were afraid they would be handed a registration card and with it an assignment card. Maybe they're right.

The newspapers and newsreels these days are sure giving a big play to the teachers, telling us all about the starvation wages the teachers are getting. It really strikes us funny, however, that they aren't saying one word about the poor striking telephone operators out on the picket line.

We are fully in agreement that the teachers deserve more pay and all the publicity they can get, but it makes one wonder about the minds of the press, radio and movies.

Could it be that it is healthier to support the teachers, who will get their raises from the state than it is to attack a giant corporation like the Telephone Company?

## NO MENTION

Another thing has us puzzled. Everyone is blowing his top about priorities for the veteran. Even the Civil Service is boasting about the many vets they have on their payrolls.

The climax, however, is reached when the Federal Housing Administration broadcasts for housing space for veterans. Again, make no mistake, we're behind the vets, but it seems strange that no mention is made of the need of housing for seamen.

Well, I guess the seamen, according to the FHA, will have to sleep in the park—correction please—the families of the seamen.

Ring the chimes for an exceptionally clean pay off on the Alexander Graham Bell. We are bowing our hats to the Stewards Department in particular for the fine chow they served. No wonder the crew was on the ball at the pay off.

to learn when they would have an SIU agreement. Very soon, Brothers.

Walter Gardner and Charles Bush got off the Robert Ingersoll in Norfolk and are now en-



said the membership was within its rights by removing the commies.

Then the local disrupters again tried to take over the meeting and have the new officials thrown out of the meeting, but this plan backfired and the local disrupters were forcibly ejected from the premises.

## TWO UP

At the moment the score stands two to nothing in favor of the membership. The two



## THEY MAN ISTHMIAN'S CITADEL VICTORY



The Citadel Victory's Deck Gang: Kneeling, left to right, W. Thompson, Deck Maint.; Miller, OS; Harry Monahan, OS; and T. Bruder, AB. Standing, left to right, A. Rosendale, Carp.; S. Dawe, AB; H. Murranka, AB; D. Story, Bosun; W. Kavitt, AB; R. Sigwart, AB; C. Loades, AS; and Smokey Ouwenall, Deck Maint.

## Buckos Have A Real Field Day On Isthmian's Citadel Victory

By D. D. STORY

(Ed. note:—The writer of the following article is an oldtimer in the SIU. He has been riding Isthmian vessels since the start of the campaign).

What I thought would prove to be a successful voyage on the Isthmian scow, the SS Citadel Victory, turned out just the opposite. Having aboard a strictly bucko Skipper and a kindergarten King's Point stiff for a Chief Mate did not help matters in the least.

The Mate, who is supposed to come from a well-to-do family,

has never worked a day in his life. Yet this man was expected to be able to supervise the upkeep of a seagoing vessel. I want the Union and also Isthmian to know why this ship was returned to the States in such filthy condition.

It was a common occurrence to start at least 10 jobs in a single day, and finish none. The Mate stated that he was aboard ship to save money for the company—which he certainly did in connection with overtime.

He failed to give the crewmembers a record of legitimate overtime. His excuse was that it slipped his mind and that he would make it up later. Having a little confidence in his word, we agreed to let it go at that. But by the end of the voyage, he still had not brought the overtime record up to date, and we had to take our own action.

## ANCIENT RULE

In the matter of overtime, the bucko Skipper ruled that working overtime on Sundays by day workers was strictly out. I believe we of the Union stopped working Sundays without overtime years ago.

Perhaps some authority can tell me where the Isthmian line found the guy we had for a Steward. He certainly knew how to

Isthmian "bible" was violated and disregarded.

For example, the 8-to-12 Junior Engineer was ordered to relieve the 4-to-8 watch for supper because, according to the chief—and I quote—"The law requires four men to be on watch down below at all times." Came the time when a Junior was sick and nobody was ordered to take his place.

Questioned on this, the Chief replied, "The Junior Engineer



does nothing on watch anyway."

In this way he saved the company some 60 hours overtime and the previously mentioned law ceased to exist.

The arrival in Haifa came on a Saturday at 8 p. m., and the ship was anchored till the next day awaiting pilot and berth. The Junior Engineers were dismissed, the Chief claiming that port time was in effect.

In this way the Juniors were chiseled out of four hours overtime for the Sunday morning watches. However, as the Oiler and Fireman claimed overtime for standing the 8-to-12 watch in port (Saturday night), the Chief very smugly told them that officially the ship was still at sea.

## DOUBLE-TALK

Whenever watches were set on weekdays, the Juniors were equal to the rest of the gang. If, however, watches were set on a Saturday afternoon, or Sunday, they had to wait until standby was rung on the telegraph before going on watch, thereby cutting down on the overtime.

To complete the picture thus far given, the ship was equipped with a First Assistant Engineer sailing on his first merchant vessel (he was navy stuff).

Holding a Chief Engineer's license, he was unable to hold a wrench or fit a pipe. This poor helpless thing tried to make good his mistakes and lack of knowledge by having the Oilers do maintenance work during day and night watches at sea, followed by cleaning up decks and floorplates, which, on a union ship, is Wiper's work.

Despite working under these conditions, which were coupled with food shortages, I could not help noticing the excellent spirit among the SIU members and the way they kept up the performances of their duties.

The day the contract is signed and Isthmian has working conditions we can all say to those who organized, and helped to organize, this fleet:

"Thanks boys, you've done a great job!"



Rotten shipboard conditions didn't prevent the crew from celebrating New Year's Eve. In photo above they are shown in Alexandria, Egypt, night spot, where they drank a toast to "happy days." Girl in foreground is unidentified, but she looks okay from here.

## The Patrolmen Say...

## Farewell, Washington

NEW YORK—Farewell to the SS George Washington. For quite a number of years, for Eastern and Alcoa she sailed to and from the West Indies and Nova Scotia with full SIU crews.

During the war she was the only passenger ship that wasn't converted into a troop transport, but was used to ferry construction workers to the various bases in the Caribbean.

During these many years she was a faithful servant to her operators and her crews stuck to her through all kinds of conditions and times.

However, she hasn't been turned out to pasture yet, for we understand she will operate under the Spanish Flag, which means she is due for some terrific beatings under her new masters.

We hate to see her go, but like anything else, nothing stays on forever. In her farewell, it is truly unfortunate that her final days under the SIU banner were marred by pretty shabby treatment of the crew by the Alcoa Company.

In my opinion the treatment given the final crew was pretty lousy, when the company, in its anxiety to get rid of the ship, really did a job on the crew that had sailed the ship trip after trip, some of them for years.

It isn't necessary to go into the details of their actions, but if the Alcoa heads read this item, they should know what I am referring to.

