


# SEAFARERS LOG



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

Vol. VIII.

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No. 24

## SIU-SUP Work-Stoppage Ties Up All Ports; Forces Bargaining Sessions By Operators

### Hawk Gives Testimony Against Coast Guard

(By a Log Staff Correspondent)

WASHINGTON, June 13—The august ears of members of the House Committee on Executive Department Expenditures were flapping this morning. The members of Congress were listening to John Hawk, Vice President of the SIU, take the hide off the Coast Guard. He did a good job of flaying. And it was a new experience for the assorted Representatives who constitute the committee, for usually the Coast Guard is spoken of only with reverence for its life saving role in peace time and the part it played in the war.

They heard Hawk tell, in unvarnished seaman's language, what the Coast Guard officers had been doing to American seamen since an executive order placed the Bureau of Marine Inspection and Navigation under its jurisdiction.

Hawk was testifying against  
(Continued on Page 14)

### AFL Maritime Group Formed In New York

Here is the news that we have all been waiting for! A Maritime Council has been formed in New York to coordinate AFL Maritime labor activities. Thus far, six AFL unions are actively participating; others while cooperating, are reporting back to their membership for further instructions.

See story on Page 3 for complete details.

NEW YORK—As a result of the Seafarers show of strength and solidarity, which was evidenced by the complete work-stoppage on June 6, negotiations with the operators commenced on Tuesday, June 11. The Union was represented by Brothers John Hawk; Paul Hall; Robert Matthews; J. P. Shuler, and Joseph Sussman.

### Militancy Is The Keynote Of All Stop-Work Meetings

Shipping activities were virtually paralyzed in all Atlantic, Gulf, Pacific and Hawaiian ports as SIU-SUP men left their ships simultaneously at noon on June 6 to attend joint meetings protesting the stalling of negotiations for new contracts.

In addition to a condemnation of the Government-operator stall, the membership called for a strike vote to back its demand for basic changes in present contracts, and strongly denounced President Truman's threatened use of the Navy and Coast Guard as strike-breaking agencies.

Militancy was the keynote of the meetings in all ports.

In New York, 5000 Seafarers quit work for three hours and unanimously authorized the

strike vote. They went on record to regard the Navy and Coast Guard as strikebreakers if they try to run Union ships in event of a strike.

#### OVERFLOW MEETING

Approximately 1000 men walked off their ships in Philadelphia. They met in Redman's Hall after attendance overflowed the SIU headquarters in South 7th St. One resolution condemned Labor Secretary Schwollenbach "for refusing to let the ship operators meet the Union." Truman's strike-breaking threat was also blasted.

Shipping in the port of Baltimore was crippled as some 3000 men stopped work to attend the  
(Continued on Page 4)

The first session was devoted to the presentation, by the Seafarers, of the basic proposals to amend the agreement between the Union and the Mississippi Steamship Company. This is in line with the Seafarers' policy of dealing with each company individually.

#### BASIC DEMANDS

Most important of the Union's demands is a change in working hours, both at sea and in port. This proposal is based on the fact that seamen are the only workers in the maritime industry who are not protected by the Wages and Hours Act.

Seamen, therefore, are compelled to work 56 hours per week while at sea, and 44 hours per week in port. None of this time is covered by overtime pay.

The Union proposes that this inequity be immediately eliminated and a 40 hour work week set-up.

This could be accomplished by  
(Continued on Page 4)





# SEAFARERS LOG

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HARRY LUNDEBERG - - - - - President  
105 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - Secy-Treas.  
P. O. Box 25, Station P., New York City

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## Taking Our Stand

'Government manning of ships is a lockout.'

This statement, made at the SIU-SUP stop-work meeting in Webster Hall on June 6, will go down in maritime history as the call to arms against fascism on the waterfront.

The work-stoppage last Thursday is a sign to the operators and the Government bureaucrats that the Seafarers is ready to take any action necessary to protect the rights of seamen, and to erase the existing wage and hour inequities.

The profit hungry shipowners made billions of dollars out of this war. They made this at the expense of the taxpayers and the seamen who sailed the ships. There is no reason why some of this exorbitant profit cannot now be returned to the merchant mariners in the form of higher wages and shorter working days.

Even Congress, which has been angrily trying to strait-jacket labor, realizes the need for increased wages to offset the rising cost of living. Of course, as usual, Congress went too far and voted itself a 50 percent increase in salary. If this measure is approved by the House of Representatives, and there is very little chance that it won't be, it means an increase of \$5000 per year for each Congressman.

We wonder how this stacks up with 18½c per hour increase granted to shoreside workers, and the 9c per hour boost which has been offered to seamen.

Merchant seamen have always been treated like step-children by the government. When the Fair Labor Standards Act, better known as the Wages and Hours Law, was recently amended by Congress, the question of the forty hour week for seamen came up for discussion. Over the protests of all seamen, and in the face of testimony from responsible maritime union officials, Congress decided to exempt shipowners from having to treat their employes decently.

Organized workers in all other industries are covered by the Fair Labor Standards Act. Is this our reward for the blood we shed during the war?

This type of Government discrimination is further carried on by the threat to use the Navy to man ships in the event of a maritime strike by any union.

The recent work-stoppage should be sufficient warning to the Government that we will not tolerate fascist methods. Mussolini made the trains run on time for the tourists, but did nothing for the workers. Mr. Truman cannot sail struck ships with Naval personnel and attempt to keep seamen in economic slavery without running afoul of the SIU.

Our Union has gone on record that when the first ship is taken over by the Navy, or any other Armed Service, we will immediately consider it a lockout. That goes for any ship, no matter what union it is contracted to.

And when that happens, every SIU-SUP man will hit the bricks.

