

# SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

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No. 29

## Frisco Gets AFL Conclave In October

With American organized labor facing the most crucial period in its history, the 66th Convention of the American Federation of Labor will get underway in San Francisco on October 6th.

The first meeting of the national labor body since the passage of the Taft-Hartley Bill will be faced with many problems of interpretation and opposition to provisions of the Act.

Plans will be made for joint action on many of the Act's major stipulations.

All unions affiliated with the AFL will be represented, the number of delegates to be determined by the number of members in each union. The constitution of the AFL calls for the election of delegates at least two weeks prior to the convention, and the delegates must be in good standing in the AFL.

### RESOLUTIONS

Resolutions to be submitted to the convention must be in the hands of the AFL Secretary-Treasurer at least 30 days before the inauguration of the proceedings. The resolutions may be sent directly to the Secretary-Treasurer after adoption, and need not be considered by city or state federations.

In addition to the Taft-Hartley Act, the delegates will also take a stand on housing, rents, prices and other economic, social and industrial problems.

The convention will continue in session until all business has been completed.

## Seatrain Vessels To Resume Scheduled Stops At Texas City

Seatrain vessels, which have been stopping at Belle Chasse, La. since the Texas City disaster, will resume sailings to Texas City on July 25 from Edgewater, N. J. The company's piers, which were damaged in the April 16 disaster, have now been sufficiently restored to permit their use.

The company had been granted the privilege of using Belle Chasse, La. until July 31 for this run. Seatrain ships, however, will continue to stop at Belle Chasse on certain runs with calls at Havana in each direction.

## "BLOODY THURSDAY" TRIBUTE



Steuert and Mission streets, San Francisco, where two SUP Brothers were shot down and killed on July 5, 1934, members of the Sailors Union of the Pacific join with representatives of other waterfront organizations to pay homage to the Brothers who sacrificed their lives in the great strike. "Bloody Thursday" will live long in the memory of union seamen.

## Alcoa Pilgrim Crew Saves Shipmate In Dramatic Night Rescue At Sea

By L. W. HIGHSMITH

Following a pleasant voyage from Montreal through the islands, then to Georgetown we headed north for Port Alfred, Canada, on June 21.

The weather was fine, with a light easterly wind and a moderate easterly sea with swells. Later the wind freshened slightly, causing the sea to be choppy so that the vessel shipped spray forward.

Our gangways were suspended by the bridles and frapped in to the sides of the ship. As the seas appeared to be increasing, it was decided that they should be unshipped and nested at the boat deck to prevent the possibility of them being carried away.

The Bosun, Brother J. P. Morris, was called and together with several of the deck crew who were willing to work, it being Saturday, commenced unchipping the gangways for nesting on the boat deck.

### HURLED OVERBOARD

The Starboard gangway was nested without much difficulty, after which the Deck Gang began work on the port gangway. The Bosun, while attempting to unfasten the bridle, stepped on the gangway. The gangway slipped and the Bosun was hurled over the side into the ocean.

Due to the quick thinking of Brother John Reed, a life ring was immediately thrown in the

vicinity where Morris entered the sea.

Immediately the alarm was given the Second Mate and the engines were stopped and turned hard left. This maneuver, no doubt prevented Brother Morris from being drawn into the screw.

With the accident, lookouts were posted around the vessel and in the cross trees. Our course was reversed and we began making circles. As your reporter, I take this way of saying that on every man's lips was a prayer for our brother, who most of us thought had gone to a watery grave.

At about 1850 hours, just eight minutes from the time Morris went overboard, No. 2 lifeboat was launched with Chief Officer R. L. Oriez in command and manned by Brothers John Reed, Emil Hogback, Reuben Ruttkay, and Lester E. Parker who stuck to their oars as if they were old veterans at the business at hand.

In the meantime, the Captain had our position broadcast to all vessels and shore stations, advising them to what had occurred.

### SEARCHLIGHTS ON

Our lookouts were very busy all the time looking for a possible spot where Morris might be riding in his life ring. As we circled, one of the Bow and Bridge lookouts heard Morris calling.

It was dark by this time and

our searchlights were switched on and ranged continually in the surrounding water.

In addition, of course, all hands were on deck doing what they could to effect a rescue.

While circling in the vicinity after complete darkness had set in, we heard Morris calling again; but for some time, due to atmospheric conditions, we were unable to locate the exact direction of his voice.

At 2100 hours, we sighted Morris with the searchlight, and your reporter saw a smile on his face after he knew we had him in the light. He was broad on the starboard beam and floating

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## AFL Releases Full Analysis Of 'Slave Law'

The challenge which big business has thrown at labor has been accepted, and the trade union movement is prepared to demand, and fight for, its full rights under the Constitution of the United States.

This was made clear in an analysis of the Taft-Hartley Act, which has recently been released by the American Federation of Labor, and which is now being distributed to union officials. The entire report, plus three bulletins, will be carried in this and subsequent issues of the LOG.

Members of the Seafarers International Union have already announced their position in regard to this vicious "chain gang" legislation. In no uncertain terms, the SIU has gone on record as not tolerating any interference with Union Hiring Halls, and to consider it a lockout if the provisions of the Taft-Hartley Act are used against the Union.

Most of the labor movement has followed the Seafarers lead in this respect. Both AFL and CIO unions have resolved to bypass the National Labor Relations Board, and in the face of the hysteria whipped up by the passage of the bill, John L. Lewis and his Mine Workers won the best contract in its history from the operators.

Every effort will be made to test the constitutionality of the new law in the courts, but until that happens, labor will scrap the "no strike" clause, and fight it out on the picketlines with economic action.

The text of the analysis of the Taft-Hartley Act begins on page 14.

## Merchant Seamen Are Eligible For Vet Housing In New York

Although it apparently has not been widely publicized, merchant seamen with wartime discharges who are married and have at least one child may procure apartments in various veterans projects operated by the New York State Housing Authority. Applicants however, must be in dire need of housing facilities.

According to information furnished the LOG, accommodations available are two rooms for couples with one child, three rooms for families with two or three children and four rooms

for those with four or more children. All apartments include bathrooms and complete kitchen facilities.

Situations which the housing authority regards as dire are those where families of merchant seamen have no suitable housing at present, such as being forced to live in crowded quarters with relatives or friends or facing eviction from their present home.

Applications may be made at the New York State Housing Authority, Veterans' Emergency Housing Division, 270 Broadway, New York City.



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GEORGE K. NOVICK, Editor



# NEXT ORDER OF BUSINESS



## The Last Hurdle

This past week the NMU withdrew its charges of unfair labor practices against the Isthmian Steamship Company, and thus bowed out of the picture completely. The way lies open now for the SIU to reach an agreement with the company, so that the men who sail the ships will be protected by a Union contract and the combined strength of all Brother members.

It is not to be believed that the NMU bowed out gracefully. Far from it. After being totally repudiated by the Isthmian seamen, the NMU did its level best to have the vote thrown out, and failing that, stalled proceedings in a shameful fashion.

Both the NMU and the company could take little comfort from the results of the election. The NMU received less than two-thirds of the SIU total, and the "no union" vote was so low as to be almost invisible.

By that vote, the unlicensed Isthmian seamen proved two things. First, that they wanted to be represented by a union, as witness the small company vote; and second, that they wanted the Seafarers, which is proved by the grand total rolled up for the SIU.

There is no further reason for the company to refuse to come to terms. Certainly this largest carrier of dry cargo in the world can afford to grant the same wages and conditions which are standard on SIU-contracted ships. Shipowners who operate under SIU conditions are still piling up huge profits, and there is no reason to believe that Isthmian can't do the same.

The Seafarers International Union has a clear mandate from the men who sail the ships. By voting overwhelmingly for the Union, they have said, "We want the SIU to represent us; we want SIU wages and conditions, and damn fast!"

The time for stalling is past—too much time has already been wasted. Isthmian seamen are becoming impatient, and who can blame them?

Obstacles put up by the NMU have been successfully hurdled. It's high time the Isthmian Steamship Company entered the SIU fold. That's the way the seamen voted, and that's what they want.



## Men Now In The Marine Hospitals

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

### NEW ORLEANS HOSPITAL

- J. PROBST
- C. CAHILL
- C. LANGSTON
- L. COOPER
- W. CAUGHEY
- R. LUXEMBURG
- J. L. WINN
- F. McNUTLY
- F. HOMANN
- G. ELDRIDGE
- LEROY CLARKE
- V. A. QUINN
- M. A. HIGGINBOTHAM
- A. J. LeJUENE
- J. ZADAVIL
- E. L. WANDRSI
- E. M. LOOPER
- J. J. O'NEAL
- A. B. ZIELINSKI
- R. B. WRIGHT
- J. E. MAGUIRE
- C. MASON
- W. BROCE
- J. DENNIS
- E. P. JANOSKO
- H. W. WATTS

### STATEN ISLAND HOSPITAL

- N. NEILSEN
- J. MORRISON
- E. J. SIDNEY

- J. A. DYKES
- E. E. CASEY
- E. F. PAUL
- P. FELICIANO
- P. GELPI
- H. STILLMAN
- T. J. KURKI
- E. P. O'BRIEN
- C. KERSTENS
- P. C. CARTER
- M. PISKUN
- G. ROGERS
- C. F. CONSTANZA
- H. SELBY
- R. WALTHER

### BALTIMORE HOSPITAL

- M. PLYLER
- F. O'BRIEN
- J. WYMOND
- E. CAIN JR.
- J. TARQUELLOS
- F. MILLER
- D. COPPAK
- P. PODOLSKY
- R. GORDON
- M. FINDELHURST
- H. GREEN

### NEPONSET HOSPITAL

- L. CLARK
- J. S. CAMPBELL

### Hospital Patients

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

### Staten Island Hospital

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

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

- E. FERRER
- J. R. HANCHEY
- C. LARSEN
- L. L. LEWIS
- J. R. LEWIS
- L. TORRES
- C. SCHULTZ
- J. HAMILTON
- R. A. BLAKE
- H. BELCHER
- J. T. EDWARDS

### BRIGHTON HOSPITAL

- E. WHELAN
- J. CALHOUN (SUP)
- R. BAASNER
- W. PARIS
- R. LORD
- E. JOHNSTON
- A. BONTE
- E. MOFIENE
- E. DELLAMANO
- E. HAMATY
- R. GRALICKI
- H. WALSH
- J. WHEATON (SUP)
- R. HUNT
- J. McDONOUGH
- G. BLACK
- H. SMITH





By PAUL HALL

The place to settle a beef among crewmembers is on the ship where the complaint arises. Several fellows have come to the Union Hall recently with beefs about shipmates after the trip was over and the payoff had been completely settled. For instance, one guy had a beef about the Bosun on the ship he was on, and brought it to the Hall about two weeks after the scow had paid off.

He beefed that the Bosun had pushed the crew around and that he wasn't a good SIU man. No picard, whether he is good, bad, or indifferent can do anything with a squawk like that, because the man who brought it in was dead wrong to start with. The place he should have settled that gripe was right on the ship, with the crew present.

Any crew that calls itself a Union crew can nearly always iron out beefs that arise between crewmembers.

If a man on board ship feels that some of his shipmates are guilty of hard-timing any other hands, or are not conducting themselves as SIU men, then he should immediately contact the Ships Delegate and call a meeting on the problem. Once a crew takes a position which the majority agrees on, then that is the way the beef is settled.

### Majority Decision Binding

In the event that someone on board is not satisfied with the majority decision, then he has the right to appeal the disposition of the case to a shoreside meeting. Once this is done, the majority decision of the entire coastwise membership is binding.

It is to be pointed out that in nearly all cases of such sort the original decision made aboard ship is usually upheld by the shoreside meetings.

There is not much use in a man, calling himself a Union man, to come around griping to the Hall after the matter has been settled. A guy who consistently does this is not a good Union member because he doesn't have the faith of his convictions to take his beef straight to his own shipmates for settlement.

So, in the future, fellows, if you have any gripes or complaints, be good Union men and iron everything out in a Union-like manner.

### Learn The Rules

That a union is as good as its membership, is a very true saying. One of the very big things it takes to make a good member is a complete knowledge of union procedure, Constitution, Shipping Rules, and by-laws. While a good percentage of SIU members knows our Constitution and Shipping Rules, too many do not. This is not confined solely to young members.

As a matter of fact, quite a few oldtimers are not thoroughly acquainted with the Constitution and the Shipping Rules. This lack of knowledge extends to officials as well.

For instance, in one port last year, an official took the position that probationary members do not have the same shipping privileges as a full Book man. This, of course, is not true.

The only restriction put on probationary members by the Constitution is under Section 2, Article IV, which states that, "Probationary members shall have voice but no vote."

This means specifically that a probationary member has all the rights of a full Book man with the exception of voting privileges. This situation where Pro members were forced to register and ship with TC men was in effect several weeks before several men on the beach, who knew their Constitution, brought the issue to the deck and corrected it.

### Promotions By Error

Another instance of breaking Shipping Rules through the lack of knowledge is allowing promotion on board ship, after one round trip, of Ordinaries, Wipers, and Messmen. This is a clear violation of Shipping Rule number 30. Because of this ignorance of our Rules, often a bitter beef results which can louse up an entire trip, as well as cause hot beefs at shoreside meetings.

The membership should make it their business to study the Constitution and Shipping Rules, as well as all Union literature. This goes for officials also.

This will help us all to protect our individual rights, and make for a bigger and better Union.

A membership ignorant of its own rules and procedure means an ignorant union. An ignorant union has no chance of survival.

## LSU, LCA Use Poison Pen Letters In Desperate Attempt To Halt SIU

By PAUL WARREN

DETROIT — Recently, the Great Lakes have been flooded with various open letters, some sent out by the Lake Sailors Union and others issued anonymously (apparently through the efforts of the Lake Carriers Association and/or some of their member companies).

These letters have been sent through the mail to the unorganized seamen on the Hanna, Wilson and other fleets. All of them can be grouped together and truthfully labelled as scurrilous, irresponsible and viciously lying propaganda of the rottenest kind imaginable.

We are not going to attempt to answer these vicious articles, nor are we going to dignify them by breaking them down and refuting them point by point. But we are going to put you straight on a few union facts of life so that you can judge for yourselves whether or not the SIU is the only union on the Lakes for you to join.

First off, the SIU stands on it's record of achievements — wage gains, improvements in hours, overtime and conditions, and the best damn contracts in the maritime industry.

Lakes seamen know these facts, and we certainly don't have to stoop to the level of

these boss-paid propagandists in order to answer their filthy lies.

### MEMBERSHIP GAINS

Why do you think the SIU is gaining membership by leaps and bounds? Why did Midland seamen vote for the SIU? Why did crewmembers of the Huron ships vote SIU, and why did seamen from the four Wyandotte ships overwhelmingly choose the SIU as the union of their choice?

And why do the great majority of the crewmembers from the Hanna, Wilson, Shenango and Steinbrenner (Kinsman) fleets openly express their choice of the SIU as the union to represent them?

These Lakes seamen know the score about the SIU. That's why they aren't going to let any LCA, NMU or LSU propagandists bamboozle them with their phony line of hogwash.

They know that the SIU sets the pace on the Lakes when it comes to wages, hours and conditions, and that's why the SIU is on the way to becoming the only seamen's union on the Lakes.

Well, to get back to the union facts of life a la SIU that we started in to give you—Here are a few facts that you can put in your pipe and smoke on for a while, mulling them over in your mind.

## The Fight Is Not Yet Over, So Keep Shipping Isthmian

By AL KERR

By being certified as bargaining agent for the unlicensed seamen of the Isthmian Steamship Company, the SIU has won a major battle. But the fight still goes on. The biggest and most important battle is winning a signed contract with the company.