Louis Goffin

## Honesty Is Best

MOBILE—Here in the Port of Mobile in the past two weeks I have come across a recurrence of an old, old story that seems to be coming back into use.

That is the practice of some seamen to payoff at the Commissioner's Office to avoid paying debts owed their shipmates.

Some guys, it seems, can't face the music and payoff their debts after some guy has been good enough to stake them to a saw-buck or so, so they pull this well-worn maneuver to get out of it.

It is a practice that should stop, but it is useless to preach on honesty. The guys that take this easy way out sometimes learn to their sorrow that it wasn't the easiest way after all.

Most guys have memories like elephants when it comes to money loaned and many a guy has received a sore lip from a guy he forgot he ever knew, but happened to borrow a five spot from five years before.

For certain fellows I want to make this warning: there are people looking for you and they aren't carrying flowers. Some day you'll run into your creditor and you'll think the boom fell on you.

Whitey Lewis

## Senseless Performing

NEW YORK—Aboard the Bessemer Victory, Waterman Steamship Company, I ran into an inci-

dent that is a sorry reflection on the SIU.

Due to the action of some performer or performers, the reputation of the whole Union must suffer.

The night before the Bessemer paid off, the door of the Chief Cook's room was broken in, his locker smashed, his electric razor stolen and several articles of clothing were maliciously ripped and torn up.

Not content with this damage, the same was done to the room of the Second Cook. The locker lock was smashed, clothing ripped up and an expensive wrist watch stolen.

It was impossible to attach the blame to anyone, but it had to be an SIU member or members who committed the act.

Whoever did it, no doubt, had a load on, but such actions cannot be passed off as the innocent amusement of a drunk. He wasn't too drunk to pass up a wrist watch and electric razor.

A seaman's life is tough enough at times with every guy out to skin him, but no trick is lower than stealing from your shipmates and senselessly destroying their clothing.

Not only did this performer mess things up for the crew that was aboard the ship, but the ship was due for a quick turn around and had to sail without the repairs being made to the wrecked locks and lockers, thus working a hardship on the new crew.

Jimmy Drawdy







# SHIPS' MINUTES AND NEWS

## Crewmembers Of Steel Mariner Score Rugged Isthmian Lash-Up

(Ed. note:—The following account of some of the trials aboard the Isthmian ship, Steel Mariner is substantially as it was submitted by five crewmembers: A. Jorgensen, Aaron D. Kizziah, Nicholas Sarouku, S. J. Kasmirsky and Domenic Diser).

If you happen to cover the waterfront and the gentle breezes coming off Sandy Hook waft a strong odor of barnyard manure and chicken, don't get excited. It's only Isthmian's Steel Mariner arriving, ending another typical Isthmian trip.

The aroma springs from the bridge, and the chicken odor likewise. When we say chicken, we don't mean fricassee, either.

The voyage itself could have been fairly pleasant if the Captain and Chief Mate had taken the trouble to learn a few things about the seafaring business, and if they had paid a little attention to safe working and sanitary conditions. It would have helped, too, if the Chief Engineer would act more like a human and less like a small edition of Captain Bligh.

### 'UNHOLY TRIO'

These three characters were aptly called "the unholy trio," and charges against these gentlemen are being drafted, and will stick.

Like ostriches, these gentlemen are hiding their heads in the sand. They refuse to see the handwriting on the wall, and realize that a new era is dawning for Isthmian seamen—name-



ly, SIU working and sanitary conditions, among other things.

Either those would-be Himm- lers and Hitlers have seen too many movie versions of sea life, or they have read too many so-called sea stories, because they don't seem to have any sea experience. The tragic part of dealing with such characters is that it is difficult to explain to younger members or permits why it is necessary to pound the bricks so that the same characters can win better working conditions.

Samples of some of the skip- pers one-way attitudes are well demonstrated in the following:

In Bombay he engaged a dozen workers to scrape his parquet decks (so, essential, of course) but, on his periodical inspection tours he blandly ignored a mid- ship toilet which hasn't been cleaned except once in five months.

Two of the toilets are close to the galley, but there are no

screen doors in either the toilets or the galley. When the Car- penter suggested to the Chief Mate that screen doors (which were plentiful) be put up, he was told to mind his own business.

### ROYAL EDICT

In Arabia, His Majesty the Master issued an edict that there would be no more visits to the doctor. Expenses were too high, he opined. So our Carpenter, who had a sliver in his finger, which was swollen twice its natural size, had to cut his finger with a razor blade. But that only was the beginning.

The Carpenter had a busted or strained lung and had doctors to prove it. He stayed in bed one day, and was told by his highness that he was faking, that if he didn't turn to for eight hours of labor, he would be logged four for one, or be paid off in Bom- bay.

Our Chief Engineer spends most of his time checking up on the Carpenter, and is now "prac- ticing medicine." The Deck Engineer had been sick a couple of days, so he went to the Chief.

Said the Chief Engineer, "Stick out your tongue."

The Deck Engineer complied. "Hmm, hmm," said the Chief. "It looks all right. You can work tomorrow."

As this ship is likely to sail the Persian Gulf for the next five years, it is only fair that you Seafarers should know what you are up against besides the offi- cers who belong back at the "old Homestead."

We were 69 days in the whole of Arabia without shoreleave. In Saudi, Arabia the Standard Oil Company, in conjunction with its native hirelings, prevents crews from getting shoreleave. The Captain is told here that if there is a Jewish crewmember on the ship he could not get medical at-

tention if he had a broken neck.

As a matter of fact, an AB, who is a Christian with the first name of Aaron, had to change his name to Douglas in order to get medical attention. This, fel- low Seafarers, in a country hav- ing two delegates to the United Nations assembly in New York. The same country which recently received a 40 million dollar lend- lease gift, manipulated by the Standard Oil Company and sup- plied by American taxpayers.

### SIZZLING SPOT

As for the climate, you must be prepared to withstand terrific heat, for a temperature of 130 degrees is common. In Bauda Shapur, Persia, which is a col- lection of mud huts, there is no doctor and no feminine com- pany. Native warm beer is \$1.25 a quart, and they feature a na- tive firewater called vodka, which it is not.

Beer is good in Barsa, Iraq. Sometimes it's Danish or Dutch, and it's 60 cents a bottle—always warm, of course. Aberdair, Per- sia, an oil place, has some nice clubs and swimming pools, where you can remain—if you be- have—and drink Canadian beer 60 cents the large bottle.

There is good service at a lovely British Seamen's Club in Karachi, India. Just don't set out alone, and don't go off walk- ing. The natives are very hos- tile—all India is a smoldering volcano.