*This is not an idle threat. Seafarers will not scab.*



## 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. DENNIS  
HENRY UGLIS  
ERIC ANDERSON  
J. A. MAYA  
GEORGE DAVIS  
AXEL HENRIKS  
EMERY SIMMS  
A. SKYLLBERG  
LEROY DAVIDSON  
WILBUR MANNING  
RAY D. LOSKO  
E. LADINER  
JAMES SNELL  
G. W. WIGGINS  
R. M. NOLAN  
J. R. QUINN  
EDWARD CUSTER  
W. F. LEWIS  
W. T. HUNTER

### BRIGHTON HOSPITAL

S. F. PUZZO  
T. DINEEN  
P. CASALNUOVO  
HANS O. HANSEN  
J. SINIARD  
H. SAUKIASIAN  
ED. JOHNSTON  
H. GILLAN  
VINCENT JONES  
T. FORTIN  
G. PHINNEY JR.  
H. STONE  
S. KELLEY

W. SILVERTHORN  
FRANK ALASAVICH  
R. FRENCH  
J. COXWELL  
R. R. GAYECKO  
BILL BLAIR  
CHARLES TYLER  
WALTER CAHILL

### GALVESTON HOSPITAL

R. V. JONES  
BROMMLY  
BROWN  
ROBERTS  
DYKES  
P. MANDEY  
H. OLLOMON  
BRANT  
BLANCHARD  
SPENTS  
WITT  
VAN AKIN  
FLETCHER  
WALK  
VAN AALT

### STATEN ISLAND HOSPITAL

V. PAINTER  
R. M. BROWN  
R. L. OLIVERA  
AL LONGUIDES  
H. C. HENRY  
W. G. H. BAUSE  
R. G. MOSSELLER  
W. B. MUIR

## Hospital Patients

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

### Staten Island Hospital

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

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

M. J. GODBOUT  
L. KAY  
JOHN DALY  
W. W. McCLURE  
L. L. MOODY  
L. R. BORJA  
E. B. HOLMES  
G. H. STEVENSON  
C. G. SMITH  
T. E. LEE  
G. L. PERRY  
G. KUBIK  
L. A. HORNGY  
H. NIELSON  
J. L. JONES  
G. JANAVARIS  
R. A. CENTRIC

### BALTIMORE HOSPITAL

IVER IVERSEN  
E. J. DELLAMANO  
NATHAN BARKSDALE  
WILLIAM ROSS  
ROBERT LITTLETON  
JAMES KELLY  
WILLIAM RUMBOL  
LEONARD PHILLIPS  
FRANCIS STURGIS  
MOSES MORRIS  
ARTHUR VIPPERMAN  
JOHN STEWARD JR.  
THOMAS CARROLL  
DONALD LE BOUEF



# AFL Maritime Council Is Formed In N. Y.

## Things Move: Strike Preparations (Just In Case) And Organizing Drive Move At Full Speed Ahead

By EARL SHEPPARD

The organizational apparatus of the Seafarers has been given the task of mobilizing the manpower of the Union to carry out the business of strike preparations. A survey made in the port of New York has shown that practically every bit of the necessary work can be done by Union members. Printers, multilith operators, sign painters, stencil cutters, clerks, cooks and even a doctor and lawyer were among the members who volunteered for this work.

Preparing a strike apparatus, converting the Union to the job, and fitting the whole pattern together is an immense organizational job. To avoid confusion, all report and paper work is being prepared uniformly and will be issued from New York.

A complete set of files is being set up so that in the event of a strike a complete record of each man's activities will be kept both in the ports and in the master files in New York.

Each port will issue a daily strike bulletin and a board will be kept with reports from all ports, so that every man will know just what is going on everywhere. All of these bulletins and minutes will be cleared from New York, and this alone requires an efficient mailing and filing staff.

### FOOD AND HOUSING

Another big job is the setting up of the proper committees to handle the food and housing situation. The main committees are already hard at work setting up galleys and scouting the city for sleeping accommodations. In the event of a strike, the committees now at work will have to establish many sub committees.

The present strike preparations are a training ground. The real task now is organizational so that the Union will be in fighting trim for anything that occurs with the right men for the right jobs.

### ISTHMIAN RECRUITING

Isthmian seamen in increasing numbers are joining the Seafarers. Many of the new members voted NMU in the elections but after seeing the Seafarers in action decided to become SIU members.

Another thing that has influenced them greatly is the fact that the SIU didn't stop organizational work when a ship was voted, but rather stayed on the job and devoted its activities to improving ship conditions and educating the unorganized seamen as to the principles of unionism.

### CONDITIONS IMPROVE

Practically all Isthmian seamen report that, with the voting drawing to a close and SIU victory practically assured, conditions are rapidly improving. The old bell to bell and no time off practice of the Isthmian line is fast becoming a thing of the past. On some of the ships overtime is

being computed on the basis of SIU agreements rather than the company's directive.

Right now is the time for every man to keep on his toes and to make these improved conditions permanent. Many suggestions have come in from crews as to clauses in the agreement which will be negotiated when the Seafarers is certified by the Labor Board as representing Isthmian seamen.

### SHIP MEETINGS

At all ship meetings the question of the agreement to be negotiated should be a point on the agenda. Accurate minutes should be kept and all suggestions should be worded so that the negotiating committee will be able to use them as a guide.

Particular attention should be paid to all shipboard beefs and these, too, should be discussed at the ships meetings and recorded in the minutes. In this way certain precedents can be established even before the voting ends and negotiations start.

### UNORGANIZED TANKERS

The effect of the Isthmian organizing success is being shown on tankers. A large number of crew members of the unorganized companies such as Standard Oil, Atlantic Refining, Cities Service, Sun and Sabine transportation are coming into the Seafarers Halls, and requesting that the Union start an all-out tanker organizing campaign. Many of these men are taking out books

and going back aboard the ships as volunteer organizers.

The companies are getting nervous about this sentiment and are doing everything in their power to prevent it. This growing Union sentiment has already resulted in a general bettering of conditions.

Every member of the Seafarers should make every attempt possible to contact tanker crews and individual seamen sailing the tankers. Things are moving fast now and the quicker an established base is formed aboard these unorganized ships, the quicker a real drive can get under way. Personal contact with these crews is the best method of organization.