The only way we can be sure of doing just that is by having Full Bookmen on those ships to lead the non-union men in meetings, to tell them of the advantages of a good trade union, and to explain to the the Union Constitution and contracts.

Only men who have sailed under Union conditions can go aboard those scows and give the unorganized men the true facts of Union membership.

It is impossible for the shoreside Organizer to meet each and every crewmember during the short time that the ships are usually in port.

Therefore, when a Union man goes aboard, he can accomplish much more in one trip than an Organizer can in many months.

### MORE COMING

Some SIU members have an idea that Isthmian is the only outfit which the Union is trying to organize. Don't forget Cities Service and the Tidewater ships. These companies are small, but they could mean a whole lot to the SIU. They would provide additional coastwise runs and supplement the ones we already have.

Not only that, but at the same time we would be eliminating two other non-union companies from the maritime field. As long as one unorganized company re-

mains in the maritime industry it is a threat to our jobs and our security. That company can always be used as a source for scabs and strikebreakers.

Sail Cities Service and Tidewater. Contact the Organizers and give them every assistance possible on the unorganized lines.

It is gratifying to note the results of the article we ran in a recent issue of the LOG, asking men to go up for endorsements to their papers. We have had a fair response, but we can never have too many. Let's keep it up.

## SIU Stand On Taft-Hartley Act

Below is the SIU's program and position on the Taft-Hartley Act as adopted by the Union in membership meetings up and down the coast on July 2.

- 1—The SIU-SUP go on record as not tolerating in any way, shape, or form, any interference with our Union Halls by shipowners or Government bureaus.
- 2—The SIU-SUP to consider as a lockout any attempts by any person or persons to use the Taft-Hartley Act to the detriment of our Unions.
- 3—We make known immediately to the AFL, as well as to the AFL Maritime Trades Department, our position on this matter.
- 4—That we call for a meeting as soon as possible with the Maritime Trades Department on this matter.
- 5—That we make known our position on the Taft-Hartley Act through the medium of the *Seafarers Log* and the *West Coast Sailor*.

Let's brief you on what makes up the Seafarers International Union of North America, AFL. The SIU is composed of five separate and autonomous Districts. These are: the Great Lakes District; Atlantic and Gulf District; Sailors Union of the Pacific; Canadian District, and the Marine Allied Workers (taking in the tugmen, fishermen and inland boatmen).

Notice that word "autonomous." It means self-governing, and each District of the SIU has its own constitution, elects its own officers, makes decisions setting its own policy, and handles its own finances.

This means that the Great Lakes District runs itself, free from any interference or domination by any other SIU Districts. However, the full strength and support of the SIU's 91,000 members is available, and the entire International treasury is available to assist the Great Lakes District in any prolonged beef, and whenever requested.

### SIU AFFILIATIONS

First and foremost among the Seafarers affiliations is that with the American Federation of Labor. It's really comforting to know in times like the present, with the vicious Taft-Hartley anti-labor Bill in effect, that the AFL (almost 8 million strong) lines up behind the SIU.

The SIU is also affiliated with the International Transport-workers Federation, a worldwide anti-communist organization composed of millions of workers from the maritime and transportation industries in many countries.

Last, but not least, the SIU is affiliated with the powerful AFL Maritime Trades Department, made up of more than 200,000 organized workers from the various maritime and connected industries.

This organization was founded last August, and brings the full support of the AFL Seamen, Longshoremen, Radio Operators, Licensed Deck Officers and Teamsters to bear in any dispute affecting the affiliates.

These facts should be contrast-

(Continued on Page 4)



# Calls Economic Action Answer To Taft-Hartley

By LINDSEY WILLIAMS

I wish to reply to that part of Brother Goodman's letter in last week's LOG in which he stated that all labor unions should unite and form its own political party. In my opinion, that is not the answer to organized labor's problem.

I think that vicious attacks on labor can be beat by the unions without them getting involved in politics, and spending lots of dough and energy on stuff that isn't the work of a trade union.

A union's job is to protect the rights of its membership. When those rights are threatened, the Union should be prepared to take the most effective action there is to show its enemies it can't be kicked around.

The membership of the Seafarers International Union is against political action. It favors the union policy of using economic action whenever the boss-

## LSU And LCA Turn To Lies To Fight SIU

(Continued from Page 3)

ed with the facts concerning both the LSU and the NMU, and then you can resolve your mind about them.

How can an outfit like the one-company LSU give you job security, competent union representation, or any form of support in time of a beef? According to their own literature, dated July 1, 1947, all of the LSU officers are men sailing on the Cleveland-Cliffs ships.

How are those men going to represent you when they are busy sailing on ships themselves? How is the LSU going to do a job for any seamen when their only shoreside representative is an attorney, one Meyer Cook, who derives the major portion of his income from the shipping interests whom he represents in his capacity as a lawyer?

How is the almost bankrupt and corrupt NMU going to represent you and take care of your beefs when their leaders are so busy fighting among themselves to decide who shall cut up what little pie is left in their treasury?

How would you like to join an outfit whose organizers are now going around urging seamen on the vessels which the SIU has already petitioned for elections to vote "No Union" rather than vote for the SIU? Is that the kind of unionism, NMU style, you want?

No, Lakes seamen want no part of either of these phony outfits. That's why they are voting for the SIU, and that's why they will continue to vote for the only union on the Lakes which is free from internal dissension, boss control or foreign domination from Moscow.

Lakes seamen will continue to vote for and join the SIU, because it's the only Union on the Lakes with the contracts, representation, security and strength to give them the forty hour week, highest wages in the industry, and the best working and living conditions afloat!

es and their political stooges try some finking stunt that will put the organization in danger—by economic action at the point of production.

### ECONOMIC ACTION WORKS

And no matter what anybody says about this direct action, one thing is damned certain — it works. Whenever it was necessary, the Seafarers has been able to settle its major beefs by economic action. It's a sure, short-cut way for labor to show its enemies it means business.

If labor goes in for politicking, it's got to be ready for plenty of horsing around. It'll mean months and months, maybe years, of expensive effort—and there's no guarantee that when it's all over with we'll be any further than we are now.

The Seafarers way of direct action is quick and sure. We proved that it brings results.

In the same way that the SIU has made economic action work whenever the bosses tried to put a head on our union, all labor unions can show their strength.

The power of all workers—whether they are seamen, tool-makers, coal miners, or sewing machine operators — is right where they do their jobs—at the point of production.

If every worker in this country would throw down his tools when the bosses and their political stooges try to kick us below the belt, it would be a different kind of fight.

### PERSONAL BUSINESS

Personally, I don't give a hoot whether a guy wants to vote or not. That's his own business. When it comes down to the fact that our bread and butter, and all we've done to win it, is going to be shoved down the drain, then we should all act together.

The answer to the Tafts and Hartleys and their whole crew of smoke-blowing politicians is economic action.

Let all the labor unions adopt the same program that we in the Seafarers are following and there'd be nothing to it.

Thirteen million workers all acting at one time—at the point of production—would make monkeys out of the slick-talking ward-healers who think they can write us out of existence.

That's my answer. Why talk about getting all labor into a political party. Unions are economic organizations and that's where they know the score.

Let them adopt militant programs and then put them into action when they have to, and you wouldn't hear a word about "slave-labor laws."

## Attention Seafarers

Word has come to this office that the Seafarer Log is not to be found in some of the seamen's Clubs in foreign ports.

Whenever in a foreign port go to the seamen's Clubs and see if the Log is displayed. If you don't see it, ask for it. Find out why it is not put out, and leave some of your ship's copies of the Log there.

Notify the Seafarers Log of all Clubs where you do not find the SIU paper.

# REPORT TO MEMBERSHIP FROM HEADQUARTERS



By J. P. SHULER, Secretary-Treasurer

July 16, 1947

## Taft-Hartley

SIU-SUP Representatives Hall and Weisberger attended the AFL Conference of Unions in Washington, D. C., Wednesday, July 9, 1947, as was formerly announced to the membership.

Their report and the program adopted by the AFL was run verbatim in last week's SEAFARERS LOG. The summarization and analysis of this bill will be run in the SEAFARERS LOG in several parts, the first section of this report to be carried in this coming week's issue.

The full impact and the viciousness of the Taft-Hartley Bill has not been realized by most organizations as yet. The Seafarers, for example, has not yet come into contact with anyone attempting to use it in the Maritime Industry. The Union's position and program to combat this Act is carried in this past week's issue of the LOG and will be carried permanently in the LOG for some time.

The SIU shall be on guard to prevent the use of this Act to crush this Union which we have built with a cost of much effort, time and sacrifice.

## Negotiations

The Negotiating Committee met several times with the operators since the last regular meeting. It seemed as though at first we would be able to promptly settle our differences with these people in the matter of contracts, as laid out in previous negotiations reports. However, the situation is now changed.

The operators notified us in our last meeting with them that they would go along with a raise in wages, vacation clause, pay-



ment of holidays at sea for Deck and Engine Departments, as well as various clarifications, providing that we agreed, first of all, to give up the clause in our contract giving us the right to open wage scales any time we see fit, and secondly, to allow the company full and complete reign in the hiring of Chief Stewards.

## NO SURRENDER

Your Negotiating Committee turned the shipowners down on this proposal, and told the negotiating committee for the shipowners that, as far as the SIU is concerned, we don't intend to surrender one part of our contract. We further requested an early answer from the shipowners on this matter and meetings are scheduled for one day this week.

The Union does not intend to let the shipowners attempt to

take advantage of what they consider will be a favorable situation of the recent passing of the Taft-Hartley Act, and try to impair our conditions. This membership is aware of the policy of the SIU and before any terms of our contracts are surrendered, we will, of course, hit the bricks.

The membership will be advised as to the outcome of the next meeting with the operators.

## Union Operations

The retrenching program of the Union is coming along nicely with practically all of the out-ports cooperating in the matter of saving the membership quite a bit of dough.

Members are called upon in all ports to work with the officials as much as possible so as to make for good representation, at the same time keeping it at a minimum cost.

It seems as though the shipping boom which was experienced in some of the big ports is now going to taper off. Book members are urged to take all jobs possible so as to prevent the issuance of any more tripcards than are absolutely necessary.

For every book members taking jobs now, it will mean that much better shipping a year from now.

The question of reinstatement of members more than one year in arrears in dues and assessments has been kicked around in several of the ports.

To prevent any further cross-fire between the various ports on this matter, and at the same time to protect our Union from being

subjected to the various terms of the Taft-Hartley Bill which cover the matter of union reinstatements, Headquarters Offices are drafting a resolution on this matter which is attached hereto and is being sent to all ports for action on Wednesday, July 16.



The last remaining legal obstacle has been removed from the path, and the SIU is now able to negotiate a contract with Isthmian Steamship Company.

The NMU has withdrawn all charges and, as a result, the operator is free to negotiate with the SIU. Isthmian has been notified of this action and we are now waiting word from them as to the setting of the date for commencement of negotiations. Results of such meetings will be made known to the membership.

The Quarterly Financial Report for the first quarter has been submitted to Headquarters, and it is recommended that an Auditing Committee be elected in the Port of New York for the purpose of auditing the books and bills of the Union for the first quarter.

## Resolution On Reinstatements

WHEREAS: There are certain provisions in the "Taft-Hartley Bill" which penalize a Union for not allowing any man membership in any Union he desires, as well as sections dealing with reinstatements of former Union members, and

WHEREAS: Because of the failure of several officials to conform with membership rules whereby they have reinstated men who were more than 12 months in arrears in dues, which was contrary to membership action taken on a coastwise scale, as per our constitution, and

WHEREAS: If these officials continue to follow the policy of ignoring the rules of our membership on this issue, it may well result in our Union being put in a tough spot because of such actions being a part of the Slave-Labor Act, and

WHEREAS: Headquarters has repeatedly called this to the attention of the offending parties and has not yet received the full cooperation of the officials guilty of such, so

THEREFORE, BE IT RESOLVED: That we, the undersigned members in good standing in the SIU, go on record that no Port Agent, or any official, can accept dues from any former member who may be more than 12 months in arrears in dues and/or assessments, and

BE IT FURTHER RESOLVED: That all ports forward all such applications for reinstatements to Headquarters Offices for action, and that once Headquarters has acted on same, the results to be made known to the members through Headquarters Reports and/or communications, and

BE IT FINALLY RESOLVED: That the membership be made acquainted with the seriousness of this problem and when and if this policy is adopted that all officials be instructed to be governed by the rules as contained in this resolution.

Signed by:

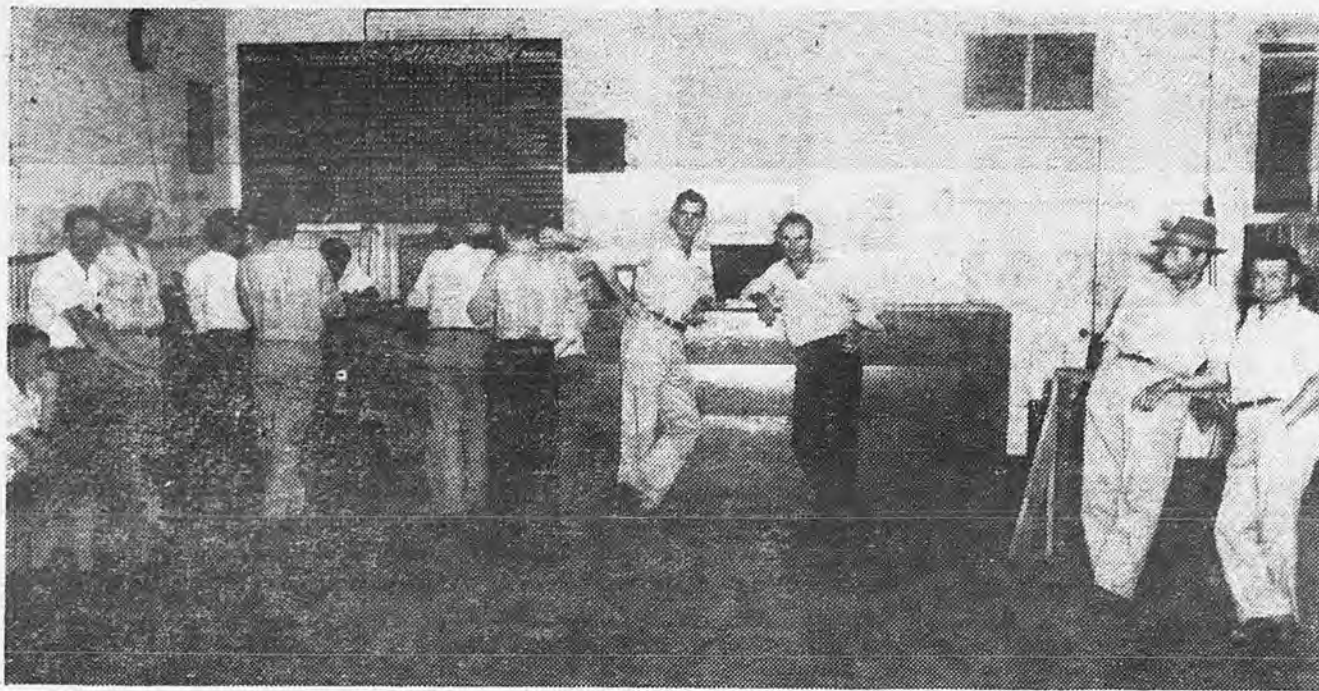
Paul Hall, 190  
Lindsey Williams, 21150  
C. M. Tannehill, 25922  
Al Kerr, 29134  
Eddie Parr, 96

Signed by:

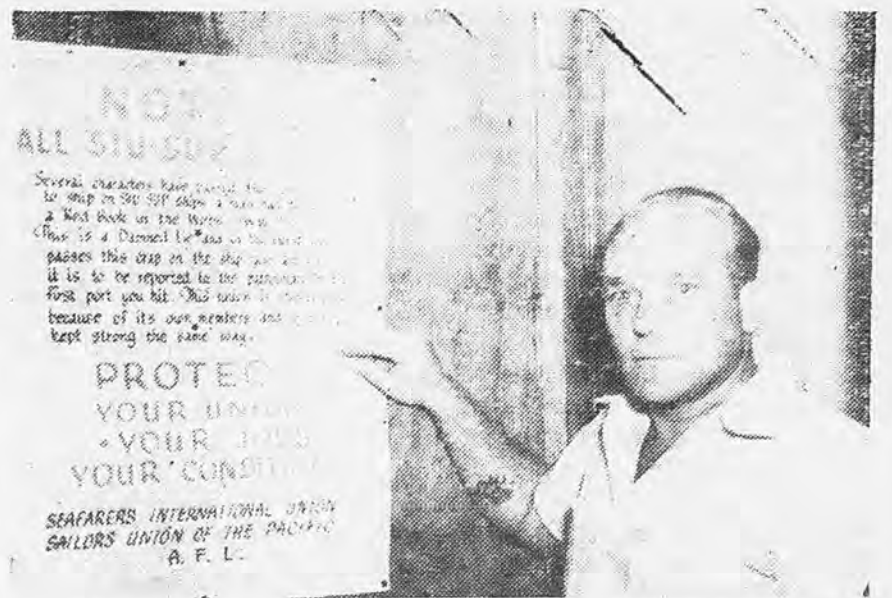
J. P. Shuler, 101  
J. S. White, 56  
W. Higgs, 223  
O. Drawdy, 28523  
H. J. Piekutowski, 23814



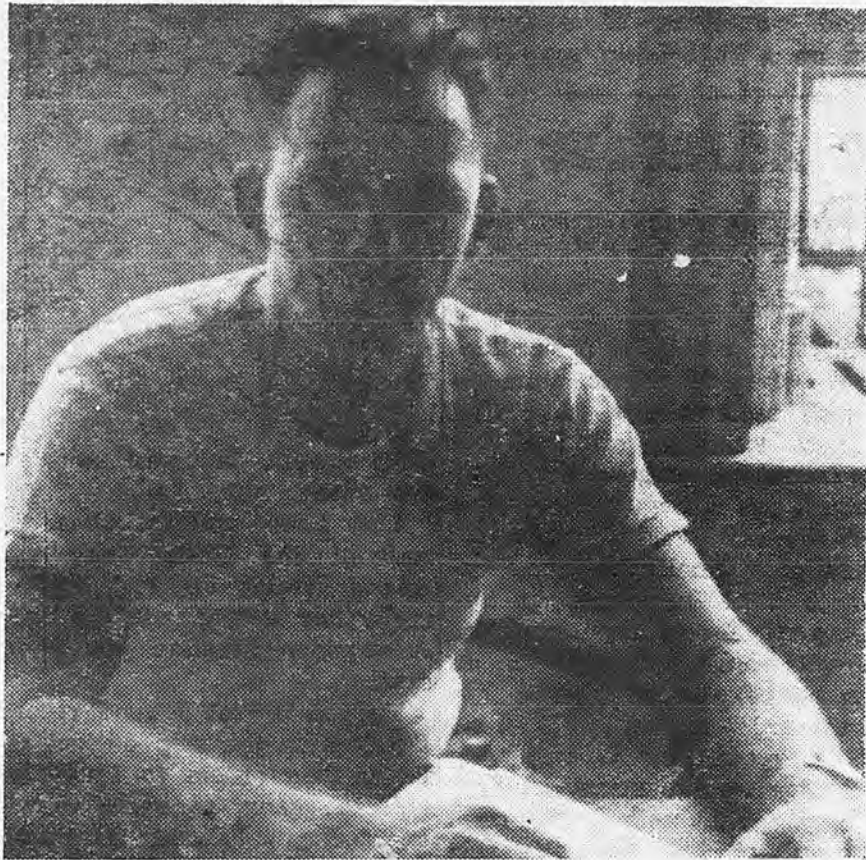
# Deep In The Heart Of Galveston Hall



The busiest place in the Galveston Hall is right in front of the Dispatch Board. Here are the men waiting for Dispatcher Mickey Wilburn to call off the available jobs, and then will be heard saying a voice, "I'll take that one." With democratic rotary shipping, if the man who wants the job has been on the beach longest, it's his for the asking. Shipping is so good in Galveston that few men stay on the beach any longer than a couple of days, unless, of course, they want to linger a while in the many local hot spots.



Leon "Blondie" Johnson, former Port Arthur Agent, and at present a Galveston Patrolman, points to the sign that outlines the Seafarers policy. These signs dot the walls in the Galveston Hall, and make clear that the membership and no others control shipping and everything else in this Union.

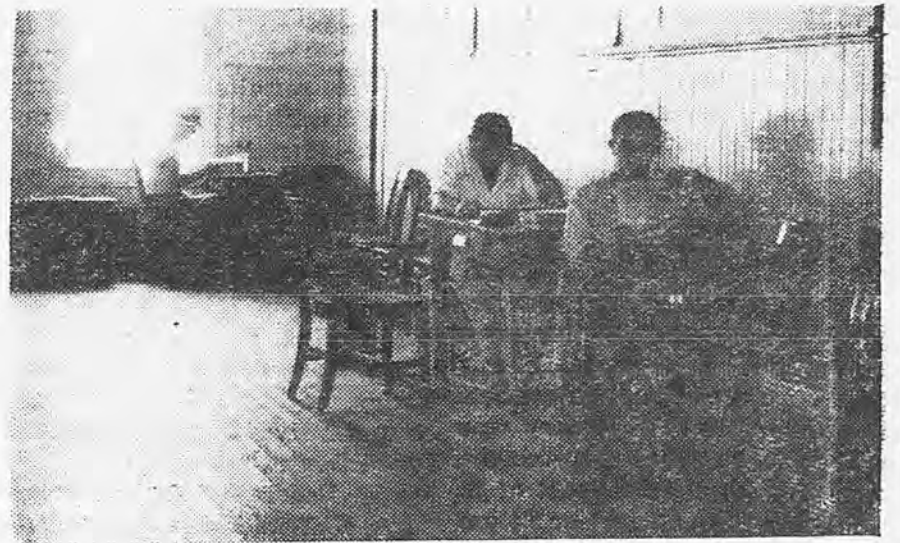


There have been many changes in the Texas area, and Keith Alsop, above, is the Agent for Galveston, appointed by the Secretary-Treasurer, and concurred in by the membership. Keith is an oldtimer who started sailing many years ago out of Norfolk. He's held many elective positions in the SIU, and he is doing a fine job where he is now.



~ ~ ~

~ ~ ~



Between calls, these men sit and rest. There's plenty of reading material available, including the LOG, and the men take advantage of that. Many men also use the time to write letters to the LOG, to their friends and relatives, and to their girl friends.

~ ~ ~

Off to the payoff, Ray Sweeney, Patrolman, left, carries a bundle of LOGs so that the men aboard ship can get caught up on the latest news. It's good news, too, because it announces the SIU certification in the Isthmian election.



Mickey Wilburn, Dispatcher, right, also doubles as a Patrolman. Here he goes over a problem with Dale McDonald, FWT. Mickey also makes ships for payoffs and sign ons, and does his share of the organizing work.



A letter to his family is being written by Bill Chastain, AB. Bill says that one thing he appreciates about the SIU Halls is the fact that he can write a letter or sit and read, if he wants to.



# Philadelphia Agent Calls For More Cooperation With Log

By E. S. HIGDON

PHILADELPHIA — This is a job, instead of the ships' crews and it assigns eight to ten men to each ship. Should the arbitrators decide that the work is to be done by longshoremen, then the court was petitioned that they should also decide the number of men in a hatch gang.

On reading my LOG of July 4th, I see where 15 branches of the SIU have not contributed any news. Well, in my opinion, this is really letting ye olde Editor down.

Although each Agent is supposed to send in a piece for the LOG it looks like some of them should be reminded by the July 4th issue that they are falling by the wayside.

While we are on the subject of news for the LOG, I know that the Editor would gladly print any items that were submitted by the rank-and-file, so let's get together, members and swamp ye olde Editor with some news.

We paid off the Alfred Moore of the Waterman Line last week. Big Mike Gibson and Izzy Cohen were aboard and, between the two of them, they kept the boys happy.

### KEEP ON HATING

The Taft-Hartley Act is certainly a hot topic of discussion these days. I only hope this feeling of utter hate still exists on election day. If it does woe be it to its sponsors and also the ones who voted in support of it. "I am a Republican" or "I am a Democrat" should have no



place in the minds of American Labor today. What it should be is, "I am a Union man and am going to vote labor."

A bit of interesting news was an item in one of our town's leading papers the other day, to the effect that the operators were going to sue the Longshoremen because they were opening and closing hatches on coal ships being loaded here.

The item stated that this was formerly done by the seamen at a much lower cost and this work, done by longshoremen, is costing operators millions annually. (Some stuff, eh boss?)

### ARBITRATION

Whether stevedores or sailors should open and close the hatches on coal ships was the principal question involved in an action filed with Judge Thomas Bluett, presiding over the summary court of Common Pleas.

To settle the question the court was asked to require Local 1291 of the International Longshoremen's Association, AFL, to arbitrate the matter with the General Committee of Steamship Lines and Employing Stevedores.

The Union insists that its members are entitled to the

job, instead of the ships' crews and it assigns eight to ten men to each ship.

Should the arbitrators decide that the work is to be done by longshoremen, then the court was petitioned that they should also decide the number of men in a hatch gang.

River anchorages here were reported this week as filled to capacity, while incoming vessels were notified not to proceed up the Delaware above Marcus Hook unless berthing facilities were available immediately. About 18 vessels were awaiting cargoes of coal.

### 'SAUCERS' EXPLAINED

The Republicans are anxious to cut taxes — yet boost rents and food prices for taxpayers. You figure it out. Between the skyhigh food prices and these "flying saucers" we're inclined to believe somebody's setting the table up 'thar' to keep up with the prices.

Mayor Samuel asked all landlords to refrain from "visiting undue hardships" on tenants under the liberalized Federal rent control law. He warned that the city will exhaust every possibility that the law permits to safeguard renters.

Speaking of laws, we got the lowdown on Pennsylvania legislation at a meeting held Wednesday night, July 9, by the Central Labor Union with James L. McDevitt, president of the Penna. Federation of Labor and Louis E. Wilderman, attorney of the AFL unions, as speakers.

Among the bills signed are included: Ban on secondary boycotts and jurisdictional disputes; ban on unemployment compensation to strikers; all round working hours for women; and slashing employers contribution to the state's unemployment compensation fund.

# Another LSU Membership Sellout: Two Stewpots On The Pontiac

By MAURICE DOLE

ASHTABULA — One of the crewmembers off the SS Pontiac, a Cleveland-Cliffs Iron Company ship, dropped into the hall recently and gave us the lowdown on conditions aboard his vessel. According to this Brother, they carry the two-pot system a little bit further on the SS Pontiac than they do on most unorganized Lakes ships.

Drop into the Pontiac dining room where the officers eat, and you can find the best of everything including all kinds of fresh fruit in and out of season. But it's very different in the crew's messroom. There you're lucky if you ever get any fresh fruit!

Is this another one of the ways that the "strong" Lake Sailors Union works for the members, and gets them the best possible conditions? And, according to their own literature, the officers of the LSU are working seamen on the Cliffs ships. They must know what's going on.

Wake up, Cliffs seamen! Get rid of that handcuffed "independent union" called the Lake Sailors Union, and join the only Union on the Lakes which has the guts and militancy to go out



## NO NEWS??

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

- JACKSONVILLE
- BOSTON
- MONTREAL
- NORFOLK
- SAVANNAH
- CLEVELAND
- BUFFALO
- DULUTH

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.

## Replacements Scarce In Tampa; Even SS Florida Has Tough Time

By SONNY SIMMONS

TAMPA — Shipping remains at a peak here with replacements as hard to get as a drink of ice water in hell. At the present time we have three Waterman Victories in port, each of them calling for a rated man in both the Deck and Engine Departments.

On top of that, we are having a tough time keeping Deck and Engine men on the SS Florida. Offshore men don't want the jobs since the Florida is in port most of the time.

There are seven AB and four Oiler jobs on the board at this writing, and not a man in the Hall.

Had something of a funny beef on a Bull Lines scow last

week. The Deck Delegate called for a Patrolman, and when the Patrolman arrived, everything was fine. In fact, the only reason they called for an official was to be told how nice the ship was!

### GIN MILL MEETING

Imagine our surprise when a call came the next morning for a Patrolman and the Agent to come down to the Channel Bar, a gin mill right near the Bull Lines docks.

We went right down, and found the Delegate gassing up. He told us that the Mate was aboard the ship renewing a guy.



So we went on board, and got the whole story.

The Mate told us that the rest of the Deck Gang was ashore gassing up, and that he really had a beef, not the crew. A stranger situation you never saw.

The Mate had a good record. Every time the ship docked the Bosun had orders to knock off half the gang, no overtime was ever disputed, and all hands could turn to on overtime any time they cared to. Not a man was on the ship to renew the guy, and the Longshoremen were working cargo. Someone had to do it.

### QUICK DECISION

When told to go back to the ship and turn to, some of the men were in favor of piling off. We warned them that any man piling off under those circumstances would be bought up on charges, and then they reconsidered.

If we had men to replace those characters, we would have done so right then and there.

Labor in Tampa is supporting a full ticket in the elections this fall. Labor is going down the line for a Mayor and seven Aldermen. The administration that is in power now gave us a hard time during our strike, and now we will get a chance to return the compliment.

## ATTENTION!

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

## Beachcombing Too Attractive, San Juan Has Few Replacements

By SALVADOR COLLS

SAN JUAN — Shipping is on the "Full Speed Ahead" bell again after a comparative slow period. The disruptive effect of the local longshoremen's strike has about petered out now and with the ships again entering the Island on their regular runs, shipping will soon boom from here on out.

Two or three men get off every vessel — sometimes as many as a half-dozen pile off a single scow — so we are con-

stantly in a hell of a predicament when it comes time to furnish replacements.

Those who get off find the beachcombing so good that they don't even show in the Hall until several weeks later. And when they finally do come in, it's to take a whack at the shoregang for a few days for enough dough to keep 'em in rum and coke and rice and beans, in the order named.

This piecording is sure one hell of a way to make a living. The guy who coined the term "piecording" had evidently just eaten a piece of Shuler's pie!

### PERFORMING DECLINES

We make every ship in the harbor at least once a day. The biggest beef is with the performers. However, since the membership has clamped down on these characters, we are happy to report that most of them are confining their performing to off-watch hours.

When we trotted aboard the SS Francis, Bull Lines, we expected the usual petty chow beefs. Instead, we were agreeably surprised to find the crew perfectly happy and lauding the Chief Steward to high heaven. Surprised, that is, until we met the belly-robber, who was none other than oldtimer Rudy Kejest, one of the top men in the business. Keep 'em feeding, Rudy!

Brothers Lockwood and Morgan have teamed up with some half-dozen other beachcombers of more recent vintage, and they all plan to rent a whole floor atop the Pennsylvania Bar.

They are going to cook there, too. What's worse — they are going to use Frenchy Michelet's recipes dug up from some old LOG issues. Imagine the kind of heads these guys are going to wake up with after a binge on monkey rum and Frenchy's soup!