Bombay is not what it used to be. Italian beer there is one dollar a quart, the joints are closed from 3 to 6 p. m., and clos- ing time three nights a week is 9:30. Prohibition is expected and riots are commonplace. While we were there, 40 persons were killed.

This is all from our pen. Don't say you didn't know the score.

### 'POWDER PUFF' AND FRIEND



Sam Carlisle, AB aboard the SS Meredith Victory, held "Powder Puff," the ship's mascot, so that Gil Parker could make this photo.

### FOUR STALWARTS ON THE BARTLETT



In photo taken aboard the SS Josiah Bartlett are, standing from left to right, Dick Cummings and Ed Dworanczyk; kneeling, Jack Woturski and Walt Gardner.

## Blaze Aboard Dixon Doused By Crew In 2-Hour Battle

A fire of undetermined origin, which broke out in the fore-end of the No. 4 hatch tween-decks of the SS Ben F. Dixon in the port of Baltimore last Tuesday, was quenched by the Seafarer crew after a two-hour battle.

Effective and coordinated ef- fort on the part of the crew kept the flames from spreading and damages, therefore, were slight, it was reported by Julio Evans, Deck Delegate aboard the ves- sel.

Shortly after discovery of the blaze at 3:15 a. m., the Dixon men had the situation under con- trol but hoses on board were in- effective in fighting the flames which licked at the overhead of the hatch. Shoreside apparatus was summoned and firemen re- sponded with goose-necked hoses that quickly doused the stubborn flames.

The fire was discovered by Jose Rey, Fireman, who was on the 12-to-4 watch, after he no- ticed that the oil tanks were close to the boiling point, and that strange noises were coming from the tanks, reported Evans.

### SOUNDED ALARM

No cargo was in the hold, and fire was confined to the dunnage stored there.

Throughout most of the inci- dent, Esteban Castro, a member of the Deck Gang, kept the ship's siren screaming, alerting crews of nearby vessels, which stood by until the blaze was out. There were no casualties.

### Good Deal

One of the most difficult tasks in connection with writ- ing is finding a spot for pub- lication. The task, however, has been made easier for Sea- farers who have written—or are about to write—stories or articles with a salt water tang.

An arrangement has been made with a reputable agency of authors' represen- tatives, who will read your material without any charge. If the stuff has possibilities it will be brought to the at- tention of publishers for pos- sible sale.

So if you've been holding back your literary efforts for lack of proper contact, get out that old typewriter and get going. Short stories, ar- ticles, book-length manu- scripts will be read carefully by the agency.

Send your manuscripts— typewritten, of course — to Carl Cowl, c/o Seafarers Log, 51 Beaver Street, New York 4, N. Y. Enclose a stamped envelope, addressed to your permanent residence to in- sure safe return in case script is not up to snuff.



# SIU Ship's Minutes In Brief

**THOMAS MacDONOUGH,** Jan. 2—Chairman Jerry Thexton; Secretary Cyril A. Scott. Delegates reported all in order. Repair list of Deck and Engine Departments was read and approved by all. Agreed to have ship fumigated, and Patrolmen check the slop chest when he comes aboard. Steward asked crew if they were satisfied with meals and feeding in general. Crew gave approval stating that all are well pleased with the feeding and realize that Steward cannot please all but he has done an excellent job. Discussion on the penicillin racket being pulled by shore-side doctors. Repair list attached to minutes.



**THOMAS W. HYDE,** Feb. 2—Chairman John Milini; Secretary Henry Adamowitz. New Business: Motion carried to impose a \$2.00 fine on any member of the crew who uses cups as ash trays. Good and Welfare: Motion carried that recreation room be kept cleaner. Motion carried to move library from gear locker to recreation room. Steward asked that due to shortage of towels, crew should not use them for soogie rags as there were plenty of rags for the asking. Suggestion made that departmental delegates see the Skipper in reference to getting draws in American currency in Norway, if possible.

**NAMPA VICTORY,** Feb. 16—Chairman B. Goodman; Secretary S. T. Wilusz. Delegates reported everything okay. New Business: Motion carried to have gunners' mess turned into recreation room for the crew and to have the chairs in that room repaired. Motion carried to have the drinking fountain repaired. Motion carried to have the Radio Operators pay more attention to tuning in the radio so that the crew can have the benefit of the speaker in the messroom. Motion carried to ask the Captain to have a foc'sle card put up.



**CITY OF ALMA,** Feb. 16—Chairman Red Sully; Secretary J. McConeghty. Delegates reported all in order in their departments. New Business: Motion carried to obtain the slop-chest prices from the Steward and they be given to the Patrolman when the ship reaches the States. Motion carried that glasses be put in the port holes that need them. Good and Welfare: Suggestion that crew make arrangements with department heads so the men can have a day off in port. Recommended that clothes be removed as soon as possible from laundry tubs as they tend to smell up the place.

**MV TAG KNOT,** March 11—Chairman Harold Taylor; Secretary (not given). Chairman appointed delegates to act as committee to carry out and report on all recommendations made at the meeting. New Business: It was pointed out



that running a steam line into the laundry was impractical on this type ship. Decision made that more night lunch be put out for men coming off watch. Many complaints were aired concerning the food and its preparation. Steward promised his cooperation in righting the matter. Various ship repairs necessary were listed and approved. Discussion over the water taken on in the Canal Zone.

**SMITH-THOMPSON,** March 13—(Chairman and Secretary not given). New Business: Motion carried to have radio loudspeaker returned to the recreation room from Second Mate's cabin. Good and Welfare: All hands are to return AMMLA books and magazines to recreation room before leaving ship. All bunks to be stripped and rooms left in clean SIU condition.



**CHARLES WARFIELD,** March 22—Chairman D. L. De Parlier; Secretary R. N. White. New Business: Motion carried that more prompt and conscientious medical treatment be given the crew by Purser. Good and Welfare: Suggestion that crew use recreation room for card playing and not use the mess until the recreation room is full. Recommendation that officers and crew have the same privileges at the slopchest and purchases be made at the same time by both crew and topside. Crew stood in silence for one minute in reverence for brothers lost at sea.

**ALCOA PLANTER,** March 31—Chairman Russel; Secretary Henry B. Snelling. New Business: Crew asked for explanation from the Steward for the sudden shortage of fresh foods. The Steward claimed he put in a requisition for more stores than were put aboard, yet he reported to the N. O. patrolman that he was not short. Crew recommended an investigation of the matter.

**VOMATILLA,** (Date and chairman not given) Secretary J. McGroder; New Business. Motion made to contact patrolman in Marcus Hook in regard to the antics of the Steward aboard. Ship's Delegate elected. Motion carried to have a meeting once a week at a convenient hour.