### WAGE INCREASES

The Seafarers is now going into negotiations with all contracted operators. This is described in greater detail elsewhere in this issue of the Log. The result of these negotiations will doubtless furnish a pattern for the industry as a whole on the unorganized as well as the organized ships.

The SIU is fighting the fight of the seamen as a whole, and it is up to every member to see that the unorganized seaman knows that the wage increases he has won and will win, are the result of Seafarers action.

Right now is the time for every Seafarer to get on the job, stick on the job and organize every unorganized seaman in the industry.

## KIT SETS UNION APPARATUS IN ORDER

A Strike Gear Kit, consisting of credentials, forms and instructions that will facilitate the prosecution of a strike, if one is called, has been announced by Paul Hall, Chairman of the Seafarers' Strike Preparations Committee.

The Kit, already in the hands of every Port Agent of the Seafarers, while by no means complete, as operations will differ in slight details from Port to Port, will create a structure and procedure that will channelize the energies of the Branches and permit an orderly functioning of the Union machinery.

"The job was done in good Seafarers fashion," said Brother Hall, "speedily and intensively. There was no playing with this work. The Committee went right to work and came out with a working plan in short order. If the time ever comes for us to hit the bricks, we won't be caught short."

Included in the Kit are the following:

1. Strike Credentials: These will prevent any unauthorized person from speaking in the name of the Union and discrediting it.

2. Picket Card System: This is a complete set-up that will register each striker. Copies will go to the Port Agent and to

Headquarters, so that full credit for time on picket watch will be given to each Brother.

3. Picket Captain's Watch Report: This form will permit each Port Strike Committee to see to it that its Port is completely covered, and to secure sufficient news for the strike bulletins.

4. Strike Bulletin Forms: This is a standardized masthead-form to be used for the dissemination of all strike and Port news, so that all members will be familiar with the progress of the strike. In addition, a copy of each Port's bulletin will be sent to every other Port, to present an all-inclusive picture.

5. Pamphlet On Strikes And Strike Strategy: This is an analysis of the types of strikes, and the general and specific problems arising from them. While not in any sense a final guide—as local conditions may raise problems not covered or details not discussed—the basic structure of the strike apparatus that will meet practically any unforeseen situation is outlined in the booklet.

The first section describes the different kinds of strikes, and will give the membership a background from which to proceed. Then follow a chapter on "The

NEW YORK—Delegates from American Federation of Labor maritime unions met in an emergency session Monday, June 10 at 2:30 P.M. in Port Director's Auditorium to create a permanent AFL Maritime Council of Greater New York and to coordinate AFL maritime labor activities.

The Council is composed of the following maritime unions: Seafarers International Union, Sailors Union of the Pacific, Masters, Mates and Pilots, International Longshoremen's Association, Radio Officers Union, and the American Merchant Marine Staff Officers Association.

These member Unions have joined this Council as active participants and are taking back reports and recommendations to the membership of their respective Unions for further action.

The first meeting of the Council elected as co-chairman Paul Hall, New York Agent of the SIU, and Jack Dwyer, New York Port Agent of the SUP. Temporary Headquarters for the Council has been established at 51 Beaver Street. This AFL Maritime Council of Greater New York is now functioning on a permanent basis, and will continue to do so.

As a result of the first meeting of the Council, several statements

of policy were issued concerning both the present situation within the industry, as well as other pertinent problems within the field. These statements follow:

1. Member Unions of the AFL Maritime Council of Greater New York will at all times respect bonafide economic picket lines maintained for the purpose of protecting workers, wages and conditions.

2. In the event of a strike by any CMU affiliated Union, this Council will respect picket lines around that particular Union's contracted ships.

3. If, during any beef on the waterfront, a question is raised as to the validity from an economic point of any picket line, then that validity shall be decided by this AFL Maritime Council, and handled accordingly by the respective Unions.

4. In the event that any AFL Union of this Council goes on strike for the purpose of bettering or maintaining wages and conditions, all member Unions will assist one another to the best of their ability.

5. Continued attempts by commie-controlled Maritime Unions aimed at disruption within AFL Maritime Unions will be regarded by this Council as a declaration of War by those commie outfits responsible.

## Purser Turns In His NMU Book, Joins The Staff Officers Assn

By TOM HILL  
N. Y. Rep., AMMSOA

A recent issue of the NMU Pilot carried an item which stated "Cape Blanco Purser joins NMU." A few days ago this same Purser came into the office and said he wished to turn in his NMU book and join the Staff Officers Association.

The following is a copy of the

letter that was mailed with the NMU membership book and dues receipt to the NMU office. This letter is published with the permission of the Purser in question, who is now a member in good standing in the AMMSOA:

MV CAPE BLANCO,  
New York, N. Y.,  
June 4, 1946.

Pursers' Division,  
National Maritime Union,  
346 West 17th Street,  
New York, N. Y.  
Gentlemen:

Inasmuch as one cannot serve two masters any more than he can be a loyal and faithful member of two labor organizations, I am, voluntarily, relinquishing my membership in the Pursers' Division of the NMU, to affiliate myself with the American Merchant Marine Staff Officers' Association.

I assure you, gentlemen, that in this action, I am guided by no other motive than my own conscience, nor has there been any pressure placed upon me from any source. This action is absolutely voluntary on my part, and I take my leave from the NMU without prejudice or animosity, and I sincerely trust you will accept my action in the same spirit.

I am forfeiting the dues paid into the NMU, and am returning Book 176890 and Receipt No. J15604.

J. A. Leighton, Purser,  
MV Cape Blanco

It is not too late for other Pursers who have made the same mistake to correct it. Our office at 21 Bridge Street is open to you at all times. The Association's aim is to aid in the progress and betterment of working conditions for all Staff Officers Pursers.

Use Of Strike Funds" and the "Structure of the Seafarers."