## Great Lakes Performers Are Warned

By FRED FARNEN

DETROIT—Recently, a small number of performers among the Great Lakes Seafarers have been making a nuisance out of themselves, and causing disturbances out of all proportion to their actual numbers. A stop must be called to their anti-union activities, once and for all.

These particular individuals are a disgrace to the name of the SIU, and the quicker they are eliminated from our Union the better off the Union will be. There is no place in the SIU for a gashound or winehead who comes around the Union Hall causing a disturbance, mooching or otherwise acting in a manner unbecoming to a union member.

The SIU constitution plainly states in several sections that intoxication aboard ship, at Union meetings, or in the Union Hall will not be tolerated, and violators will be duly punished. These sections are going to be followed to the exact letter!

### CONSTITUTIONAL PROVISIONS

Sections of the Constitution which specifically apply to performers are as follows:

**ARTICLE XX, Section 5.** Any member who, through drunkenness or bad conduct on board ship, brings the Union into ill repute or causes the delay of a vessel, shall be fined not less than Five Dollars (\$5.00) for the first offense, and for any subsequent offense shall be punished as may be determined by the Trial Committee.

**ARTICLE XX, Section 9.** Any member charged with an offense against the laws and rules of the Union or against the good and welfare of the Union, not covered by any penalties herein described, shall, upon proper trial, be subject to such penalty as the Trial Committee shall recommend and the Union determine.

**ARTICLE XX, Section 11.** No drunkenness, intoxicating liquors or gambling of any

kind shall be permitted in the Union Halls. Anyone violating this rule shall be fined not less than Ten Dollars (\$10.00) and not more than Twenty-five Dollars (\$25.00).

**BY-LAWS, Section 3.** No member under the influence of liquor shall be admitted to any meeting, and the Chairman shall strictly enforce this rule.

**BY-LAWS, Section 5.** Any member who disturbs the meeting and who refuses or neglects to obey when called to order by the Chair shall be liable to a fine of Five Dollars (\$5.00) and shall be compelled to retire from the meeting.

### NECESSARY AUTHORITY

As you can plainly see from reading these provisions of the Constitution, all of the necessary authority is placed in the hands of the duly elected officials, membership, and meeting Chairman to discipline by any necessary means those who abuse the privileges of membership in the Great Lakes District of the Seafarers International Union.

Our Union is a strong one, and we have gained a reputation for always pursuing a militant and just course for the good of all seamen. We can't afford to let a few irresponsible jeopardize the reputation and well-being of our entire membership.

Certainly, the vast majority of members in the SIU are conscientious in performing their duties and assuming their responsibilities as members of the best damn Union on the waterfront. For that very reason, all performers are given one final warning.

If you feel like acting up, drinking, cussing out someone, or otherwise acting in a manner unbecoming a Union member, stay away from the Union Hall, the Union meeting, or our SIU-contracted ships. Violators of this are going to get the works under the Constitution.

We don't want performers in the SIU. This is final!

## Plenty Of Activity In Galveston; Gashounds And Performers Wane

By KEITH ALSOP

GALVESTON — What with covering Port Arthur and Houston, in addition to this port, we are really going 'round and 'round down here. Last week we paid off the Charles Leacock, South Atlantic; the Bret Harte, Waterman; and the James Gillis, Smith and Johnson.

The Leacock and the Bret Harte have already signed on again.

The Bret Harte came in from Japan with several members who are oldtimers in our organization. Those men were worse than any Permitmen I have ever seen.

There were quite a few loggings which we were able to get rid of, and the men collected 800 hours overtime that was disputed by the Engineers.

Abe Ellis and Nevin Ellis, Preacher Perry, and Pat Whitman left Galveston with big fishing trips on their minds. Jack Kelly is back on the beach here after a short vacation in Mobile, and One Round King is still in town — with some money left.

### ON THEIR OWN

The shipyard workers at Galveston Drydock and Brown Shipyard are out on strike, but we haven't been asked for help yet. The shipyard union seems to have enough men to carry its own load.

One tanker each week is the average that comes in to Port Arthur and Lake Charles, and those ships are covered as soon as they dock. One Isthmian ship recently hit Houston, and that was covered by Johnny Ward and myself.

We aren't having trouble with

the gashounds and performers any more. They found out that drinking around the Hall would not be tolerated, and it's been cut out. Membership cooperation has been very good, and we hope it continues.

It's hardly worth to mention that the state of Texas has the worst labor laws of any state in the U. S. Even without the Taft-Hartley Act, Texas workers have been stripped of most of their rights.

The only solution that we can offer is for the membership to be damn sure to use their constitutional rights and vote in the coming elections. In that way we will be able to have men in Congress who represent all of us, not just the big businessmen.

The "flying discs" are still around these parts, but fortunately no damage has been done.

### Keep Your Shirt On

Reports have been coming in citing dirty deals given seamen by several laundries, which profess to "cater to men of the sea."

Roland Velasco of the SS Arch Hopkins reports that Ungar's Laundry of St. John, N. B., picks up laundry aboard ships in that port, with the promise that it will be returned by the weekend. The promise is never lived up to.

"They don't say in which year it will be returned," says Velasco, warning Seafarers to keep their laundry out of Ungar's hands.

### Chief Stewards

If your requisition is cut, or if the food is not up to par, notify all three Delegates at once so that the ship will not sail until the matter has been straightened out.

It is the responsibility of the Steward to check the stores before the ship sails, and any complaints made far at sea won't do the crew any good if they have to eat short rations or poor food.

## Shipping Only Fair In Baltimore, But Should Pick-Up Shortly

By WILLIAM RENTZ

BALTIMORE — We are ringing the slow bell on shipping down here, but business and shipping should pick up in the near future. Plenty of ships come in here, in transit, and with the sign-ons that are pending, soon the Hall will be deserted again.

All beefs on the four ships which paid off last week were settled to the complete satisfaction of every crewmember. All overtime was okayed before the first man drew his pay.

There were a few gashounds on the ships, and we pulled them off. We also picked up a couple of permits. The ginmill commandoes are no good to the Union whatsoever, and this port intends to live up to the recommendation to keep the gashounds and performers in their place.

The shipyard workers are still on strike, and we are respecting their picketlines. They issue clearance cards whenever our men absolutely have to go aboard a ship that is within their lines.

## New Form For Listing Repairs Should End Company Stalling

By JOE ALGINA

NEW YORK—In an attempt to halt the practice of companies stalling and pretending ignorance as to repairs needed on their ships, the SIU is preparing repair list forms to be carried on all ships.

We've found that a lot of trouble has been caused by the lack of a system for the adjustment of repairs aboard ships, so we're going to put out these forms and see how they work.

A recent occurrence aboard the Charles Nordhoff, Alcoa Steamship Corp., is a good illustration of what we hope to eliminate with these new forms.

The Nordhoff hit port here a couple of weeks ago, and at the payoff the crew turned the repair list over to the company.

The ship was in port for about two weeks and a crew was called for. The time came for signing on and a Patrolman went down to the ship.

He went aboard and, after speaking to the Delegates, found that nothing had been repaired.

### DON'T KNOW NUTHIN

The sign on was delayed and immediately a company official hot-footed it to the ship claiming that he had never received a repair list and knew nothing about it.

However, when he was told that the crew would not sign on until the repairs were made, he immediately did a Houdini and produced the repair list. The Nordhoff then sailed in true SIU style.

That gives you an idea of what the Patrolmen and the crews run into occasionally when a ship is hit for a big repair list. These new forms should eliminate much of this, if a simple routine is followed.

Four copies of the complete repair list should be handed to the Patrolman at the payoff with everything needed noted in detail.

The Patrolman in turn will give one to the Skipper, one to the company, one to be placed in the messroom, so the new crew

coming aboard can see what is needed, and the last copy is to be held at the SIU Branch.

If this is done, it should put an end to the companies' practice of stating they know nothing about a repair list; they can't very well ignore four lists.

### FILL IT OUT

At the bottom of the new forms will be a place for the three departmental Delegates and the ship's delegate to sign their names. Fill it out completely. Sometimes omissions confuse things, especially if the name of the ship is left off.

These forms will be in the hands of all Agents in the near future; grab yourself a handful before you start your next trip.

Situations like that aboard the Charles Nordhoff are not an everyday occurrence, thank God.

In New York, this week, we had several ships that came in for good payoffs, which the Patrolmen reported as among the best they had had the pleasure to handle.

The crews came in with all their books, overtime sheets and beefs all ready for the Patrolman, and on each ship the crew was completely sober.

The DeSoto and Hastings of Waterman Steamship Company were two fine ships, as was the Joliet Victory of Robin Line.

The Newburg, Los Angeles Tankers, gave the Patrolmen an easy time, although she had been out for over six months; and the



Archer, Bloomfield, came in with flying colors. All of them were fine ships and a credit to the SIU.

### RETIRE YOUR BOOK

Although I've said this before, I'd like to mention it once again — perhaps it will save some Brother a lot of trouble later on.

If you have intentions of leaving the industry for good or for a short period, be sure to retire your book. There is nothing difficult about it, and will greatly facilitate your returning to sea if you decide to do so later.

Merely call in person or mail your book to 51 Beaver Street, New York, c/o 6th Floor, and mention that you wish to have your book retired. In a few days your retirement card will be returned to you and you'll be all set.

Here are a few items of interest to certain members:

Alcoa Steamship Corporation now has their six percent retroactive pay ready and the checks are being mailed. If you wish you can call for your money in person at their offices, 17 Battery Place, New York.

Here's a real oldie that went the rounds but finally is paying off for the men in question. The extra month's wages for the crew of the Richard Henry Lee, voyage beginning June 1, 1945, will be ready in about two weeks.



## Plenty Of Ships Coming And Going In New Orleans

By EARL SHEPPARD

NEW ORLEANS — Everything is running smoothly, smoother than ever before, and it looks like N. O. will continue to be a humming port.

We have three Mississippi superliners, and two Alcoa luxury ships calling this port home, and that ain't hay.

Mississippi has the SS Del Norte, the SS Del Sud, and the SS Del Mar; and Alcoa has the Clipper and the Corsair. When these big babies come in, there's plenty of activity.

Last week we had five ships paying off, and five ships signing on. There were very few beefs, and we are glad to report that only minor beefs came up on the Del Norte and the Alcoa Corsair.

These vessels carry a crew of better than a hundred men each, and so they are not expected to come in perfect. But we can say that those ships come in as near perfect as any passenger ships afloat.

The Messroom of the Corsair sported a sign that could well be hung in the Messrooms of all SIU ships. Here is what it said:

"This SIU ship is a clean ship and your home. So Brothers, NOT 1, NOT 2, but the entire SIU crew must do its part to keep her sailing smooth."

### REALLY BUSY

Shipping is still hectic here with more than 300 men shipping each and every week. Not many oldtimers are left on the beach as they don't want to miss the god jobs that come up on the board.

Jimmy DeVito, Fritz Rickoll and L. E. Wessels are a few of the oldtimers who are here now. Brother Rickoll boasts of being in the Union longer, with less seetime, than any other member. Most of his time is standby.

The towboat field, being worked by Brother Warren Wyman, well-known Isthmian organizer, and Trussel Beatrouse is straightening out perfectly. We would like to have Headquarters okay one page of the LOG for Towboat news and pictures in and around the Gulf. That would encourage more Towboat men to write and send pictures to their own Union newspaper.

(Editor's Note: Send 'em in, and we'll print 'em.)

## Men Needed For Sun Oil Drive

By BLACKIE CARDULLO

MARCUS HOOK — Shipping has slowed down a little, but quite a few of the boys have been back to see us lately and that helps to keep things lively. It keeps the town sort of lively, too.

We have been hearing some reports about how the SIU lost the Sun Oil Tankers election. That's a bunch of bushwash, and was probably started by the company or the NMU.

For the information of all concerned, we have not yet had the election, and when we do the SIU is a sure bet to wind up on top. Everything looks favorable to the Union, although we could use a little boosting from the membership.

Some of the fellows are indifferent to the drive, and the same of the men who sailed Isthmian are not volunteering to do a part in this campaign.

At one time it was felt that we would close up this Hall since there was no chance of getting an election in the company, but now we know that an election will be coming up soon, and it's our job to stay until the last vote is counted.

This is an open invitation: If there are any men who think that they can get a job on a Sun Oil Tanker, they should come down and see us. In that way we can wind things up in a hurry.

## PROUD OF THEIR SHIP



The entire crew of the SS Alcoa Corsair assembled on deck for a picture. That sign in front of the group is one they believe in and live by. It's a good idea, and one that could be used on all SIU ships.

## Sailing In The Seafarers Gave This Brother What He Wanted

In 1939, when war clouds were gathering over Europe, B. G. Zelencic was one of those young men who couldn't decide what to do with his future. Nothing he tried seemed to be what he wanted. He had held several jobs, but somehow none of them seemed to be just what he was searching for.

One day he was discussing the problem with his brother-in-law, who said, "I know just what you want. I used to be the same as you, and I found the place for me by going to sea."

His brother-in-law, now retired from the sea, had sailed for many years and had been a member of the old ISU.

He knew the value of unions and so he gave Zelencic a parting word of advice before he sent him off to find a ship. "If you're going to sea, be sure you join a union, and make sure the union is the SIU."

So, with this in mind, Brother Zelencic presented himself to the SIU late in 1939 ready to take a ship and hoping that here he would find what he was searching for.

He was given a tripcard and



B. G. ZELENCIC

assigned to the SS Evelyn, Bull Lines. Brother Zelencic found more than he had expected in going to sea his first trip. The life of a seaman appealed to him. That was the clincher; seagoing life was the life for him.

After the Evelyn he took ship after ship and found good conditions, fine foods and good pay aboard them all. Then came Pearl Harbor and war.

With the opening of hostilities, Brother Zelencic stayed at sea and continued to sail throughout the war, taking the ships through the dangerous waters of the South Atlantic and later through the mine-infested and dive bombed Mediterranean.

During his many trips he heard the whistle of bombs aimed at his and other ships and, while in the ports of Casablanca and Liverpool, he felt the full

### Attention Members!

All applications for unemployment insurance in New York State must be made through the offices at 277 Canal Street, instead of the District offices, as formerly.

fury of the German bombers, but luckily B. G. came out of it all without a scratch.

With the end of hostilities, Brother Zelencic, was still sailing the ships with no intention of giving up the sea. The grip of the sea was too strong for him to return to the humdrum life ashore.

### TOO MUCH HAPPENING

There was too much to do and too much to be seen in the life of a Seafarer for him ever to give up. If he wasn't sailing, there was always a new port to see or a strike to be won.

Out on the picketlines he hoofed many a mile to insure the continuation and improvement of good conditions and wages that go with sailing.

In the '41 strike, Brother Zelencic was on the line, and during the demonstration against Harry Bridges' Coos Bay raid he carried a picket sign on Staten Island.

The '46 General Strike was different, however. He was aboard a ship in far off Hongkong and had to make his contribution in moral support.

At the moment looking for another ship in the New York Hall, Brother Zelencic, who sails as Oiler, is ready to take the first ship that comes up on the board.

He has no favorite company, ship or run, as they are all the same to him.

"Some say Bull Lines doesn't feed good, but I always got as good food aboard Bull Ships as on the others. So as far as I'm concerned, they're all the same to me."

Brother Zelencic, who has never sailed other than SIU ships is well satisfied with his brother-in-law's advice to go to sea and to join the SIU.

He says, "I've only sailed SIU ships, but I've been around men who have sailed non-SIU scows, and from their talk I'm convinced that the SIU is the only union that has that mysterious something called 'it'."