**JOHN JAY,** (Date, Chairman and Secretary not given) Special meeting for the purpose of discussing the unfitness of a member of the Stewards Department to perform his duties. Crew decided he cannot handle

the work in the Stewards Department and recommended that he be switched to the Deck or Engine Departments on probation.

**ALCOA PAGASIS,** March 6—Chairman C. Bailey; Secretary E. Bankston. New Business: Discussion concerning more fresh fruit; butter and different canned vegetables. Steward said that requisition was messed up on this voyage. Motion carried that next trip the Steward notify the delegates of each department of matters like this. Motion carried that all tripcard and permit men be cleared through the Hall before making another trip. Motion carried that each delegate see that his department leaves clean foc'sles.



**NIANTIC VICTORY,** April 12, Chairman Morris Norris; Secretary Joseph Garello. Delegates reported and previous minutes read. Old Business: Repair list for next voyage read and it was suggested that it be posted for next crew to see. New Business: Agreed by all that no one pay off until each member is completely satisfied with the payoff. Motion carried to give Stewards Department a vote of thanks. Good and Welfare: Discussion on splitting Firemen's overtime on donkey watches. Agreed by Firemen at meeting to divide equally all donkey watch overtime. One minute silence observed for lost brothers.

**WARRIOR POINT,** March 3—Chairman James F. Byrne; Secretary James Gamble. Stewards Delegate resigned and new delegate was elected in his place. One member raised several objections to the election of the new delegate, but all charges were denied and disproved. Chairman called for an end to the petty bickering and asked for cooperation among the members of the Stewards Department.



**TULANE VICTORY,** March 19—Chairman Louis Fuselier; Secretary John Zimmer. Delegates reported no beefs in their departments. New Business: Ship's Delegate elected. Discussion on the employment of native help in the galley. Decision was to the contrary. Motion made that any member unable to do his work due to being intoxicated be brought up on charges. Motion defeated. List of fines drawn up for minor offenses in the messroom. Good and Welfare: Discussion on the use of the steam table. Steward stated that the use of the steam table had not worked out satisfactorily. Decision to put booklet "Here's How Brother" on the bulletin board for study by all. All members stood in silence for one minute in remembrance of departed brothers.



**DON'T GIVE UP THE SHIP!**



## CUT and RUN

By HANK

For the benefit of the membership we keep filling most of this weekly column with our advisory-educational type of writing—which we hope does wake up and steer some guys right in their various journeys through this seafaring life. It's easily realized that most of the Brothers will remain SIU sailors for a long time—if not for the rest of their desirable salty lives. Thus the important thing for all Brothers will be the essential chain of education absorbed (on ships, in union halls and meetings), the militant actions performed individually and collectively and the sensible stretch of thinking done as time, trips and events roll along. Every SIU man has a big responsibility, which serves in many directions—as a sailor, as a shipmate and as a union man. His mental and physical behavior is his best shipmate—ashore and asea—and upon it stands the security of the spirit, the progress, the respect and strength of the SIU.

Naturally, it has to be said, it isn't enough just to be a steady paying member and perhaps be proud of being SIU, too. You have to live that pride—performing it in the expected and sensible manner—in the small ways as well as the big. From such militancy, strength and all kinds of victories the proud reputation of the SIU has reached the desires of nearly all Isthmian seamen as well as our neighboring Canadian seamen who have long suffered and struggled to find a safe, honest, strong union. Well, these Isthmian and Canadian seamen have found that type of union. It's the SIU—which has been and always will be settling all beefs, protecting the membership and holding the highest wages and best conditions on all waterfronts.

Brother Salvatore Frank is drying his anchor right now down there in the port of Mobile . . . Jimmy Millean says that his shipmate, mustached Percy Boyer, the New Orleans man, shipped out as a volunteer organizer . . . Brother Paul M. Hodges just came in from a short trip to Rotterdam and asked us to print the following important message to his brother, Walter J. Hodges: Get in touch with your mother. She has been worried about you. Hasn't heard from you in four years. She's living now at 1317 East Bolton Street, Savannah, Georgia . . . Little Joe Ryan, the happy Steward, would be even happier if he could hear from his best friend, Miss Kay Mandick, if it's possible . . . Joe says that any possibly forthcoming letter or letters could be addressed to this hall c/o Fourth Floor Mail Dept . . . Two happy cooks and shipmates are in town right aboard a ship. That's Brother Casey Jones and Brother Red Hall . . . To Brother Abe Sprung we have a message for him: Contact your sister. She's seriously ill. Signed, M. G. . . Brother Nick Calzia would like to hear from Bill Stock and Joe Razel at the New York Hall.

Brother Robert Barrett, the electrician, just came in from a trip. Brother Barrett says that his shipmate, Cliff Wilson, stayed down in the Port of Port Arthur, Texas . . . Oldtimer Jimmy Brooks just came in from a trip to Germany. Jimmy suffered a serious injury to himself and is going down to the hospital in Mobile to see what can be done. Good luck to you, Jimmy, and swift sailing out of the hospital, too . . . Last week we heard from oldtimer John Campbell that his best shipmate, John "Whitey" Hawkins sailed out of New York recently—without John Campbell, of course . . . We heard that those two good shipmates, Peg Leg Anderson and Blackie Gardner, met each other recently down in New Orleans—and shipped together Brother George Meaney, the volunteer organizer amongst the Isthmian seamen, confessed to us that all the talking he did to these Isthmian men during this last trip really convinced these men they were lucky.



# THE MEMBERSHIP SPEAKS



## Crew To Cool Off Engineer; He Made Tropic Run Hotter

To the Editor:

This is to advise you of the unfair working conditions handed to us by our Chief Engineer, and by his stooge, the First Assistant.

This vessel, the SS Snake Head, left the Port of Baltimore on Oct. 31, 1946. At no time since leaving has the Chief Engineer or the First given any consideration to the welfare and working conditions of our department.

Neither of them has made an inspection to see what conditions existed in our quarters and head, which are in faulty condition and badly in need of repair and paint. The rooms of these two men were painted during the early days of our trip.

We have been out six months and have made four runs in and out of the Persian Gulf. This includes three trips through the Red Sea and Suez Canal, and two trips to Japan through the Malacca Straits and the South China

Consequently, the First's reason stinks.

On several occasions, the Chief has logged and broken men from their ratings. For instance, a FWT to a Wiper, with Wiper's wages, and a log; an Oiler to a Wiper, also with Wiper's wages. At times, he has threatened men with physical "persuasion" if they in any way questioned his orders. He also went so far as to state to an Oiler, whom he broke, that he would put him ashore at the first American-controlled port, or into the hands of an American consul with charges that would get him five years imprisonment.