The fourth and last chapter is the most important of the book. Described here are the description and functions of the Port Strike Committee, and the various sub-committees — committees on Food and Finance; Local Speakers Bureau; Publicity Communications and the Picket Committee.

These are the basic committees of the Union on strike, and upon them rest the success and failure of the Seafarers in a beef against the operators, Brother Hall pointed out.

"This is the section that must be read, not once but over and over again," he said. "This is the backbone of the Seafarers' apparatus, and it must be set-up in a foolproof fashion. The Strike Preparations Committee is ready to answer any and all questions on this structure, and to receive suggestions and recommendations. We are ready to roll, if we have to, and when that time comes we are going to roll at full speed ahead."

**Make Isthmian SIU!**



# Militancy Is The Keynote Of All Stop-Work Meetings

(Continued from Page 1)

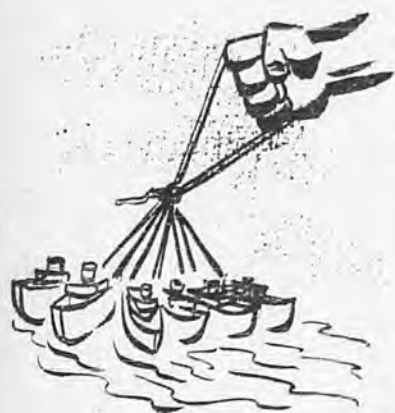
joint meeting. There the Seafarers voted to send telegrams to Truman protesting his threat to use armed forces to man ships, while a statement from the Union hall scored the "governmental bureaucratic intervention" in collective bargaining.

About 1000 Seafarers in the New England ports of Boston, Providence and Portland, Maine, joined in the nation-wide stoppage. At Boston two sessions had to be held when an overflow crowd arrived at the Union hall for the meeting.

After hearing a report on the status of negotiations with the operators the men adopted a resolution urging "the earliest possible resumption of AFL and owner negotiations." Here too, Schwellenbach drew fire for the suspension of SIU-operator conferences while the owners talk with the CIO.

## SAVANNAH PROTESTS

SIU members packed the Hall in the port of Savannah for the meeting. They joined in the pro-



test which echoed up and down the nation's coasts.

At Norfolk, too, the SIU-SUP work stoppage was greatly successful. Ships lay idle as the men met and expressed their militancy.

Down in Jacksonville, SIU-SUP men tied up their ships while they attended the meeting held in Carpenter's hall. The men voted to back the Union "100 percent" in whatever action it may take.

For four hours 1000 Seafarers stayed away from their ships in the port of Mobile. The meeting, originally scheduled for the SIU hall, was of overflow proportions and had to be held in the larger AFL hall which also was inadequate for the crowd. A



second meeting was held later in the SIU hall to allow all men to participate in the action:

## ILA SUPPORT

The New Orleans hall, likewise was jam-packed for its meeting. Approximately 1500 men participated in the stoppage in the Gulf port in order to discuss their demands.

The President of the International Longshoremen's Association in New Orleans told the



SIU-SUP men that "the longshoremen will support the SIU. We are behind you regardless of what happens."

In Port Houston, all SIU-SUP members staged a five hour work stoppage. Resolutions were adopted demanding an end to "government and bureaucratic" interference in the wage and hour negotiations with the ship operators.

The 500 SIU-SUP participants in the stoppage held in Galveston were joined at their meeting by representatives of the Masters, Mates and Pilots; Commercial Telegraphers Union, and the ILA. They approved the SIU-SUP condemnation of Truman's threat. The membership also voted to instruct the national officers to start at once the negotiations to achieve the Union's basic demands.

At Port Arthur, the story was the same. An effective all-out participation in the work stoppage, with the voicing of demands similar to those of their Brother Seafarers in the nation's other ports.

Thus did the militant SIU-SUP meet on June 6 to gird itself against the threats of finks and reactionaries.

## Sea Stallion Crew Is Still For SIU

That controversial Isthmian ship, the Sea Stallion, which has often been claimed by the NMU, is again in the Port of New York. When the Sea Stallion was voted in Savannah a few weeks ago, the crew gave the Seafarers an edge as the Union of its choice.

Crewed up again at Houston after her previous crew had voted SIU, the Sea Stallion stopped briefly at Newport News and Paulsboro, N. J., to take on cargo before hitting the Big City to take on the balance of her cargo.