## Frisco Signs New Contract, Another Coming

By W. H. SIMMONS

SAN FRANCISCO — We have just finished organizing the Golden Gate Steamship Company, which is the sightseeing Bay boat, and the contract is signed, sealed, and delivered.

We are working on the Crowley Towboat outfit, and expect to have an agreement with this company in a short time.

That's the way it goes out here on the Gold Coast. We keep right after Isthmian, and at the same time go out after the unorganized companies.

Shipping is good in all ratings, and even unrated men don't have to wait too long before making a job from the board.

We paid off the SS Valdosta Victory, Seas Shipping Company, last week, and had a couple of beefs to straighten out. The Mate worked on deck, so the crew demanded overtime and collected it. No gangway watches were held for the entire trip, nine months, and OT was obtained for that, also.

All told, this meant a lot of extra cabbage to the crew.

### MATE'S LESSON

On the Penmar, the Mate also worked on deck, and he was paid off by the Skipper. The Captain also promised not to antagonize the crew anymore, as was his practice on this last trip.

We have our usual run of gashounds here, but on the whole I can report complete cooperation from all the other members. Gashounds have no place in our organization, if they get loaded and then become performers.

Nobody blames a man for taking a drink, but a man who can't hold his liquor is a menace to the Union. These characters have been told that performing and phony militancy is out from now on, and the membership is prepared to take action against any guy who steps out of line.

Thursday, July 5, the SUP observed "Bloody Thursday." This has been a Memorial Day for the Sailors Union since 1934. A large meeting was held in the Hall, and flowers were placed on the spot where our Brothers were killed while fighting for the rights which we now enjoy.

(Editor's note: A story about "Bloody Thursday," plus the pictures taken on July 5 and forwarded by Brother Simmons will be found elsewhere in this issue of the LOG.)

### Late Deliveries

Agents and Seafarers have been inquiring as to the reason for late deliveries of the SEAFARERS LOG to their homes and the outports.

The delay is due to the terrific shortage of newsprint that has hit most newspapers, which sometimes makes it necessary for the printer to halt printing the LOG until he gets additional paper.

Once the LOGS come off the press they are immediately mailed out. The only bottleneck is the difficulty in securing sufficient newsprint for the thousands of LOGS printed each week.





By JOSEPH VOLPIAN  
Special Services Representative

Membership on a trial committee is one of the most responsible jobs that can be taken by a member of this Union, and most Seafarers take a serious interest in the task.

It is a serious business, and the fact that it is approached as such is a credit to the membership of the union.

The task of a trial committee, however, is not always an easy one. Too often they find themselves working with poorly drawn up charges full of misconceptions and errors, many of them contrary to the procedure outlined in the constitution.

A trial committee, which convened recently in Mobile, found that many of the charges were difficult to understand and showed a lack of knowledge of the provisions of the Constitution.

The committee in their report, which was incorporated in the Mobile minutes, called attention to this fact. The committee suggested that members read the parts of the Constitution referring to trials (Art. 19) and Offenses and punishment (Art. 20).

**FILING OF CHARGES**

By reading these sections a member can make charges which are understandable and can be carried out according to the constitution.

When charges are filed they should be typewritten and the article or section of the constitution referring to the charge quoted.

If a member reads the constitution before making a charge, there can be no possibility of placing a charge against someone which will not stand up; and no member will suffer inconvenience and embarrassment of facing trial on charges that will be thrown out because they are unconstitutional.

Under the Offenses and Punishment article of the Constitution are eleven sections dealing with specific offenses. These cover misrepresentation of election returns, paying for employment, violation of working rules, etc.

**RULES ON GASHOUNDS**

The section dealing with performers, one worth quoting, is as follows (Sec. 5): "Any member who, through drunkenness or bad conduct on board ship, brings the Union into ill-repute or causes the delay of a vessel, shall be fined not less than ten dollars for the first offense, and for any subsequent offense shall be punished as a supreme quorum may determine after report from the Trial Committee."

In addition to setting down offenses which can be charged the Constitution also makes it an offense for the person filing the charge not to appear at the trial.

Section 8 reads: "Any member preferring a charge against any other member and failing to appear before the Trial Committee to sustain the charge shall pay a fine of not less than \$30."

The actual trial procedure followed by the SIU according to

the constitution is simple. It calls for the filing of typewritten charges against a man quoting the constitutional section violated.

The charges are then referred to membership meetings in all ports where they are either accepted or rejected as read.

If accepted, the charges are referred to an elected trial committee in the port most convenient to both accused, accuser and witnesses. A copy of the charges is then sent to the accused member at least five days before the trial.

If the accused refuses or neglects to appear, the trial proceeds as if he were present.

**RENDER FINDINGS**

Following the trial the committee shall render its findings and judgements to the membership meetings: such findings are final unless changed or rejected by the majority of the members present at the branch meetings.

While charges are pending against a member, any official of the Union has the power to demand his certificate of membership and retain it until final disposition of the case.

A member under charges can still continue sailing, however, as the Agent or Secretary-Treasurer will issue him an identification card.

This whole procedure in non-legal language is in your Constitution.

If the provisions there are followed, there can be little cause for the trial committee to throw out your charges, and the committee itself will find its job much easier and the person on trial will get a fair deal.

**SIU Continues Winning Streak On Great Lakes**

By JOE SHIMA

TOLEDO — Well, it looks as though the SIU really has something to shout about. Of course, we've always had the best contracts and conditions on the Lakes, but the recent string of gains, both in contracts and new recruits to the Seafarers, gives us another chance to say, "We told you so!"

First, we started out the '47 season by winning the 44 hour week and substantial wage gains for the passenger boats. Then, in rapid succession the Huron fleet chose the SIU as their union; the SIU won the first 40 hour week contract on the Lakes with the conclusion of agreements covering all Great Lakes sandboats, providing big wage gains.

Next, came the SIU's winning of the forty hour week, again with substantial wage gains, for the seven ship Midland fleet, and marking the inception of the forty hour week on the bulk carriers. Shortly after, crewmembers of the four Wyandotte ships registered their choice of the SIU with a resounding 68 percent vote!

Yes, 1947 is truly an SIU year! And, this is only the beginning.

**Labor Unions Are Really Unfair**

By JOHNNY ARABASCZ

Yessiree, labor unions are unfair and it must be true, because the National Association of Manufacturers and the various Chambers of Commerce have said so, verbally and in print, thru their stooges, the radio and the press.

Maybe I shouldn't say stooges, because the members of the NAM own these propaganda mediums and there is nothing the radio and press workers can do except print and orate whatever some high priced b--- s--- artist submits to them.

The NAM is not alone in its opinion. Several Congressmen seem to think so, too. Of course, these Senators and Representatives do not draw their conclusions from the people that they are supposedly representing. Their opinion of us voters is that we are too stupid to know what is good for us, so they will do

our thinking for us. Yep, we are so stupid that we realize that if the Taft-Hartley bill weren't passed, the NAM and C of C members would have to continue to pay a laborer a half-way decent wage scale, but that now the capitalists will try to enjoy a holiday at our expense—until their greed has driven this country into another depression, and we, the people, into starvation wages and conditions.

Of course, it really doesn't matter. To heck with the people. We wouldn't know how to spend money properly anyway.

We don't appreciate the classics they say so why pay us enough to buy them. If all workers could afford a Cadillac there would only be more accidents on the highways and in the cities. Why give us the excuse to cause needless deaths and injuries by even paying us enough to buy a Ford with?

I know that some of these

Congressmen do not know of a single reason why they should not smother labor with a bunch of slave bills. Some of these lawmakers are members of the NAM. They are big businessmen. They own stock in large corporations.

Do we working people think for one minute that they would be stupid enough to reject a bill that will out their own swollen coffers and spread the dough out just a little more.

Well, we think that they should have and that is why these capitalist-Congressmen know that the people are stupid.

Yes, unions are unfair because they have hiring halls where union members can get a job without having to kow-tow to some arrogant employer.

We can act like humans in a union hall instead of like stooges in a company hiring hall.

Yes, unions are unfair because they permit a man to behave like a man instead of a mouse.

We are unfair because we try to get a worker a living wage and decent conditions.

We are unfair to the stock-owners, bankers, big businessmen because, by paying a worker a half-decent wage, they can only pile up one or two millions of dollars instead of twenty or thirty or more.

We are unfair because a decent wage permits an employee to spend more and by spending more keep money in circulation, keep up employment for the people who manufacture the articles we spend our money on.

My charges of unfairness could go on all day. I'll sum it up this way. The majority of the people in this country and all manufacturers hate communism!

Yet the manufacturer, through his greed for money and power, would lower working and living conditions to such a low level that the worker would be susceptible to the lying propaganda of the commies which promises the worker, heaven on earth — and gives them hell instead.

There are several countries in Europe that are proving this fact. As long as they were half satisfied they turned away Communism, but when they ran into the chaotic conditions which followed the recent war, they fell easy prey to the commie crap.

I admit that somebody is stupid, but I don't think that it is the worker!

**A Good Story Without Names**

PHILADELPHIA—Here's a good story, which would sound better around Christmas time. It has all the elements needed to interest all seamen, especially SIU members.

It's impossible to give the name of the ship involved, and the name of the Skipper must also be kept quiet. We can just see the company calling the Old Man into the office and beating him over the head for this one.

So we don't want to put the Old Man on the spot, but we think that other Skippers could follow his ideas and make for better relations with the crews.

Instead of logging the crew, Captain \_\_\_\_\_ took day for day from them for infractions of rules, and then turned the money over to the Ships Delegate to be donated to the SIU Strike Fund, "in case you fellows have another strike."

At the payoff, the Patrolman was given the sum of \$40.00, for which he issued an official receipt.

We don't expect the rest of the Skippers to follow suit, but it sure would be an indication of solidarity if they did. Oh, well, maybe some day it will happen oftener.

Four other Lakes fleets — Hanna with 13 ships; Wilson with 12 ships; Shenango with 3 ships, and Kinsman (Steinbrenner) with 5 ships — are now under union petition before the NLRB to conduct elections to select the union of their choice for collective bargaining purposes.

In addition, other unorganized Lakes fleets are on the Seafarers objective list for the 1947 season, and we may expect the NLRB to be petitioned to conduct elections aboard others than the above mentioned companies before the close of the regular sailing season.

The SIU now has 29 companies under contract, or in process of being placed under contract, in the Great Lakes District. No other union on the Lakes can lay claim to the same strength as the SIU, or nearly the amount of jobs available for SIU members on the Lakes.

**Chicago Shipping Slow; Organizing Keeps Pace**

By HERBERT JANSEN

CHICAGO — With the exception of ABs, shipping is still a little slow in our fair port. During the week, we had only the regular Windy City run ships, and only a few minor beefs.

Among the customers gracing the beach may be found the Three Musketeers, Jim Hayman, Mike Hughes and Jim Touhey. They're sweating it out until the call for SS Michigan crewmembers comes in.

In the meantime, they keep up the daily trek to Bughouse Park where they can watch Mother Nature at work in the form of growing grass.

SIU organizational activities in this area are moving along at a rapid pace with plenty of unorganized seamen coming into this Hall and the one at South Chicago, to congratulate us on our continued success in winning the votes of the companies we now have under petition.

Down South Chicago way, it looks as though the boys are going SIU in a big way. If you're in the vicinity, drop in. Incidentally, South Chicago has a new phone number — Saginaw 3504.

**HOSPITAL INMATES**

Among the SIU Brothers in the Marine Hospital are: Earl Sewland, Louis Johnson, and Joe

Monski. If you're out that way, drop in and see them. They'll appreciate it.

We were grumbling about no Summer weather for a long time. Now, we're getting it. The boys are out in their skivvies — and say that the weather reminds them of their sojourn in the hot climates during the recently concluded World War II.

Oh, yes, in spite of the weather, the boys are planning a dance. We have a one man committee in the person of Brother Ed Jasanski, who is doing a swell job of getting things lined up in typical SIU style.



# SHIPS' MINUTES AND NEWS



## Buttons Pop At July 4 Mandan Victory Chow

Things were popping the Fourth of July on the SS Mandan Victory — and they weren't firecrackers.

What were popping were the buttons off the crew's clothing in the vicinity of their substantial stomachs. Setting the fuse to the whole thing were three meals prepared under the able supervision of SIU Steward A. W. Gowder. Gowder's chowder gave the crew more reason to celebrate than did the Declaration of Independence.

The three menus set up by Brother Gowder and his food fixing lads of the Stewards' Department in celebration of the holiday would make the Sahara Desert water.

### HERE WE GO

For breakfast, a starter was pineapple juice, followed by hot or cold cereal. The pork sausages and eggs "to order." Potatoes—of course. Hold on, Brothers, go easy on the spuds. Next is hot cakes with jams, jellies and syrups. Name your drink, and put one of those cold apples or oranges in your pocket, in case you haven't had enough.

The menu for dinner, which was served up as the Mandan Victory was nearing Miami, slip-



ped off with oyster soup. Then roast turkey with all the trimmings. Snapper fish baked. No like? Then try the roast Virginia ham. Snow flake potatoes, buttered asparagus, candied sweets, sugar peas. (Oh, daddy! I can't take any more.)

### 'N EVERYTHING

On top of all this you got some pie — mince meat or pumpkin—if you were on Gowder's scow, that is. Ice cream, too, and watermelon and cantalope. You kept washing it all down with ice cold lemonade.

Lots of other things like pickles, celery hearts and tid-bits of one kind or another kept your jaws going between courses.

The gastric celebration wound up with supper, consisting of cold sliced turkey, or ham, and assorted cold cuts: plain bologna, garlic bologna, liver, cheese, luncheon meat, salami and two kinds of cheese. Fish lovers went town on sardines and salmon and there were eggs for other lovers.

Topped off with chilled fruit cocktail and cookies plus the

drink of your choice, you could barely move if you were there.

### NOTHING SPECIAL

These menus, say Mandan crewmembers weren't the exception. Chow by Gow was tops at every meal, every day. Helping him were, Lester Mahaffey, Ch. Cook; J. Vazquez, Night Cook & Baker; Frank Webb, 3rd Cook; H. Nicolaisen, Utility; W. Beckwith, Utility; and Messmen A. Valdes, G. Thayer, A. Smith, and B. Fisher.

On each menu Brother Gowder prints some apt maxim. The July 4 one was:

"The Greatest Pleasure in Life is to Do a Good Deed."

Evidently, Brother Gowder means what he says. He probably gets a kick out of life. So do the guys who eat on his ships, for that matter.