### COMPLAINTS UNAVAILABLE

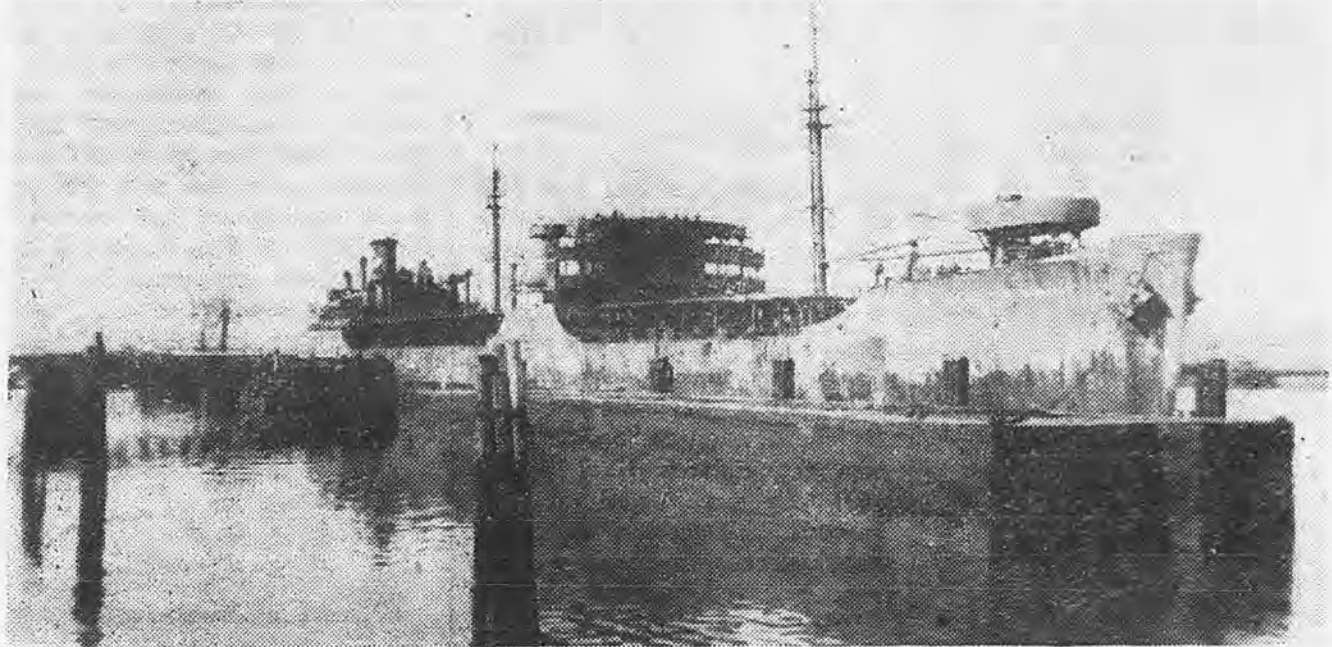
Now, I don't think our Union goes for that kind of talk or treatment. I have personally gone to the Chief on all these complaints, but to no avail. He told me that as Chief Engineer he was running his department the way he wanted, and would continue to do so, regardless of anyone or anything. The old "Captain Bligh" crap.

Although we were in Baltimore about three weeks, neither the Chief or First Assistant Engineers saw fit to obtain strike clearance. They have been challenged for clearance but could not produce. The Chief continually contrasts this vessel with the way things were run on his Isthmian ships.

Kindly notify all ports so when this vessel arrives in the States it will be contacted by a Patrolman who will square these two characters off. Thanks!

Fred Hohenberger, Eng. Del.  
and Unlicensed Engine  
Personnel, SS Snake Head  
Yokohama, Japan

## THE SS WARRIOR POINT AND HER STURDY STEWARD



The Pacific Tankers vessel unloading high octane gas at the oil docks at Le Havre.

## Warrior Point Gets Going After A Troublesome Start

To the Editor:

I have just finished reading the article in the LOG about the Fort Stanwix, and wish to back it up 100 per cent.

Another fellow and myself got off her in Texas before she went to Norfolk, and we say, without a doubt she is the best feeding ship afloat, including the fancy passenger ships.

It's getting to be quite a habit for Sam the Messman to donate to the dice game.

As for the crew on the Stanwix, without a doubt they are one of the best afloat. The Chief and the First Assistant Engineer are also very good men and deserve a vote of thanks for being behind the Black Gank 100 per cent.

Parker and myself got this scow the SS Warrior Point in Houston when there were plenty of jobs open; in fact, the Galveston Patrolman made all the bars and gin mills in Galveston to fill out the crew.

The Steward was pulled off another Pacific Tanker in the shipyard to take this one, but he turned out in bad standing with the crew.

### LIQUID STORES

We ran out of fresh milk and vegetables about three days out of Houston. When we got to Charleston, the crew was expecting more to be brought aboard, but nothing doing. When we got to Wilmington, the crew told him to be sure and get some. He got some alright, but it wasn't stores—it was gin in quantity.

Our main unit went out on us and we proceeded to Norfolk for the shipyard there. We layed at Norfolk for five days and the Steward was still drinking and giving flimsy excuses about the milk and stores. We tried to get a Patrolman aboard, but were told they were too busy to get to us.

We then proceeded to Baltimore for the shipyard, out of bread, milk, vegetables and a few other items. By this time the crew was getting damn tired of excuses instead of action.

After laying in the stream for three days, all full book members started signing to vote the Steward off. Somehow or other he got wind of what was going on and paid off before we could get to him.

We now have a Steward who has everything ship shape and stores aplenty. Although we are short a messman and a wiper, we are pulling out today and it looks like we will sail without them.

About seven different book men went to the Baltimore Union Hall trying to get a Patrolman aboard to settle a few beefs and be at the payoff. We were told: "Sorry, too busy." or "We'll be down tomorrow."

### NO ACTION

Since we have been here now 14 days, we are wondering what is the matter with the Patrolmen here. The crew has asked me to find out what the matter is, as it has always been the SIU-SUP policy to see that union men in good standing board a union ship are taken care of. We are bewildered as to what is going on.

Thanks to Joe Volpian, of the SIU Special Services Department, for collecting \$256.00 in back pay and \$92.50 transportation from Overlakes. It was beginning to look as though the company was never going to come across.

To all the gang on the Fort Stanwix, a hearty hello. We sure miss that sailor's dream of good food which is served aboard the good ship Stanwix.

Floydale Teague  
Raymond E. Parker  
SS Warrior Point

## Texas Reader Finds Log Interesting

To the Editor:

I want to congratulate you for the interesting articles appearing in the LOG. I read every page now that I have the opportunity to get it every week.

Keep up the good work, and I hope to see many more on the way.

Mrs. J. A. Sanchez,  
San Antonio, Texas



Sea. The run also calls for two stops at Ceylon.