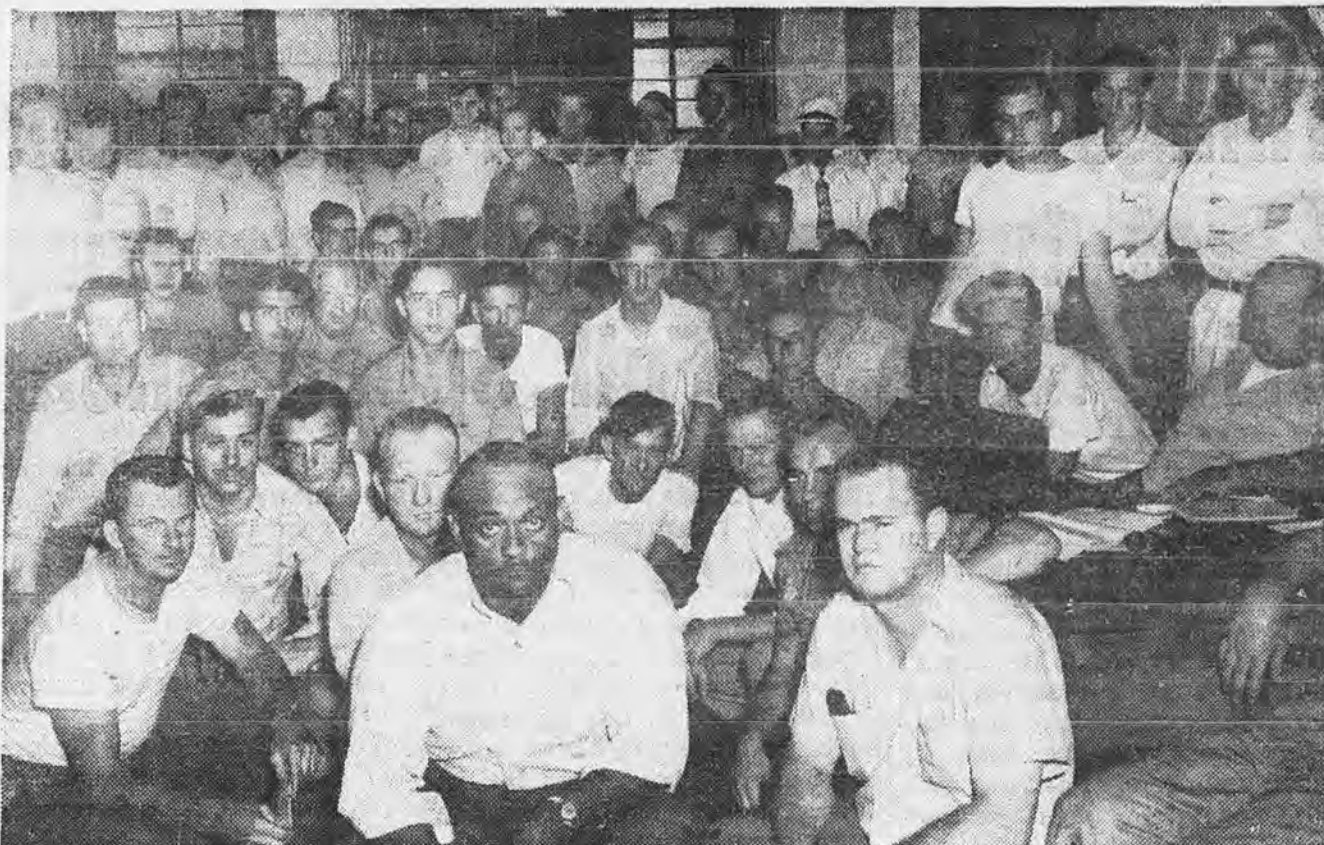
As this item hits the press, the Stallion is headed for the Far East with stops scheduled at Shanghai, Manila, Cebu, Saigon, and then possibly back to the United States again.

Currently, the Sea Stallion has a strongly pro-SIU crew — one which can be expected to hold tight in any eventuality, and one of which the Seafarers can be justly proud when Isthmian comes under an SIU contract in the near future.

## 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.

## TAMPA JOINS THE PARADE



This is part of the Tampa Stop-Work meeting. Hundreds of SIU and SUP seamen walked off their ships and had their say about the operators and government bureaucrats. In the foreground (right) is Sonny Simmons, Tampa Agent. Sitting next to him is the leader of the Tampa longshoremen, who pledged their support to the Seafarers.

## Let Us Have 'Em

The Log wants at once the names and addresses of bars, clubs frequented by seamen, particularly in foreign ports, so that they can be put on the Log mailing list. With the postal delivery to ships snafued, this remains the only practical way of getting the Union paper into the members' hands.

So do it today—send us the names and correct addresses of your favorite places all over the world, with an estimation of the number of Logs they can use.

## Work-Stoppage Successful, And Operators Negotiate

(Continued from Page 1)

instituting the four watch system for Deck and Engine Departments for all men on sea watches; the six hour work-day for Stewards Departments at sea; and a six hour work day based on a six day week at sea and in port for all men on day work in all departments.

### NO WPA

The above proposals would serve two purposes. First, to bring the work-week of seamen more in line with the work-week of others in the maritime industry; and second, to increase the manning scales and thereby re-

lieve the unemployment of seamen and avoid an eventual waterfront WPA.

Another proposal calls for a 30 percent increase in wages for all ratings, plus additional increases for certain ratings to eliminate existing inequalities. Increases in the overtime rates for all departments is also requested.

The demands for increases in wages and overtime pay is based upon the fact that decreases in take-home pay have affected all unlicensed personnel, while at the same time, the cost of living has increased approximately 30 percent. Thus there is a gap of at least 30 percent which must be adjusted in seamen's wages.

Other demands which were submitted included increases in the stand-by rate, longshore rate for work performed by crewmembers, and tank-cleaning rate.

### 100% UNITED

Impetus to the Seafarers' drive for wage increases, the four watch system, and changes in working rules, was given by the complete work-stoppage.

From every port in which SIU-SUP men held meetings, expressions of support were sent to the New York Headquarters Office. The telegrams asked that immediate negotiations be started, and that a strike referendum be taken so that action could be planned in the event that negotiations break down.

New Orleans wired, "All in this 100 percent. Press for immediate bargaining. Meeting voted for strike vote."

From Baltimore came the enthusiastic telegram, "If operators will not bargain honestly, this meeting goes on record to hit the bricks."

These sentiments were echoed by Seafarers in every port along the Atlantic, Gulf, and Pacific Coasts. The meetings also went on record to regard the Government's seizure of ships as a lock-out, and to walk off the ships if and when this takes place.

## Frisco Shows Operators The Way With Two Stop-Work Meetings

By ROBERT MATTHEWS

SAN FRANCISCO—Activities have picked up considerably the past week in San Francisco. We paid off the SS Charles McDonnell, Mississippi Shipping Company. This ship was in from a ten and a half month voyage. All disputes were settled before the payoff, with the exception of two.

These involved overtime for Oilers standing evaporators and Third Cook working out of the galley doing jobs such as sooging, making up rooms, painting, etc. These two beefs have now been settled and are payable.

The SS Wall Knot, Waterman Steamship Company, is paying off this week. This ship is in from a year's voyage with very few disputes, which will be squared up before the pay-off.

Also in, for payoff, is the SS William Sturgis, Calmar Steamship Company, with few beefs which will be settled.