## Delegates Kit Explained To Seatrain Men

Highlight of the July 6 meeting aboard the SS Seatrain New Jersey was the introduction to the crew of the new educational folder that is now being placed aboard SIU ships. The folder referred to as the Delegates kit, contains copies of the Organizers Handbook, "Here's How," Union Constitution and by-laws, and several other pieces of union educational literature, and was explained by Chairman Bill Gray

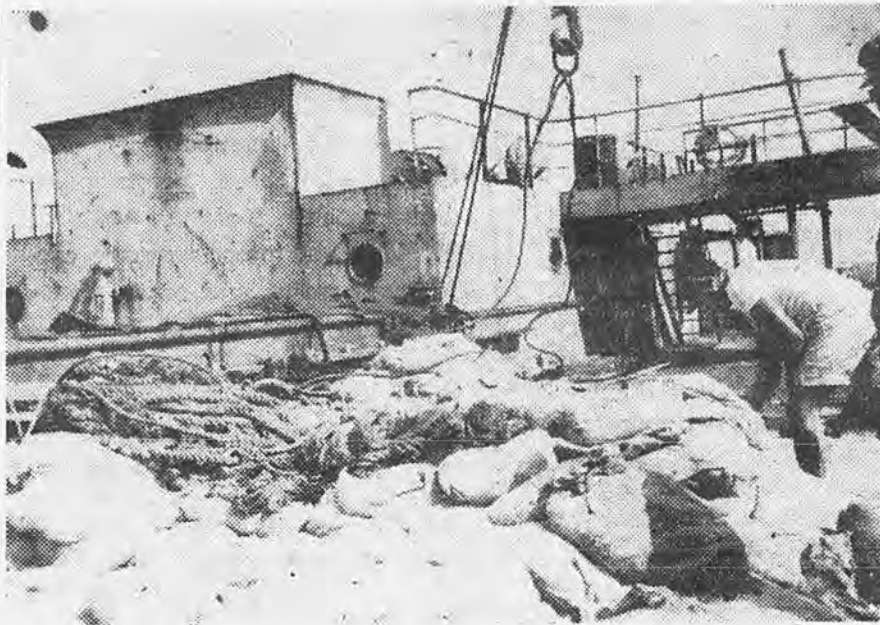
Following Brother Gray's explanation, the SIU publications were placed in the messroom for the use of the crew.

The meeting then continued with Good and Welfare, during which discussion was held on new percolators needed, the cleaning of the drinking fountain, and a suggestion by the chairman that the honor system be used to keep the messroom clean at night.

Recording the proceedings was Bill Williams. Giving clean slates to their departments were, T. D. Cannon, Deck Delegate; Bill Gray, Engine Delegate; and John A. Bourg, Stewards Delegate.



## SHOVING OFF FROM SHANGHAI



Bosun stands over mess on deck of the SS Santa Clara Victory as the Isthmian scow pulled out of the Chinese port. Crew reported having to secure booms and hatches out on the open seas "with everything loose in the holds." Typical Isthmian conditions will soon be replaced by top standards required by SIU contracts.

## Prospect Of SIU Contract Keeps Isthmian Crew Going

Tough as things might get aboard some ships, there's always the consolation that it's just a bit worse on an Isthmian scow. But the guys who sail Isthmian take consolation in the fact that an SIU contract will soon be standard equipment aboard all ships operated by that company.

Typical example of the crews who are standing by for that Seafarers contract is the one aboard the SS Santa Clara Victory, which recently wound up a Persian Gulf run. Crewmembers Victor Gardecke and Alfred Nor-



Vic Gardecke, Deck Maintenance aboard the Santa Clara Victory.

kunas summarized a few of the more rugged abuses that an SIU agreement will wipe out.

Brother Norkunas, a member of the Black Gang, said there was a "helluva difference between conditions on the Santa Clara and those on SIU-contracted vessels."

The first week out, Norkunas

recalled, the First pleaded a shortage of soap. He gave out one bar every three weeks and soap powder was issued three times in four months. In the Persian Gulf, where a painting job in the dripping temperature caused the men's clothes to smell, with perspiration all gear had to be boiled due to the lack of soap.

There were no cots aboard in the tropics, he added, and Oilers and Wipers painted and cleaned floor plates without overtime. Time off and overtime were unheard of, Norkunas said, and all the Firemen had at least 50 hours tossed out because the First Assistant didn't let them know when the winches were through working.

Brother Gardecke said the trip was hot and cold — hot in as much as no blowers were thrown into play in the heads and showers throughout the entire trip; cold because there was no heat in the crew's living quarters during damp weather in the Mediterranean and the Pacific.

"After leaving Shanghai for the States," Gardecke continued, "we had to secure all booms and hatches with everything loose while we were out in the open sea."

In order to permit cleaning of the holds, the booms were topped with the ship rolling and hatch boards loose, he said.

At Bahrein, the Santa Clara Victory took on a load of 70 octane gas. Gardecke said that only a single layer of sandbags was placed between the gasoline and the engine room bulkhead. The law, he explained calls for a wooden bulkhead not less than three feet from the engine bulkhead.

Topping everything off, he said, was the slopchest. Prices were out of line and the stock was inadequate. He cited as a sample the stock of handkerchiefs. Upon leaving New York for the four month trip, Gardecke discovered there were no handkerchiefs available at all. He blew his top instead of his nose.

## Smooth Crew Mans Clipper On Gt. Lakes

The Great Lakes, in addition to being the means of transportation for millions of tons of iron ore, coal, automobiles and machinery, also is well known for its cruises and excursions for thousands of vacationing mid-westerners.

One of the largest and finest of these cruise ships, which carries thousands of passengers annually, is the Milwaukee Clipper, owned by the Wisconsin and Michigan Steamship Company. The Clipper, manned by a staunch SIU crew of 55, makes regular runs on Lake Michigan and carries an average of 670 passengers.

### SIU MILITANTS

The crew of the sleek new vessel, are tip-top SIU men and women, as has been proven by their record of real SIU militancy. In May of this year, the Clipper crew hit the bricks for a new contract and in two days the company conceded to their demands.

Having started the summer cruise season on May 30, the Sea-



"Here she is, the 'Clipper Wren.' 'Back on the job, sailing again.' —Caption by the 'Wren.'"

larers aboard are now, after a month and a half together, a smooth working team.

One of the stewardesses aboard who has several years of sailing the Lakes on SIU passenger ships is Victoria Phillips, better known to her shipmates as the "Clipper Wren."

The "Wren", who submitted photos to the LOG showing lifeboat drill aboard the Clipper, recently celebrated her birthday while out on the restful waters of the Lakes.

Her shipmates, in commemoration of the event, made her a gift of an alarm clock, and a little celebration was had by all around at the time.

### THANKS FELLAS

Thanking the crew for their thoughtfulness, the "Wren" stated, "I wish to thank the Clipper crew collectively for their gift. It is not so much the gift I appreciate as the kindly remembrance."

With a good part of the summer season still to come, the crew of the Clipper have everything in readiness and are anticipating capacity crowds.



# SIU Ship's Minutes In Brief

**SANTA CLARA VICTORY, April 11** — Chairman V. Gardecke; Secretary Alton L. Yuknio. Discussion on the unsanitary procedures of messman. Decision to have messman transferred. Motion carried to ask Chief Mate to provide an adequate number of men to work while rigging gear, in the interest of safety. Each member requested to keep his overtime sheet, so as to facilitate any questions of penalty hours, etc., with regards to retroactive pay. After discussion with the Chief Mate and Captain a four hour day was agreed upon due to the excessive heat in the Persian Gulf. Due to the lack of cooperation, the set-up was abolished.



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**YAKA, May 10** — Chairman Smith; Secretary Mitchell. Deck and Stewards Department Delegates reported no beefs. Engine Delegate reported a beef between the four to eight fireman and the Engineer. Beef to be referred to Patrolman. New Business: New delegate elected in Black Gang. Good and Welfare: Brother Thompson asked men to stop putting their feet on the chairs. Thompson also suggested that the Patrolman see the Chief about letting him rearrange the egg-boiler system because it is giving trouble. One minute of silence for brothers lost at sea.

ed. Vote taken and George Hall and Robert Harwell, Wipers, admitted to the SIU Earl Cain and John Jankovic, Stewards Department, accepted, as was John Sullivan. Motion made by Hill to have trip card of saloon pantryman, lifted. Good and Welfare: Brother Pinder suggested that crew leave all keys to the fo'c'sles for the next crew.

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**SAMUEL McINTYRE, May 18** — Chairman Peter Blanco; Secretary Edward J. Clark. Delegates reported no beefs. Old Business: Brother Blanco remarked that the crew did not live up to their promises in regards to keeping messroom or laundry room clean. New Business: Motion carried to have regular door locks changed to Yale locks since the regular locks can be opened with almost any key. Motion carried to have new toastmaster and coffee pots put aboard. Good and welfare: Motion by Fred Schwab that lights be installed for crew's writing desks.

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**PONCE DELEON, June 13** — Chairman William Turner; Secretary Bob McCullough. Deck Delegate Allen Gray reported that the Deck Department may collect 250 hours for gangway watches and there is 36 hours disputed overtime. Engine Delegate Joe Pinder reported the Engine Department as having 45 hours of disputed overtime. Stewards Delegate James Hill reported seven hours of disputed overtime for the Stewards Utility and 44 for the galley man. New Business: Repair list made up and approved.

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**ANDREW JACKSON, May 25** — Chairman J. L. Barton; Secretary T. Filipow. J. Irving, Deck Delegate, reported that the record of shore leave refused the crew in the Canal Zone would be kept by him and turned over to the shore representative for clarification at the payoff. Engine Delegate reported no beefs

in his department. Stewards Delegate, Martin Dyer, elected as delegate. No report. New Business: Motion carried that sanitary men in each department be responsible for the cleanliness of the ship's laundry, and that this duty be rotated each week. Motion carried that NMU members and non-union members signed aboard in Panama be invited to the regular membership meetings as they are under the protection of our contract and will enable them to see the Seafarers in action. Jerry Palmer elected as ship's Delegate.

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**HENRY WARD BEECHER, May 18** — Chairman W. Reidy; Secretary J. Redden. Delegates reports accepted. New Business: Motion by Al Lorier that all books and permits be turned over to ship's delegate in order that he may present them to the Patrolman when ship hits port. Motion by Kane to vote on acceptance of the Deck Department tripcarders into the union. None against. Motion by J. Redden that crew investigate why Roberts, a crewmember, is behind in his dues and assessments and has had his permit for six months. Motion by A. Lorier that a copy of the minutes be sent to the SEAFARERS LOG. Motion by VanDyke that a copy of the repair list be given to the dispatcher in the port of payoff, in order that he may see that it is carried out. One minute of silence for departed brothers.



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**JOHN W. CULLEN, May 11** — Chairman Blackie Stevens; Secretary M. Burnstine. New Business: Delegates reported everything shaping up fine. Motion by Blackie Stevens that any member getting drunk and raising hell shall be fined, and the money sent to the LOG. Motion by E. Dudek that any member drying clothes in the fidley shall remove them when dry so as to give the next brother a chance to dry his clothing. Motion by M. Burnstine that meetings be held every Sunday while at sea. Good and Welfare: Chairman Stevens gave short talk on the union's responsibilities aboard ship. Suggestion that Purser be contacted 48 hours before arrival in next port to put out cigarettes for that week and also for the time the ship will stay in port.

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**THOMAS W. HYDE, April 13** — Chairman John D. Molini; Secretary Henry Adamowiz. New Business: George Liederman moved that no one pay off before all beefs are settled. James Adams suggested that a man stand at each door leading to the saloon and make sure that no one pays off before the Patrolman gives his okay. J. Juliano brought up the question of no towels and the dates they were short. Steward A. Schiavone, suggested that matter be referred to Patrolman as he didn't know exactly what the procedure was. It was asked by F. W. Moore that all be sober at payoff. Good and Welfare: Bosun Gallagher suggested that all cots be taken off the deck so they will be in good condition for the next crew. Steward Schiavone suggested that all library books be turned in so that they'll be exchanged for a new library.

## SEAFARER SAM SAYS:

**GOOD-BYE, RUSTBUCKETS!**

A NEW FORM HAS BEEN PREPARED BY THE UNION FOR LISTING REPAIRS NEEDED ON YOUR SHIP. USE OF THIS FORM WILL MAKE IT EASIER FOR THE OFFICIALS TO SEE TO IT THAT THESE REPAIRS ARE MADE, AND PUT AN END TO COMPANY STALLING.

## CUT and RUN

By HANK

First of all we'll give you Brothers a news item hot off the press, dated Wednesday, July 16: "New Jersey was prepared today under special Congressional action to pay unemployment compensation to idle seamen who in the last two years worked on vessels of the War Shipping Administration. The weekly payments would range from \$9 to \$22 up to a maximum of twenty-six weeks, depending on wage levels and duration of jobs when last employed. Claims should be filed at the nearest office of the State Employment Service." To Brother Otto Paul Preunler, otherwise well-known as Uncle Otto, the oldtimer and citizen of Florida: Thanks for sending up those addresses of Seafarers who want the LOG mailed to their homes every week. A LOG in every Seafarers home for himself and his family is important, indeed . . . in this manner the family becomes sufficiently and clearly acquainted with the SIU's actions, policies, etc . . . Brother Nick Calzia sends a short message to his shipmate, Bosun James Scott, who sailed out recently: "Scotty, I have gone to see your brother at Glenwood Drive, etc. Write to me in care of his home."

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We just received a letter from our shipmate, Brother Spurgeon Woodruff, the deck engineer, aboard a Robin ship in Biera, Portugese Africa: "Well, Hank, we have quite a gang on this ship. Good union men, and very militant. I have sailed a long time and as the years roll along I see many things. And I really believe Africa is getting better than the Coca-Cola and Rum run. Well, Hank, as you know, I am getting old. That's why I will have to take any port in a storm—and don't laugh. Continued success with your Hit and Run column and please mention that Brother Inar Hansen missed this good run. We miss him very much. We have a good crew—but we're still short two men." . . . Thanks, Brother Woodruff for your swell letter from South East Africa. Write some more if you get the time!

\*\*\*  
Here are some oldtimers who may still be anchored in town waiting for the ships to come in or they may have sailed recently: B. Kosow, L. Labrador, J. Michalis, C. Melendez, L. Becker, C. Connors, R. Quinn, P. Drevas, J. Dand, W. Lane, J. Cronan, T. Maynes, E. Shaffer, I. Tirado, W. Lieberman, H. Bergesser, A. Constantine. Also C. Heyes, B. Redericks, P. Blanco, C. Kappold, W. Conner, L. Zufaur, P. Carbo, L. Aviles, J. Allen, D. Crockett, K. Frey, C. Bonafont, T. Thompson, J. Pineiro, F. Masterson, A. Rivera, Do Lien Chen, J. Colon, A. Magapage, J. M. Landron, S. Dall and M. Arroyo . . . A few more oldtimers still in town are: Bosun Steve Carr, Brother K. Kain, Eddie "Skippy" Guscynsky, Brother Paolo Pringi . . . We presume that Brother W. "Red" Morris grabbed a ship going to the Gulf just like he was talking about to Brother Pete Bush recently.

\*\*\*  
This week Brother Charlie Rappold, known as Ropeyarn Charlie, came up to the hall, respectfully took off his fedora and said that he was retiring his book and going into Snug Harbor where he's been in off and on in between trips for some years. "I'm going into Snug Harbor for good now. I got a letter today. You know, I just read today's paper about a rich man, 83 years old, who shot himself dead. I'm 74 years old but I'll be darned if I'll shoot myself." Well, Ropeyarn Charlie, may the rest of your anchored days be many and peaceful and may you keep remembering and spinning the yarns of your long sea life.



Great Lakes Seafarers, crewmembers of the sleek Milwaukee Clipper are lowered over the side in lifeboat during recent fire drill.



# THE MEMBERSHIP SPEAKS



## Seatrain Conditions Rate With Best, Delegate Says

To the Editor:

Why must the Seatrain New Jersey sail short handed every trip, putting an extra load on the men who sail the ship? It is especially hard on the Firemen, Oilers and Watertenders, as they are always standing six on and six off. That is tough going on a big high-pressure job.

Another headache: It is my job as Engine Delegate, to set donkey watches and time off. As you know, half the crew is entitled to time off in each port. Under our agreement, only the Watertender and Firemen, as well as our one Engine Utility can be used for donkey watches.

We now have one Watertender and one Fireman qualified, putting a further strain on our already badly depleted black gang.

### QUALIFIED MEN NEEDED

Under our present agreement, Oilers cannot be required to stand donkey watches. If our New York and New Orleans Halls cannot supply enough men, a clarification will be necessary, so that any qualified man in the black gang can be required to stand donkey watches.