### TERRIFIC HEAT

Throughout all these tropical runs, the fire room skylights have been battened down with strict orders having been given not to open them. The subsequent high temperatures are unbearable and unnecessary, although the Chief claims it is an absolute necessity in order to obtain maximum efficiency. The First claims that it is also to keep rain off the boilers and out of the fire room.

The Engineer on watch has his Oiler go to the stack deck three or four times a watch to trim the ventilators. We feel it would be the responsibility of the Engineer on watch to see that the skylights are closed if it rains.

### LOG Liked In Canada

To the Editor:

Would you be good enough to add my name to the mailing list for your paper, which I consider one of the better Union publications.

We would be glad to reciprocate if you are not already receiving copies of our publication, Steel Labor.

Margot Thompson  
Assistant Editor  
Steel Labor,  
Canadian Edition  
United Steel Workers of  
America, CIO

## Mae Men Get A Square Deal

To the Editor:

They say there is a first time for all things, and this is my first time in attempting a letter to the best damned paper in the country so have mercy for the mistakes.

I have noticed in the LOG that there is usually something about places that fellows have found which give seamen a break, and I generally make an attempt to find them when I hit port. Well, I have found one almost at home, and though it is in a hard-to-get-to, out of the way place, it is the best I have had the luck to find.

It is the only one that I have ever seen that will, on the next day, call a fellow in and say "here's your change" from the twenty that you paid for the last round. The change was well over \$15. Now, how about that?

The place is called John's Tavern and is located at 137 South Wood Ave., Linden, Texas. I would like to suggest that John's be one of the places where LOGS are available. The manager has said he will be glad to have the paper there for the men who come in.

We hope you will let the other

fellow Seafarers who have the misfortune to get on this sulphur run know there is a good place where they can enjoy themselves.

Signed by D. A. Wall and  
Eight other men of the  
SS Mae

## BROTHER WANTS A TRANSLATOR FOR HIS MAIL

To the Editor:

I've got a few minutes to spare tonight, so I'll drop you all a few lines. Just got my back copies of the LOG. Keep up the good work.

Sure was glad to hear about the Hall in Marcus Hook. Say hello to Blackie for me. Any of you fellows who sailed the Pacific Tankers oil scow White Sands with me during 1946 can drop me a line, if you care to at the address below.

If you can read Dutch (no joking) let me know, as I have a few letters I would like translated for me.

Dave (Red) Harvey, F2/c  
Co. 5701 Seabee Tadien  
Port Hueneme, Calif.



## YOU GUYS AFRAID OF A BOX CAR? THEY ASK



Men of the Seatrain Texas' Stewards Department (photo left) are just as puzzled as the Deck Gang (photo below), when it comes to figuring "why we have to keep sailing short-handed." Word from Brothers Dragoo and Gibbs, Deck and Engine Delegates, respectively, points out that Seafarers have ridden on box cars, so "why not sail with them?"

"One of your best contracts is with this company," the Brothers add. "Higher wages and guaranteed time off."

"If you are looking for adventure and a woman, we don't have them. But it's smooth sailing and a helluva good Steward's Department, so let go of these 60-day old cards and we'll see you next trip."

## Let's Have 'Em

This is it, Brothers!

Right on these pages is a good place to blow your top. If you've got a beef or some suggestions you think will be of benefit to your Union and your Brothers, why not have it printed in the LOG?

If you haven't any steam to blow off, there must be something you've found interesting on your trip that you'd like to pass along for others to read about—characters you meet in the far-flung corners of the earth, joints you've found worth



seeing and those you feel it advisable for your Brothers to avoid. Why not let all hands profit by your experiences?

Maybe you're pretty good at turning out a poem—okay then, let's have it. Pen and ink sketches are welcome, too. If you've got some photographs of your ship, or shipmates or any "shots" taken in the various ports o'call, send them along. We'll return them.

Just mail your material to the Editor, Seafarers Log, 51 Beaver Street, New York 4, N. Y. How about doing it NOW!

## Log-A-Rhythms

## Handful

By VIC COMBS

Last night I held a hand in mine,  
It was so small and sweet  
I thought my heart would surely  
break,  
So loudly did it beat.

No other hand into my heart  
Can such fondness bring,  
More than the little hand I held  
last night—  
Four Aces and a King



## Pandering Purser Mars Warfield's Good Setup

To the Editor:

There are no serious beefs aboard the SS Charles Warfield, an Alcoa Liberty, which is on the Venezuelan and bauxite run. We have a good skipper and a good mate, and there has been no complaint on the chow or the department serving it.

But here is the situation on the Purser, who is strictly one of the topside crowd. It is his contention that he is the company's representative same as the master. Recently the company raised the Purser's wages to \$264 a month, with overtime at \$1.60 per hour for work performed on Saturday afternoon and Sundays.

This move was made to discourage the organization of Purser into our affiliate, the Merchant Marine Staff Officers Association. The Purser feels he will get more out of playing up to the company than by uniting and getting demands in an honest fashion.

This man (as the minutes will verify) is an unmitigated company and master's stooge, and chief informer. It is his practice to open the slopchest at a sign from any officer, and issue them whatever they wish in any quantity. Especially is this true in regard to cigarettes, which he rations to the crew, while officers may buy choice brands by the case.

He has in the past been very lackadaisical about medical treatment to the crew, a situation, I

am happy to report, that has changed drastically, after a delegation went to see the "old man." It is the crew's wish that such a man be forced to either abandon such practices or get off all SIU ships, as his type is detrimental to the Union.

The writer feels that the Warfield has a very good crew. An old timers named Bill Fahn is Bosun, and yours truly is seranging the Stewards Department.

E. L. de Parlier, Steward  
SS Charles Warfield  
Puerto La Cruz, Venez.

## CG Invades Foreign Ports To Police Civilian Seamen

To the Editor:

A new Coast Guard policy is coming to light which makes all their other attempts at despotism look good. Reports have been coming in from all over the world, from Shanghai to Marseilles, of CG officers being kept in foreign ports with the sole job of waiting for American seamen to come in. Then the CG men will ride herd on them and "keep them in line," as long as they are there.

## LAKES CARRIERS STILL PULLING FAST ONES

To the Editor:

Well, the Lakes Carriers are still pulling their fast ones.

One of our Brothers and three deck hands, who had come all the way from Cleveland, were on the steamer Calumet. They came aboard about noon a day ahead of when they were to start work.

The Steward told them they could bring their gear aboard, but that they couldn't eat on the ship—not until the next day when they turned to. So you can see what the shipowners' stooges will give you. And these are the kind of people we are bucking.