The past week saw two stop-work meetings on a coastwise basis to put pressure on the West Coast Shipowners to meet with and enter into negotiations with the Sailors' Union.

The effectiveness of these stop-work meetings can be measured

by the fact that the Union was notified that the Shipowners would meet immediately to conduct negotiations. After two meetings with the operators the Union reports that definite progress has been made.

I am leaving at once for New York to represent the Engine Department in our own negotiations with our contracted companies. Our progress will be reported to the membership at regular intervals.

## To All Seafarers On Isthmian Ships

Stay on the job in the event of any maritime strike or work stoppage. Keep in touch with SIU Halls in all ports. Don't act independently. Contact bonafide SIU representatives in all ports, who will keep you advised of further developments from time to time. Read your LOG and the official SIU Bulletins. Visit your Halls, and be governed accordingly.



# And Here's What We Really Think!

**PROTESTS** against President Truman's threat to use the Navy to man ships in the event of a strike mounted rapidly. Among the first unions in the nation to make its sentiments heard, the SIU held a nation-wide two hour work-stoppage on Thursday, June 6.

The stoppage had a two-fold purpose. First, to give voice to our opposition to the President's strike-breaking tactics, and second, to bring pressure to bear on the operators to bargain honestly with the SIU-SUP.

Feelings against the unjust treatment we have suffered at the hands of the shipowners ran so high, that a vote to have a strike referendum was carried before the stoppage ended.

Friday, June 7, the LOG photographer and reporter went roaming through the New York Hall to find out what the membership thought about the work-stoppage meeting, the vote to strike, and the entire situation.

All the Brothers interviewed by the LOG were unanimous in their approval of the action taken. All know the score.



Left to right—R. Brown, D. Whittaker, H. Murdock and J. Holland

**RIVERSLY BROWN, Waiter:**

One thing that struck me during the meeting was the role that the Navy and Coast Guard might play in the event of a strike. I'll admit that it had me worried for a little while. Then I started to think about the days of 1942 and 1943 when we carried the ball. Where was the CG in those days? The Washington bureaucrats have threatened us plenty of times, but we always licked them. With a Union like ours, I'll bet the President would not have been able to break our strike by threatening to use the Army, Navy, or even the Marines.

**DUDLEY WHITTAKER, Waiter:**

Our meeting was for a worthy cause. I've spent 27 years of my life going to sea, and the only thing that has improved conditions during this period is unions. The operators don't fear us when we talk to them singly. But it's a different matter when we talk to them as an organized group. We deserve a better break, and if we can't get it by bargaining, we'll go on strike and get it that way. The important thing is that we will get it.

**HERB MURDOCK, AB:**

When I look back on the way the NMU had to practically force the membership to vote for a strike, and then I compare it with the way SIU men are always ready to take action for what is rightfully theirs, then I am really proud of being in the SIU. That meeting last Thursday was an example of what I mean. No monkey business, just thousands of men, meeting for the same purpose, and having the same end in mind. It was a real demonstration of solidarity.

**JOHN HOLLAND, Second Cook:**

It was a successful meeting from every point of view. Above all else, it showed the shipowners that we are united and that we don't fear a showdown with them. It's about time somebody told those guys that they can't take anything they want without a complaint from the people. During the war the shipowners made money hand over fist. Now that the profits have dropped just a little bit, they are immediately crying that they can't afford to have seamen live like decent human beings. Well, we seamen can't afford not to.



Left to right—J. A. Ryan, L. Collins, E. Gereaux.

**JOSEPH A. RYAN, Steward:**

The meeting went in great style. You could feel that something very important was happening. Everyone was tense and excited. It was a good feeling to know that any action we took would be backed up by 62,000 Brother Seafarers, and if that wasn't enough, we could depend on 7,000,000 AFL Brothers. I don't think that the shipowners are overjoyed at the prospect of tangling with us. They know that they can't depend on making us split amongst ourselves. We are in this together—for bread and butter, not politics.

**LUKE COLLINS, Bosun:**

That meeting was right on the nose. It was the only way we had to bring the shipowners to see that we mean business. They will stall as long as possible, but this will put a stop to their finagling. I can't understand the operators. Seamen's lives don't mean anything to them. They don't care a bit about the fact that we can never save anything for our old age, or even support our families in half-way decent style. All they care about is profits. They act like masters, not like men.

**EMANUEL GEREAX, Steward:**

The meeting, and the action taken, was one of the best things we ever did. If seamen ever have to show their solidarity, now is the time. The bosses have the go-ahead signal from the President of the United States, and Congress has told them they will back up any labor-breaking tricks that are tried. What more do the operators need? Now they will refuse to bargain honestly, and we will get the bad publicity no matter what happens. Well, publicity never scared us before, and it won't stop us now.



Left to right—H. Jonson, J. B. Blanchard, J. Quigley.

**HAKON JONSON, AB:**

Like everything else the Seafarers does, the stoppage was 100 percent effective. It showed that we are united for any action that we might have to take. I thought that the new men might not understand strike strategy, but from the way everybody responded, it looks like the older men took the time to teach to newcomers exactly what the score is. It would do us all a lot of good to learn from the men who were involved in past action for seamen's rights, wages, and conditions.

**JOSEPH B. BLANCHARD, OS:**

It was the most effective way to let the shipowners know that we mean business. Those guys are used to plenty of notice so that they can get their hot-shot lawyers and Government stooges on the ball. If that doesn't do the trick, they get a bill introduced in Congress, or else the President acts as a strike-breaker. The hell with that kind of business, I say. We want more money, and we want changes in working hours. No other group works as long hours as we do, and it's about time something was done about it.

**JOHN QUIGLEY, OS:**

That was a militant thing to do. I'll bet the shipowners and the bureaucrats didn't know what to do about it. We are probably the only remaining unions that operate along trade union principles. We don't want the Government to butt in—we want to negotiate with the operators. Union members are getting tired of having to take what the Government gives them without having a chance to complain. The bosses steal everything that is not nailed down, and when we ask for a living wage, they go crying to the cops.