As Deck Engineer, I have plenty to do in port, but I have voluntarily gone below to stand donkey watches. My object being to protect our contract. I'll be down there again Wednesday when I should be topside to aid the Patrolman. It can't be helped as there is no one else available.

As you know, Seatrains Lines has the right to hire men anywhere, regardless to union affiliation, whenever we of the Seafarers fail to provide enough men. I, for one, don't want to have a gang of finks and commies mixed in with the swell bunch of Seafarers on this ship.

I have talked with Louis Goffin, Jimmy Sheehan, Steely White and Buck Stephens. All agreed that the Seatrains Lines is a fine company to do business with, and that our Seatrains agreement is the best in the maritime industry.

Why, then, do we risk jeopardizing such a contract? I was in the New Orleans Hall last Wednesday. The place was jampacked with men, yet we could only get one Oiler out of a request for two Watertenders, one Fireman and one Oiler.

### TIP TOP SHAPE

This ship is the cleanest I have ever sailed, the food is tops, quarters comfortable, and there isn't a bucko Mate or Engineer aboard. We also get more pay than other SIU ships. The men of this crew are friendly, sociable, and excellent shipmates.

R. C. Chapdelaine, a former Union official, and now Seatrains Agent, attends promptly to our

repair lists, no expense being spared to add to our comfort.

All beefs are settled promptly, and it is never necessary to add to the burdens of our already overworked Patrolmen. During my more than three months as Engine Delegate, there has not been one hour of disputed overtime.

In fact, if a man forgets to put in earned overtime, or short changes himself, the Chief will write it in. The Deck Gang tells me that the same is true in their department.

All Union officials and representatives worked long and hard to win this excellent agreement for us, I don't think it is fair of the rank and file to put it in jeopardy by failing to crew up these Seatrains ships.

Bill Gray

## Retired Member Plugs Seafarers

To the Editor:

Thought I'd drop the LOG a line or so and let you know I really appreciated being in a swell union. Oldtimers like Jack Kelly and Ray Sweeney, who helped build the SIU, showed me what unionism really is. Boy, that Sweeney really is a Patrolman.

I retired my book about a month ago, and would like to go to college this fall, however, it just doesn't look like our Senators and Representatives are going to pass a Bill of Rights for merchant seamen.

I would like to continue receiving the LOG, as I like to keep up with the progress of the SIU.

Floyd Sharp  
El Paso, Texas

## 'AN SIU SHIP IS A CLEAN SHIP'



Seafarer Raymond, crewmember aboard the SS Elizabeth, shows that Union's slogan applies to his ship. He and the rest of the crew kept on the ball to make ship sleek throughout voyage No. 2, reported Luis Ramirez, FWT, whose camera recorded the scene.

## 'REMEMBER, NO MONKEY BUSINESS'



Gangway watchmen Hyrny cautions two visitors after they told him they wanted to visit friends aboard Isthmian's SS Citadel Victory while vessel was in Port Sudan. Henry Murranka, Boson, who forwarded picture said the two simians acted like a couple of monkeys.

## Riddle Bucko Is No Riddle

To the Editor:

Please permit me to write a line to all SIU seamen warning them about the almighty Captain we have aboard the W. J. Riddle.

We have a good crew aboard, but the Captain is out of this world. He is so close fisted that he will not let the men change the linen on his bunk. When he wants something done, such as polishing his bath or soogeeing his quarters, he tells them it does not constitute overtime.

He pulls inspections every day and snoops around the ship all night. He has set himself up as lord high executioner not allowing the officers to talk to the crew while not on watch.

An ex-United Fruit stiff, non-union from way back, he takes a fiendish pride in giving the Steward a hard time over the stores. He thinks men can subsist on beans.

Waterman, which owns this ship, is supposed to be a not-too-bad company when it comes to food, but this ship is an exception. Things are terrible and cannot become any worse.

So far my record as a seaman has been very good, but I can't promise it to remain too good for long under this Skipper. I was in the Army and I thought I saw all the hardtimers possible, but this guy hits a new low.

If you are not made of iron stay clear of this ship at least until they get another Skipper aboard.

James A. Sparrow  
SS W. J. Riddle

## Sees Cooperation As Spur To Union's Advance

To the Editor:

Unity, as we all know, means sticking together. In my opinion, the SIU is one of the best unions in the world but there is still room for improvement.

It is true that we all believe in our Union, but do we all individually take an interest in bettering our organization? Taking too much for granted is one of the biggest mistakes of mankind—and of Union men, too.

Our great Union would last about as long as a snowball in hell without the full support of all its members. We have done a great deal in the past two years toward making the SIU one of the greatest Unions in existence. One of the main factors contributing to our great success is the leadership we have. It means a great deal to all of us to have such reliable men in office to protect our interests whether we are at sea or ashore.

As we continue working toward our goal of a better life for seamen, we must all cooperate to the fullest extent. To do this successfully one cannot hold membership in two unions, and divide his allegiance and his energies.

Another thing we must all learn well is the great constitution which governs us. Those of you who don't know the laws of our Union should get in there and find out all about your organization. Those who do know should lend a helping hand to see that every member understands fully what the laws are and what they mean.

The SIU is always open to new ideas and suggestions for the betterment of our Union and its membership. Each man has an ample opportunity to get in his "two-bits worth," so let's all stand up and sound off—loud and often.

Frank Schutz

## Days Are Bright When 'Moon' Goes Down New Orleans Way

To the Editor:

Speaking of characters, well! We have one down in New Orleans holding the position as doorman in our Hall and he is no one else but the great, much-talked-about Moon Koons. As a doorman he gets the cake.

That job is right down his alley and everyone can say he's the best doorman we've had down in New Orleans so far. Being punch drunk and having fallen out of the cradle when he was a baby makes him figure he ought to take life a little more easy. Incidentally, he never did care too much for hard work in the first place. But who does?

Sitting on that nice soft cushion with one of those two for a nickel cigars shoved in his face, he doesn't care whether it rains or snows.

Recently a couple of drunks tried to crash the door. In the first place they were NMUers,

so Moon put that big belly of his across the door and I doubt if Houdini could have gotten in.

Then when business slacks up at the door Moon grabs some one and puts him on the soft



cushion, walks back, grabs the mike, and croons a couple of songs for the boys.

Yes siree, there's never a dull moment in our hall way down yonder in Noo Awleens.

Percy Boyer



**HARD-WORKING SEAFARERS**



C. B. Martin (The Beachcomber) writes that the men of the SS Paul Hamilton Hayne made up "one of the best crew's I have had the pleasure to sail with. . . they worked hard to bring the ship in in SIU style."

Some of the ship-shape Seafarers who were Brother Martin's shipmates appear in photo (above) which he forwarded to the LOG. Holding the life ring is the Bosun. Front row, left to right: Red, Deck Maintenance; Buck, AB; Stockvale, AB; Evans, OS, and the OS on 8-12 watch. Back row, left to right: Eddy, AB; the 4-8 AB; the 4-8 OS and Butch, AB.

A note accompanying the picture from Brother Martin said that crewmember Maurer, AB, doesn't appear because he was at the wheel at the time.

**State Problems If You Want Aid, Brother Urges**

To the Editor:

In response to your requests for membership participation in the LOG, I am sending you an idea which can be kicked around by the membership.

Many men have been pleading for education, of which, I believe, everyone is 100 percent in favor of, but they do not state specifically what they want.

We have on hand in all SIU Halls, the history of the SIU, contracts, constitutions, etc., but the men are confused as to just what they want in the way of education.

I have a plan that will eliminate a lot of confusion. Have every man at sea, or in the Hall, take some time and write down what he wants to know or what he is dissatisfied with. In that way we can condense and study what it is generally that the membership wishes to know.

**BLACK AND WHITE**

I know of several cases where men were dissatisfied with a particular event, until I showed them in black and white that it was either SIU law or policy. A lot of men beef, and that beefing can start a lot of trouble because ignorance tends to cause dissension and confusion.

Sure the idea of having everyone aware of what is going on sounds like a dream but if every ship chairman will make sure that a man puts down in writing exactly what he wants to know, whether it be on the Union structure, organizing, contracts, Paul Hall's middle initial, or what have you, it will give a committee a chance to outline what the Brothers want and steps can be taken in that direction.

The sooner everyone of us knows the score on our problems, the easier it will be for us to coordinate with the men about us.

Ed Larkin

**New Sheehan Craft Bounces Off Ways**

The newest addition to the Sheehan fleet, owned and operated by the James F. Sheehans of Brooklyn, bounced off the ways June 26, according to word just received by the LOG'S editor in charge of fleet expansion news.

Jimmy, who is a Patrolman in the Port of New York, and his mate Bernice, were reported settling down after the nerve-shattering launching, which saw the new craft christened the Lawrence James Sheehan.

The 7 1/8-pound Lawrence James quickly began maneuvering under its own power shortly after it came screeching off the ways. The sturdy little craft was nine months under construction, with Mrs. Sheehan in charge, before the launching took place.

The Lawrence James brings the Sheehan fleet up to three — two of the boy class, one of the girl class. The operators declined to comment on future expansion plans.

**CITES COMPANY 'DEAL' AS WARNING TO BROTHERS**

To the Editor:

It has come to our attention, that it is a habit of Mr. DeGeorge, of the Philadelphia Waterman Office, to send ships out of that port without sufficient supplies aboard.

This is especially true of ships that have already signed on articles, as on this ship, when he was informed by the Patrolman that we needed milk and other various items, we were told that these stores would be on the ship before sailing time. We sailed, however, without the promised stores.

It should be brought to the attention of Mr. De George, and the membership of the SIU, that these ships should be fully stored before the signing of the articles, so watch your step when on a Waterman ship in Philly.

Hubert Vickery

**News, Pop And Movies Suggested As Lift For Morale At Sea By SS Casa Grande Men**

To the Editor:

We would like to present for careful consideration three innovations which would improve conditions aboard merchant ships.

First: Inaugurate a policy of requiring radio operators to prepare daily news bulletins. This would necessitate the payment of overtime to the radio operator and require the shipowners to subscribe to news broadcasts.

Second: Provide motion pic-

ture equipment for each ship and arrange for suitable pictures and news reels to be supplied for each trip.

Third: Take the necessary steps to see that each ship carries a reasonable supply of soft drinks.

**WILL PRODUCE GROANS**

There is no doubt that these suggestions will produce groans and subtle sarcastic remarks in certain quarters but a little thought will make evident the

fact that the ideas are timely and important.

The United States Navy and Army spent millions of dollars to build and sustain morale, and industrial concerns have learned in recent years, by actual experience, that money spent for recreation rooms, billiard tables, soda fountains, etc., pays dividends in dollars and cents. In other words, a contented employee is a more efficient employee.

**Swan Song On The Swan Bar**

To the Editor:

In the past, I believe it has been our policy to wise each other up concerning matters for our benefit or against it.

Therefore, I take this opportunity to submit to the LOG this bit of information about the "Swan Bar," in Beira, Portuguese East Africa.

The owner, who calls himself "Briggie," is 169 percent phony. Under the guise of being a seaman's friend, this leech is taking everyone for a ride.

Before a ship arrives in Beira, he sends folders to the ship saying that his place is "elegant," "deluxe," and "sophisticated." To read the folders one would think his place was the South African version of the Stork Club. Actually it couldn't come up to the standard of any joint on South Street in New York or South Broadway in Baltimore.

**LIMP SHRIMP**

Big hearted Briggie has just lowered the price of beer, but

wait — he's charging five escudoes (20 cents) for shrimp, which, if you can find them on the plate, are usually "fresh" from three days ago. No other place in Beira charges for shrimp with beer.

The LOG is sent to the Swan Bar, but that is one hell of a place for the LOG to be seen, especially when there are so many decent joints where a guy can enjoy his drinking in a wholesome atmosphere for much less.

So, if you want to have a good time in Beira go to the joints uptown near the movies. Here are unsolicited plugs for Marlene's Bar, Hotel Beira, Hotel Metropole and Madame Olga's.

All you guys who go to Beira can take this "info" for what it's worth. I've blown my top and now I'm happy.

I guess I'll hit the sack now with a clear mind. Until I write again, here's for a bigger LOG.

Al Whitmer  
SS Robin Hood

**SUNSET CUT-UPS AND CAKE**



H. W. Romine, Oiler, above, makes like Charles Atlas. Girls on beaches drool when he shows what dynamic tension can do for puny, underweight men who don't fill out their dungarees.



Ex-weight-lifter Steve Stepanian, 1st Pumpman, flexes his muscles, at right above, and makes a serpentine silhouette as the setting sun cast shadows aboard the SS Sunset at sea.



Tony Gambino, AB, fondles birthday cake presented to him by the Sunset's Stewards Department, while Steve Stepanian "shoots" picture.



minutes another mate comes along, does not like the program, and gets something else. Then a third guy decides this second program is no good and turns the radio off altogether. The result is no hits, no runs, no errors.

It is true there is no ideal place to show motion pictures on most cargo ships. But in the Army — overseas — pictures were often shown under extremely disadvantageous conditions with much satisfaction to the men. On ships there is the mess-hall and some passageways are large enough, and in warm weather pictures could be shown on deck.

The idea of the soft drinks is just an added touch to make the trip more enjoyable when you are a long way and a long time from home.

- G. S. Green
- E. J. Sugany
- A. R. Jasinsky
- F. J. Templon
- George Jennings
- Thomas P. Curran
- B. S. Sale
- L. A. Stoutcuburg
- Leonard Furman
- SS Casa Grande
- Shanghai, China



# Summary Of Taft-Hartley Act Provisions

## OFFICIAL TITLE—Sec. 1

The Taft-Hartley Act passed on June 23rd is officially titled, "Labor-Management Relations Act of 1947." The Act is divided into several parts and the first part is a complete revision of the National Labor Relations Act (NLRA).

## COVERAGE—Sec. 2

The NLRA covers any employment which affects interstate commerce, unless it is specifically exempted. Federal, state and local governments, Federal Reserve Banks, non-profit hospitals, and any employer subject to the Railway Labor Act are not employers covered by the Act. Individuals employed in agriculture or domestic service, or by their parents or spouse, independent contractors, and supervisors (including foremen) are not employees. Apart from these exceptions, the Act can be administered to include all trade and industry which is not strictly local, like retail and service trades.

## ADMINISTRATION—Secs. 4-6

How far the coverage of the Act is extended will depend, like many other questions, upon its administration. The Act is administered by a New Board, consisting of five members, in place of the former three-man Board. The old Board had full control over all its business; the new Board shares its powers with an independent General Counsel, who supervises the personnel of the regional offices of the Board and has "final authority" over the investigation and prosecution of all charges and complaints. The Board itself is left with the power to issue general rules and to decide cases brought to it by the General Counsel.

## RIGHTS OF EMPLOYEES—Sec. 7

Employees have a right to belong to unions and take part in union activities; and under the Taft-Hartley Act, they also have a right not to belong to unions, and to refrain from union activities. The unfair labor practices of employers and unions all relate to this declaration of the rights of employees.

## Unfair Labor Practices

### EMPLOYER UNFAIR LABOR PRACTICES

#### Sec. 8 (a) (1-5)

There are five unfair labor practices by employers which violate these rights:

1. To interfere with, restrain or coerce employees in the exercise of these rights;
2. To dominate or support a union;
3. To discriminate against employees because of union membership or non-membership;
4. To discharge or otherwise penalize an employee for filing charges or testifying before the Board;
5. To refuse to bargain collectively with a union which represents a majority of employees in an appropriate unit.