Of course the skippers have a lot to do with it, as well as the mates and engineers. They have posted watchmen at the ladders to keep off the ships organizers and guys who are looking for jobs. The dock cops will also give chase. You fellows who have never been up here don't know what it is like.

## ALL WILL CHANGE

Do you know that the mates and engineers who are appointed from the company offices would scab if there were a strike? However, these conditions will be changed when all the lines are organized.

So, fellows, get on the ball, and help organize the poor misguided stooge, who says, "the Lake Carriers will take care of me," but who is on the beach during hard times.

Mates do not take ABs or Ordinary's jobs. Firemen and Oilers aren't bumped off the job by engineers when you belong to the SIU. So protect yourself, Brother, and look ahead!

Don't be a chump for the Lakes Carriers or their affiliates. Don't be a sucker! Join the SIU!

"Baldy" McAdoo

## COOLING OFF IN THE ISLANDS



Crewmembers of the SS Wolf Creek kill some time and a few bottles of brew down in an Aruba refreshment parlor. Photo was taken by Emory Smith, who is—rather appropriately—Pumpman aboard the vessel.

Evidently they are going to maintain one of these poor man's Hitler in every port in the world to meet merchant ships. They will tell you where you can go and what you can do, and pull your papers on the spot if you don't like it.

## FOREIGN INVASION

It isn't enough they persecute us in our own country—now they'll be waiting for us in every foreign port, where we won't have the protection of our Union, or even a lawyer available to defend us, a right they claim to guarantee.

They are going to the incredible length of pulling papers for things not even remotely connected with ships. There have been cases of papers pulled because a man got in some ginmill beefs miles from the waterfront, or became involved with the French gendarmie—offenses that are purely within civil jurisdiction. Next they will be pulling papers for beating your wife.

What is an outfit whose sole purpose is guarding the U. S. Coastline doing outside the three-mile limit, thousands of miles



from the nearest U. S. coast? The answer is obvious. It gives them hundreds of soft jobs in good ports all over the world.

## SOCIAL CLIMBERS

They can strut about in local society, enjoying the climate and the girls, throwing their weight around in a way they never could get away with at home. In order to furnish the government with some excuse for supporting them in this idleness, they sneak around every ship that comes in, trying to find or stir up trouble as an excuse for being there.

It is to their interest to make trouble; in fact, it is necessary for them to stir it up if they are going to keep their soft racket. Their phony navy never leaves the U. S. anyway, so if they are ever going to see as much of the world as the seamen they push around, some such scheme as this had to be dreamed up as an excuse for them to go abroad.

But they are not merely pulling papers in foreign ports. They actually pull the man off the ship right there and let him find his way back to the States as best he can. The worry to his family, the months of pay lost, being broke in a foreign country—what the hell do they care for all that? They're the United States Coast Guard, aren't they? And you're just a common seaman.

"Steamboat" O'Doyne





# Take Coast Guard Out Of Maritime: SIU

(Continued from Page 1)

Department of the Union since 1943. His office is at the Union headquarters in the City of New York. Part of his duties as Special Services Representative is to go before the Coast Guard Hearing Units on behalf of accused seamen. He has appeared in at least 200 cases of alleged misconduct before the Coast Guard. The writer is present at the request of his Union to oppose the passage of the above bill.

## SIU-CONTROLLED DISCIPLINE

The Union is very much interested in disciplining its members for infractions of the rules and laws aboard vessels as are the Coast Guard and the Operators of the ships. We have set-up in our Constitution where anybody who is charged with misconduct aboard a ship can be tried and punished according to the gravity of his offense. We realize that when a seaman doesn't perform his duties as he should, it places an extra burden on his fellow crew members and at the same time injures the reputation of the Union of which we are all proud.

The writer has been going to sea since 1923 and has sailed in the black gang or engine room department of ships during this time. He has come to know seamen, being one himself. He is familiar with the duties of the officers and the problems that exist aboard ships and therefore can without fear of contradic-



tion, speak upon Maritime matters from the viewpoint of the unlicensed personnel.

The Merchant Marine has always been a civilian occupation long before our government was formed. The only time it might have been considered an arm of the Military was during the last two wars when it came under the jurisdiction of the Navy. It differs from a military organization in that there is no drafting or enlistment among the men.

A seaman can sign for one trip and at the termination of the voyage quit or make another trip as he sees fit. If his superior officer doesn't choose to employ him for a further trip, he can let the man go. There are no provisions made for pensions or any other benefits that a soldier or sailor would be entitled to as a result of being a member of the Armed Services.

## CIVILIAN MERCHANT MARINE

The United States Merchant Marine has always been under the jurisdiction of the Department of Commerce. This, in our opinion, is the proper place where it belongs because all the activities of the Merchant Marine has been in aiding the exchange of goods through water-

borne commerce from one country to another and from one coast to the other.

The Congress has passed certain laws which have been on our books for many years, whereby adequate provisions have been made to enforce discipline. For instance, if a crew member without permission stays ashore one day from the vessel, the Master is allowed to "log" or fine him two days' pay for the day he missed.

There is a logging or penalty provided for every infraction of the rules. In addition, if the offense is serious, the Master can place the man in irons and feed him on bread and water for as long as he sees fit. The Master may restrict a seaman to the vessel and not allow him shore liberty to which he would be entitled when the ship reaches a foreign port.

If in the event a seaman misses his vessel, he immediately forfeits all his pay together with all his personal belongings. No where else in the world are such strict penalties imposed, for these infractions.

If a person who works ashore fails to appear on his job for a day, all he loses is his day's pay. If he decides to quit the job for some reason, he doesn't forfeit his back pay or his personal belongings but is entitled to them regardless. The law also provides that the Master is in sole command of the ship and all his crew is answerable to him.

The law, while being very strict in its provisions, has been adequate to handle all problems that arise on a vessel. In addition, a seaman is answerable if he commits a felony to the Federal authorities and is subject to severe fines and imprisonment if he violates the law.

At the inception of the last war, the late President of the United States, realizing that victory could not be attained except with the cooperation of the Merchant Marine and to expedite the transfer of war goods to our allies, placed it under the jurisdiction of the Navy.

This was not done to discipline seamen because discipline has always been maintained on Merchant vessels, but it was done primarily for the purpose of the movement of ships where the Military authorities deemed they were necessary.

## COAST GUARD GREED

The Coast Guard, likewise, which is regularly attached to the Treasury Department, was also put under the jurisdiction of the Navy and the Navy turned the Merchant Marine over to the Coast Guard.

With victory won, the Coast Guard was turned back to the Treasury Department, but is refused to relinquish its hold on the Merchant Marine but instead, is trying to keep it under its own jurisdiction. There is a very good reason for this attitude.