**SALVATORE FRANK, JR., OS:** (above) Seamen need higher wages and shorter hours. The four-watch system will bring our hours of work more in line with the hours worked by shoreside workers. All in all, I think our demands are very moderate. We are asking for a decent wage and decent hours. Is that asking too much?



**EDWARD TESKO, OS:**

This will show the shipowners that we are strong and will not be pushed around. The operators piled up all kinds of money during the war, and now they won't even bargain with us when we ask for a living wage. What kind of business is that, anyway? Thousands of seamen died during the war, and everybody made a big fuss over us. Now that the war is over, we are being treated like poor relations. They might be able to get away with that with other people, but not with seamen.



# AROUND THE PORTS



## Operators Spend Big Cabbage To Advertise Lies In Attempt To Get Public On Their Side

By JOE ALGINA

NEW YORK—There ought to be a law about lies in advertisements. This week, the American Steamship Companies ran a lying ad in papers from coast to coast regarding the proposed maritime strike.

Honest, that tripe was enough to make a guy throw up. The companies didn't even try to tell the truth. They probably figure that if they tell lies often enough, and in enough newspapers, there might be some people who will believe them.

First of all, they start off with the statement that if the shipowners meet the demands of Union leaders, then the American Merchant Marine will be driven from the seas.

They admit that they can afford to pay a wage increase and to increase the overtime rates. But they balk like mules when it comes to a reduction in working hours.

### CRY BABIES

Some of the oldtimers can remember when the seaman was supposed to be on duty 24 hours a day. When this was finally reduced to 12 hours, the shipowners cried that they would soon be forced out of business.



Well, they weren't. They made more money than ever before.

And they continued to make money even after the three watch system was started. How those characters can find the nerve to holler about not making money is beyond me. Everybody knows that the operators made more money out of this war than practically any other group of people.

You would think that they would be satisfied with that lie. But no, they've got an even bigger one up their sleeves.

### MORE LIES

They claim, seriously, that seamen receive the best of food and lodging on shipboard at no cost. Every seaman knows that his take home pay is cut by thirty dollars a month which is deducted for board and lodging.

The shipowners figure that the public will be on their side if a strike does come off. Well, lies have a habit of bouncing back in the liar's face, and this one is no exception. This strike isn't going to be won in the newspapers—it will be won by militant action and unity.

We have received a lot of complaints about food rationing on ships at sea and in port. There is no excuse for this. The com-

panies would like to get away with something like that, but we should keep on our toes to see that it doesn't happen.

If the ship you are on starts to ration food, contact the Union Hall as soon as possible, or tell the Patrolman in the first port you get to. The Union has a way of dealing with the operators in situations such as this.

### HOSPITAL RECORDS

Again I'd like to remind you fellows to get clinical records if

you go to the hospital in a foreign country. This business keeps popping up, and we have trouble each and every time.

The only way to stop the operators from chiseling is to be ready for them with all the information. Otherwise, they can figure out more ways to hold up a payoff. If you have all the records, such as hospital records, you can collect your money at the table, instead of having to wait a month for correspondence back and forth.

## Savannah Has Good Payoffs And Successful Work-Stoppage

By ARTHUR THOMPSON

SAVANNAH—I was quite surprised to read a letter in the *Log* a couple of weeks ago which was signed by E. B. McAuley, Savannah Agent. Now, I was always under the impression that I was the Agent down here. I'm not sure whether or not I should turn my money over to Mac or put in for overtime for doing work which should not be mine. I asked Mac about it and he said he'd take up the beef for me.

At any rate we're still moving along at a fair clip at the present writing. We crewed up the SS Samuel McIntyre, which the South Atlantic took over from Isthmian and she's on her way now.

We paid off the SS James Jackson, another South Atlantic ship, and it was one of the best payoffs we ever hit. The delegates and all the crew worked with us to make it a clean one and, according to the minutes of their meetings and their letters to the *Log*, the Officers were well liked by the crew.

### GOOD FEEDS

The Stewards Dept, too, came in for some praise. How the hell they could cook anything with the stove they had is something of a mystery. They couldn't get enough heat in it to melt ice. The range is being repaired however, and should be in first class condition before they leave. The Steward, H. Higginbotham is staying aboard, so if you like eating, you've got a good ship here. She's also freshly painted and clean.

The SS James Caldwell, which is a Bull Line ship now, but probably going to Alcoa, is also in port, but is only in transit. We sent a few replacements aboard.

The SUP ship, Sharon Victory, paid off today and will need some deck men. The Mate, who was one of the Navy's pride, is considered strictly N. G. by the crew and there is no love lost for the "Old Man" either.

These characters gave the boys a bad time from the day they signed on. Neither one belongs to a Union and both have sailed considerably.

The other SUP ship, SS Zachary Taylor, is still in port and looking a bit forlorn. Nobody

seems to know what to do with it and she's just laying here. We heard from reliable sources she's going to South Atlantic soon.

### STOPPAGE OKAY

Our work-stoppage meeting was a huge success. Our hall was so packed we couldn't hold them all. We even posted a warning on our bridge out front to cross in groups of not more than six. It's not a very sturdy one and it's quit a drop if it should give way.

Everybody played ball with us and we had perfect backing from all AFL labor in this town. The Savannah policemen are moving to organize under the AFL banner with the assistance of the Electrical Workers Union and the Firefighters Union.

## The Patrolmen Say—

### Overtime Beefs

Several times members of the Stewards Department of various ships have complained that they have failed to collect money due them.

In most cases the Chief Steward decides who is to divide the extra meal money, but actually, this is set down in black and white in the respective agreements.

It is a good idea for all men to read the agreement and become familiar with these sections.

The other complaint we get is that the Steward claims money when he has not performed any of the work. This is wrong, and should be reported when it happens. We have ways of dealing with characters like that.