### UNION UNFAIR LABOR PRACTICES—Sec. 8 (b) (1-6)

There are seven unfair labor practices by Unions:

1. To restrain or coerce employees in the exercise of their basic rights;
2. To restrain or coerce an employer in the selection of his representatives to deal with the union;
3. To cause or attempt to cause an employer to discriminate against employees on account of union membership or non-membership;
4. To refuse to bargain collectively with an employer where it is the majority representative of his employees;
5. To engage in certain strikes and boycotts;
6. To charge excessive initiation fees to members under union shop agreements;
7. To force an employer to pay for work which is not expected to be performed.

### EFFECT ON EXISTING CLOSED SHOP CONTRACTS

#### Sec. 102

The first impact of this Act is upon the closed shop, or any type of agreement which in one way or another makes union membership a condition of employment. Any closed shop contract in force before June 23rd is good for the balance of its term, whatever that may be. Any renewal or extension, however, even if automatic, begins a new contract. An existing contract can probably be reopened on any item (e.g. wages) without affecting its union security provisions, if the reopening does not change the term or duration of the contract in any way. Between June 23rd and August 22nd, 1947, a union can enter into a closed shop contract for one year. But any agreement made after August 22nd, 1947, which requires union membership as a condition of employment is subject to the prohibitions and restrictions of the Act.

### CLOSED SHOP CONTRACTS AFTER AUGUST 22, 1947—Sec. 8 (a) 3, 8 (b) 2

The closed shop and other forms of union security are directly affected by the two unfair labor practices

On this page we present the official AFL analysis of the Taft-Hartley Act. Part appears in this issue, the remainder next week, followed by bulletins answering specific questions. The best way to fight the law is by knowing exactly what the provisions are. Save this section for future reference.

which forbid employers to discriminate on account of union membership or non-membership, and forbid unions "to cause" employers to discriminate on that account. A contract which makes union membership a condition of employment requires the employer to favor union men and to discriminate against non-union men. This discrimination by the employer is forbidden whether it is done with or without a contract. The making of a closed shop contract by an employer and a union voluntarily may only be subject to a cease-and-desist order; but the enforcement of the contract so as to deprive any person of employment, or the opportunity for employment, will subject both the union and the employer to an immediate injunction and the payment of any loss in wages suffered by the complaining individual.

### VALID UNION SHOP CONTRACT

#### Sec. 8 (a) 3 (Proviso)

The Taft-Hartley Act permits a union to have a restricted form of union security. This type of valid union security agreement can only be made by a union which has an unquestioned majority status. If this status is questioned, an election must first be held to determine the majority choice. But this clear status is not enough. In addition, an election must be held to determine if the employees wish to authorize the union to enter a union shop contract.

### PROCEDURE—Sec. (9 e)

To get this election, the union must prove that 30% of the employees want an election to be held. The authorization election must be won by a majority of all the employees eligible to vote, not merely a majority of those who actually vote. If a union fails to win this vote, it cannot ask for another authorization election within a year. Once the authorization has been granted, a union shop agreement can be made and renewed without further authorization elections.

However, thirty percent of the employees in this unit can, by a signed petition, at any termination date, demand a new authorization election. This agreement is not only limited to one year, it is also severely limited in scope. A valid union shop agreement under the Taft-Hartley Act can go no further than to require an individual to join the union within 30 days after being employed; membership must be open to all employees on equal terms; and an employee cannot be discharged under such an agreement as long as he is willing to pay the regular dues and initiation fees. An employee can be fined by the union or expelled for breach of union discipline, but the union cannot force the employer to discharge him for that reason. Both an employer and a union going beyond these limitations are subject to an immediate temporary injunction from the courts, a permanent cease-and-desist order from the Board, and back-pay and reinstatement claims from any individual who loses his employment as a result.

### EXCESSIVE INITIATION FEES—Sec. 302 (c) 4

The employer may deduct the amount of union dues (and dues only) from wages and pay the amount over to the union only if each employee has individually signed a written authorization for the check-off. The compulsory, automatic check-off is absolutely illegal. Both the union and the employer agreeing to it are criminally liable to a \$1,000 fine and a year in jail. Agreements containing a compulsory, automatic check-off made before June 23rd, 1947 are valid up to July 1, 1948. The voluntary authorization, however, can be made irrevocable for a year, at the end of which time a new authorization must be signed. The union may, if it wishes, secure from each employee a check-off authorization, which is revocable at any time. Such a authorization would not have to be executed more than once.

### UNION INTERFERENCE AND MEMBERSHIP RULES—Sec. 8 (b) 1

The Taft-Hartley Act contains a general prohibition against "restraint" or "coercion" of employees by a union. These are legalistic words and it is difficult to say what they mean. But two significant points are clear. In the first place, while employers are forbidden to "interfere" with the employee's rights; unions are not. The term "interfere" is omitted with respect to unfair labor practices by unions, and its omission is deliberate. At the very least, ordinary solicitation of union membership is not touched by the Act. The Act also specifically safeguards the right of a labor organization "to prescribe its own rules with respect to the acquisition or retention of membership therein." This means that a union is free to reject applicants for membership and to punish members for violation of

union discipline by fines and other penalties. It may also mean that a union member can refuse to work with a non-union man where such association would be a violation of the union constitution or by-laws. The union, however, may not incorporate this rule into a collective bargaining agreement.

### EMPLOYER REPRESENTATIVES—Sec. 8 (b) 1 (B)

The foregoing unfair labor practices by unions are prohibitions affecting individual employees. The Taft-Hartley Act prohibits a union from committing certain unfair labor practices against employers. A union cannot "restrain or coerce" an employer in the selection of his representatives to negotiate contracts or adjust grievances. This may mean that a union cannot force an employer to bargain through an association, but it does not prevent the union from offering uniform terms to all employers in the same general class.

### MAKE WORK PAYMENTS—Sec. 8 (b) 6

An employer may complain to the Board that the union is trying to force him to pay for work which "is not performed or to be performed." This section can be given many extreme meanings, but it is safe to assume that it does not apply to any payment made for the time of employees, even though no work is actually done in the time paid for. An employee's time is worth payment; what this section prohibits are payments for which no effort of any kind is required. If the employee has to make his time available to the employer, that in itself requires an effort and prevents the employee from working at some other job. Hence, this section does not prohibit call-in-pay, travel-time pay or other pay when the employee has to keep himself available for employment. It does not apply to any periods of idleness in the course of employment like make-ready or waiting-time. And it does not apply to payments for past service, like vacation or severance pay. It is also reasonable to believe that this section does not regulate the number of employees on a job. The section does not say anything about how much work has to be performed or whether it is necessary.

### COLLECTIVE BARGAINING DUTY—Sec. 8 (d)

It is an unfair labor practice for a union to refuse to bargain collectively with an employer. The term "to bargain collectively" is given a lengthy definition. It means that the parties must meet with each other at reasonable times, and in good faith discuss terms. If an agreement is reached, either party can require that it be put in writing, but neither side has to agree to a proposal or make any concessions.

### STRIKE NOTICES—Sec. 8 (d) (Proviso)

Where there is an existing contract, it is an unfair labor practice for a union to terminate or modify the contract or make any changes in working conditions unless it takes the following steps:

1. Gives sixty days written notice to the employer;
2. Offers to meet and confer upon new terms;
3. Within thirty days after notice to the employer, gives notice of the existence of a dispute to the federal and state mediation and conciliation agencies.

During the period of the notice, no change can be made in working conditions. This strike notice requirement can be met by giving the notice at least sixty days before the termination of the contract. Any employee who goes out on strike during the waiting period can be summarily discharged by the employer.

The same duty is imposed upon the employer, and under similar circumstances he cannot make any changes in working conditions without giving the above notices. He may be enjoined from making any such changes or from locking-out employees before the sixty days are up.

### UNLAWFUL STRIKES AND BOYCOTTS

#### Sec. 8 (b) 4 (A) (B) (C) (D)

This prohibition on the employer is mild indeed, and it is nothing at all compared to the prohibitions against certain strikes and boycotts by unions. The Taft-Hartley Act makes it unlawful for a union to engage in a strike or concerted refusal to handle goods or perform services, or to induce other employees to take similar action, for any one of the following objects:

1. To force an employer or self-employed person to join a union or an employers' association;
2. To force a person to stop using the products or services of another person;
3. To force another employer to recognize and bargain with a union unless the union has been certified by the Board;
4. To force any employer to bargain with one union if another union has been certified by the Board;
5. To force an employer to give work to one particular union or craft as against others unless the particular craft has been certified by the Board.

(Continued next week)



IN MEMORIAM



The Brothers who lost their lives during the bloody days of the 1934 Strike will never be forgotten. Pictured above is the Memorial Meeting held in the San Francisco Headquarters, on July 5. Left to right, Joe St. Angelo, Assistant Secretary-Treasurer Harry Johnson, Chairman Charles Cates, and Tommy Thompson. All work halted on all ships in the harbor.

# Two SUP Men Killed In 1934 Fight For Seamen's Rights

On July 5, 1934, the shipowners in the port of San Francisco used goons and policemen in an attempt to break the maritime strike then in progress. The attempt was defeated through the fighting courage of the men on the picketline, and by the solidarity of the San Francisco labor movement.

Two maritime workers, Howard Sperry and Nick Bordoise, were killed that day resisting the strikebreaking move. Six other names are on the list of those killed in the struggle to establish decent conditions for maritime workers.

Here's the Honor Roll:

Parker and Knudson, ILA members, killed by scabs in San Pedro.

O. Helland, SUP, killed by a policeman.

Williams, a member of the Firemen's Union, knifed to death by a scab.

Shelby Daffron, killed while on picket duty in Point Wells, Washington.

Bruce Lindberg, killed in Hong Kong by a scab carpenter, whom

the shipowners refused to take off the vessel after the strike ended. Lindberg was waylaid by the carpenter and killed because he had been active in the strike.

The strike broke out in May, when picketlines were established. When the two ILA members were killed, that event indicated a reign of terror that started simultaneously in every other port on the coast.

SCABS USED

On July 3 the shipowners started to move cargo with scab labor, and on the 5th, followed up with an all-out offensive. Sperry and Bordoise were killed on that memorable day.

On July 16, the San Francisco labor movement called a general strike in protest against the open terror of the hired finks and the political stooges of the employers. The General strike was called off on July 19, and on the same day Shelby Daffron was killed while standing his picket watch.

Victory finally came on August 1, when West Coast seamen and longshoremen returned to work after the shipowners agreed to discontinue hiring through the fink halls.

This was the first victory, but it took quite a few more years before the shipowners became convinced that maritime unions were on the Pacific Coast to stay.

Each year the SUP holds memorial services for the Brothers who fell in the struggle. All work ceases aboard ships in the harbor, no shipping or business is conducted at the SUP Headquarters.

Flowers are placed on the graves of Sperry and Bordoise, and also on the spot where they fell when shot down on July 5, 1934.

All that union seamen have achieved so far is owed to those courageous fighters for unionism who gave their lives for a cause which they believed in.

## NOTICE!

**ALBERT NOTTAGE DAINES**  
Your bag containing book, discharges, and other gear is being held for you at the offices of the Pullman Company, Room 212, South Station, Boston, Mass.

# Alcoa Pilgrim Crew Saves Shipmate In Dramatic Night Rescue At Sea

(Continued from Page 1)

in the life ring. Our No. 2 life boat, with its valiant crew, was searching off our port side at the time.

Signaling them, we told them we had sighted Morris and to come in, but the sea being choppy they didn't receive our message.

It then became necessary to launch No. 1 lifeboat with Second Officer R. Schutz in command. With as brave a body of men as ever manned a life boat, Brothers Percy A. Gray, John S. Burke, Howard E. Fowler, Claude

of exchanging tales and jokes about how the hardest seamen in lifeboat No. 1 got seasick, the beef arose that these ships should be equipped with motor boats, as our present lifeboats are large and cumbersome and really need experienced oarsmen to handle them in any kind of sea.

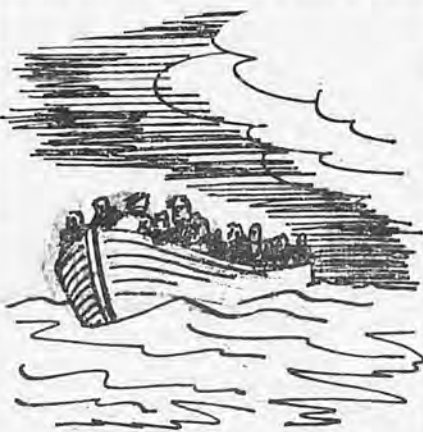
After we resumed our course and speed, I went with the Captain to see Morris. We found him in apparent good health, possibly suffering from shock, although he stated that the only effect he felt was that of being stiff from so long floating in the life ring.

As a matter of fact, he wanted to turn to in securing the lifeboats, but the Captain ordered him below for a complete rest. I heard it said by the Captain and other officers on board that Morris is a clean cut young man, sober, and always on the job.

### GREAT FORTITUDE

He showed great fortitude after such a harrowing experience of floating around on a dark night in shark infested waters with only a remote chance of being saved.

In fact, a large shark was seen



L. Crabtree, William Shearer, Willie Kyles, John C. Scott, Young McMillan, Claude E. Holley and Gerald E. Forbes, set out to effect the rescue.

In the meantime Morris was held in the spotlight manned by Brother Joseph Bryand, and a passenger, Eugene Cote; your reporter all the time directing the light with the aid of glasses.

### TO THE RESCUE

At exactly 2125 hours, Morris was found and picked up by the No. 1 lifeboat, and returned to the ship. The Captain was there all the time giving orders.

At 2200 hours, No. 1 lifeboat came alongside, and after a few minutes maneuvering to get in the lee, was hoisted and secured. A few minutes later No. 2 lifeboat came alongside and it too was hoisted and secured.

Then, following a few minutes

- ### SIU HALLS
- ASHTABULA .....1027 West Fifth St. Phone 5523
  - BALTIMORE .....14 North Gay St. Calvert 4539
  - BOSTON .....276 State St. Boudoin 4455
  - BUFFALO .....10 Exchange St. Cleveland 7391
  - CHICAGO .....24 W. Superior Ave. Superior 5175
  - CLEVELAND .....1014 E. St. Clair Ave. Main 0147
  - DETROIT .....1038 Third St. Cadillac 6857
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  - JACKSONVILLE .....920 Main St. Phone 5-5919
  - MARCUS HOOK .....1 1/2 W. 8th St. Chester 5-3110
  - MOBILE .....1 South Lawrence St. Phone 2-1754
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  - VICTORIA, B.C. ....602 Boughton St. Garden 8331
  - VANCOUVER .....144 W. Hastings St. Pacific 7824

## PERSONALS

### WILLIAM A. BROWN

Your retroactive money, \$175.-59, from the P&O SS Co. is held for you by Secretary-Treasurer J. P. Shuler, at Headquarters.

\*\*\*

### JOHN L. GIBBONS

We have been notified that Mrs. Julia Wilkerson is anxious to get in touch with you regarding your children. Contact her as soon as possible.

## PERSONALS

### ROBERT JENSEN

Get in touch with Arne (Chip) Larsen at Charlestown Road, Hampton, New Jersey.

\*\*\*

### JOHN C. STEWART, JR.

A communication from your wife requests that you get in touch with her immediately.

\*\*\*

### RICHARD L. STANTON

Your wife is very anxious to hear from you.

\*\*\*

### THOMAS DODD

A letter from the Salvation Army informs us that your brother would like to hear from you as soon as possible.

## Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose.

However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

### PLEASE PRINT INFORMATION

To the Editor:

I would like the SEAFARERS LOG mailed to the address below:

Name .....

Street Address .....

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Signed .....

Book No. ....



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is going SIU !



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