During the war, the Coast Guard became top heavy with Admirals, Captains, Commanders and Lieutenant Commanders. Some of these people are desirous of holding on to their positions, knowing full well that they could not get comparable salaries and conditions in civ-

ilian life as they receive by being officers in the Coast Guard.

More "brass" in the Coast Guard means that they must find some excuse to justify keeping these officers in the Service. In short, it is desirous of maintaining its hold on the Merchant Marine to keep these men in their positions. All this means that the taxpayers will be required to spend unnecessary millions of dollars because not only are these extra officers required, but likewise, a full office force must be maintained, such as stenographers and clerks, all of which has heretofore been handled by the Department of Commerce at a fraction of what it would cost if the Coast Guard took over.

It is well known that the United States Coast Guard is a Military organization. It was formed for the purpose of saving lives at sea along our coasts. It has done a commendable job and in the writer's opinion, it should devote all its time and attention to just this service as no other group can perform these duties as well as the Coast Guard.

## NO MILITARY CONTROL

From what we have read and learned, there is no civilian occupation or industry under the authority of a military organization during peace time. It is repugnant to all our concepts of freedom and liberty. The founders of this Country have rightly placed the President of the United States, a civilian, as Head of the Armed Forces, as it is well known that the attitude of the Military is far different from that of the civilian.

There is an almost indescribable caste system amongst the Armed Forces. The officers look down on the ordinary soldier or sailor and in the same way, the officers of the Coast Guard have shown no sympathy to the Merchant seamen.

During the war, the Coast Guard set up what it called "Hearing Units" for the purpose of further disciplining seagoing personnel in addition to the penalties provided by law as outlined above.

These Units work somewhat in this fashion. An officer would examine the log book and speak to the officers of the vessel concerning any infractions. Assuming a seaman was guilty of coming aboard ship an hour late, this would be entered in the log book and the man would be fined by the Master. The investigating officer would then issue a subpoena to the man notifying him to appear at the office of the Coast Guard. In the meantime, his wages would be held up contrary to law as provided in the statutes that seaman receive his pay within forty-eight hours after the vessel discharges its cargo. He would then appear before the investigating officer who just reading the log book, determines if the man should be tried.

If he finds in the affirmative, he then issues a set of charges or an indictment and informs him that he can get counsel and that he can subpoena his witnesses. By the time this advice is given to the seaman, his ship-mates, having been paid off, scat-

ter to all parts of the Country and it is a virtual impossibility to procure witnesses in his own behalf.

The investigating officer then takes over the role of examining officer or prosecuting attorney. He chooses his own hearing officer or judge. No jury is chosen and he is not tried before a jury of his peers which is a constitutional right of which he cannot avail himself.

The Hearing Officer acts as judge and jury and in many cases becomes the District Attorney.

If the Master who entered the notation in the log book is not present, the log book then is allowed in evidence and becomes prima facie proof of guilt. The accused has not been given an opportunity naturally of being faced by his accuser and of course, cannot cross-examine the log book, all of which is contrary to the letter and spirit of the Constitution. Very often, the Master who makes the entry in the log book, gets his information from a third party and therefore the entry itself is nothing but hearsay evidence which again is contrary to all law as we practice it in the United States.

The burden of proving guilt is not placed upon the accuser as is done in all proceedings, but immediately the burden of proof shifts to the accused to prove that he is not guilty.

## EXAMINERS INCOMPETENT

It has been our experience that the men who act both as examiners and hearing officers, are not fitted for these jobs either by temperament, training or experience. They are not familiar with the problems that arise on a merchant vessel. Those few who have gone to sea have had service on a military ship, which is entirely different from that of a merchant vessel and it seems highly unfair to have a man sit as judge and jury in



the trial of a merchant seaman when he is not familiar with the customs and usages which pertain aboard merchant vessels.

In addition to being logged by the Master for an infraction of the rule, he is also tried for the same offense before the Coast Guard and this places him in double jeopardy. The argument that the Coast Guard uses is that the Master confines his punishment to a fine or in some cases, to imprisonment on board ship whereas the Coast Guard proceeding is not against the person nor against his money, but against his papers.

This is the grossest fiction that can be imagined because if a seaman's papers are either suspended or revoked, he is certainly hit in the pocket because he cannot pursue his livelihood

to which every free American is entitled.

## KANGEROO COURTS

In addition to action by the Master and the Coast Guard, the seaman may also be prosecuted by the Criminal authorities of the United States. In the cases in which we represented the seamen, we have learned that the proceedings are a mockery and have resulted in nothing but contempt by the seaman for the Coast Guard. The hearings are conducted in the fashion of a "kangaroo" court and the man is actually railroaded. The punishment depends upon the whim of the Hearing Officer and for the same identical offense two hearing officers would differ greatly in the punishment which they mete out.

The hearings that are conducted in foreign countries usually result in a severe suspension or actual revocation of the seaman's papers. He is advised that he has the opportunity of procuring his own counsel but where, for instance in Korea, can you get a lawyer who is familiar with the laws, both civil and maritime, of the United States? He is, therefore, by force of circumstances, deprived of adequate representation.

At the conclusion of the hearing, the accused is permitted an appeal but to whom is the appeal made but the local appeals board, which is comprised of Coast Guard officers, and in the many cases that we have appealed there have been an infinitesimal number reversed. If the accused still wants to appeal further, he can go to the Commandant of the Coast Guard in Washington.

We know of very few instances where the Commandant has reversed both the local appeal board and hearing officer. It appears that the Coast Guard likes to take care of its own and in reversing one of its officers, it feels that it suffers a smirch on its reputation.

## CG BREEDS RESENTMENT

Instead of bettering conditions on board ship, the Hearing Units have resulted in a great lack of discipline and resentment not only among the unlicensed personnel, but also among the officers.

The Merchant Marine has always been self-sufficient and has always done a good job in maintaining order and discipline aboard merchant ships. The officers are familiar with the problems of their crews, having come up from the ranks themselves.

Seamen, while on board ship, are under the direct supervision and control of their officers who, in our opinion, are adequate to mete out punishment for infractions of the rules. This has worked fairly well from time immemorial and there is no reason why this practice should be changed to satisfy the greed of the Coast Guard.

We therefore, respectfully, for the reason outlined above, ask this committee to disapprove of this proposed bill.

Respectfully submitted,

**JOSEPH H. VOLPIAN,**  
Special Services  
Representative  
Seafarers International  
Union of North America







**CITIES SERVICE TANKERMEN!**



**TIMES  
HAVE CHANGED!**

**JOIN THE SIU!**

**... AND ENJOY THE  
THE BEST CONDITIONS  
IN MARITIME!**



**THE SEAFARERS INTERNATIONAL UNION**

**FIRST IN MARITIME!**