The best way to handle the question of overtime pay is as follows: The Steward and the Stewards Department delegate should submit the overtime list to the Captain. This should be signed by the Steward, the Delegate, and the men involved. We are quite sure that this will work out to the complete satisfaction of all concerned. **H. Gonzales**

## Philly Work-Stoppage Meeting Shows SIU Waterfront Strength

By J. "RED" TRUESDALE

PHILADELPHIA — We tied up the Philly waterfront tighter than a drum last Thursday. It proved to everybody that the NMU makes the most noise, but the SIU has the real power on the waterfront.

The original plans were to have the meeting at our own Hall, but we knew that we could never get the members into this small place, so we scouted around and found a hall large enough to accommodate the huge crowd. I'm sure glad that we did because there were over a thousand men present.

As is usual in an SIU meeting, there was plenty of discussion. We don't believe in railroading anything through, and we had a lot of ideas and comments presented from the floor before the vote was taken.

### REAL ACTION

The membership not only voted to send our basic demands to the shipowners, but went on record as favoring a strike vote to be taken as soon as possible. And all of this was spontaneous.

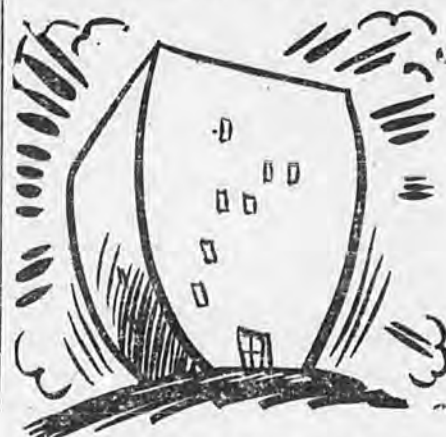
Talk about things moving fast. This meeting started with a rush, and went along at the same fast clip. I never saw anything quite like it before.

There is no one that can say that we don't have the most militant Union in the whole United States. The crews of all SIU and SUP ships, in the Philadelphia harbor were at the meeting. They all went down the line 100 percent to support strike action, or anything else necessary to get our just demands.

No matter what happens from

now on, this gang of Seafarers is in it until we win. We know that we are right, and all the finky bureaucrats and scab-herding Presidents can't bluff us out of our basic demands.

We're not going to fight this battle in the newspapers, or in the buildings of Washington, D. C. We are going to fight this out



with the shipowners, in collective bargaining sessions. We don't want charity, or booty. We want only what's coming to us.

After a six month trip, the SS George Prentiss hit this port with more trouble than a pack of monkeys. The Captain had charges against four men in the Deck Department and that's no joke. It had us plenty worried.

The crew was from the SUP, and so of course we went down to represent them. We had to go round and round a couple of times, but we finally beat them on every charge.

This is another example of Seafarers representation paying off. The men know that if they are brought up on unjust charges, or if overtime is withheld without cause, we will fight for them.

## More Dough For Bosuns Is Okayed

By LOUIS GOFFIN

JACKSONVILLE — I read, with a great deal of interest, the article in the May 24 issue of the *Log* written by the four Bosuns from Houston. Being an old Serang myself, I was of course interested in their beef that Bosun's should receive more pay, considering the responsibilities that are thrust upon them.

I can remember the depression days of the 1930s when I was sailing out of New Orleans through the old slave market at Canal and Decatur Streets. This was the well known Shipping Board Fink Hall, and it was worked on the school boy system of raising your hand when a job was called.

If Old Man Marky liked your looks he would point to you, and you were shipped—providing of course that you could pass the Shipping Board doctor. And also providing that you weren't a militant and on the blacklist.

However, when it came to Serangs, it was a different story. As a rule, the Mate would come up to the slave market and ship his own Bosun. With very few exceptions, he would pick out an oldtimer.

There were a group of oldtimers who hung around who wouldn't think of sailing as anything else. They were all known to the Mates who sailed out of New Orleans, and it was a sure thing that one of this gang would get the job.

This sort of shipping kept ABs from any chance of ever getting a Bosun's job.

Today, however, with our rotary shipping system in Union Halls, any man that is qualified can register and ship as Bosun. The trouble is that with the wages as low as they are, the experienced seaman is reluctant to take a Serang's job. They say, and rightly, that why should they take the headaches for a lousy few extra bucks a month, when they can sail AB, and with overtime make more dough without having to take the responsibility of running the Deck Gang.

### REAL BIG SHOT

In the good old days the Bosun was sort of a little tin God. He was a big shot, with two Ordinary Seamen, eight Able Seamen, and one Carpenter in his gang. However, when the poor shipowner decided to cut the eight ABs to six, the Bosun had to go to work.

This as not to the liking of the Serangs.

So now the oldtimers won't take the jobs and any man with an AB ticket can register as Bosun. As a result, many ships sail with Bosuns that are inexperienced.

In order to correct this, we agree with the four Brothers from Houston. First of all, wages should be raised to at least the level of the Chief Cook's. Second, ABs should have at least three years discharges as AB before being allowed to sail as Bosun.

By following this plan, we can assure ourselves that our ships will be manned with experienced, satisfied, Bosuns.



# Oldtimers And Newcomers Make Seafarers Militant And Strong

By PAUL GONSORCHIK

I'll bet some of the oldtimers are surprised at the way the tripcard men and probationary men came through last Thursday. It was a beautiful picture of cooperative and coordinated action.

If this is an example of their future action, there is no doubt that we will win our demands. We have a bunch of militant oldtimers, and the new men are ready to take their places with them.

The remarks I heard after the meeting at Webster Hall were all complimentary. As one of the men said, "For such a large group, it's surprising how well-mannered this bunch of SIU men can be."

Another one said, "When we are confronted with a situation like this one, we really go to bat. The shipowners ain't seen nothing yet."

All the CIO maritime unions can holler their heads off about

strike action. We keep quiet until the right moment, and then we go ahead. That's real unionism—not the phony commie kind.

### ROTARY SHIPPING

To change the subject—I wish to hell you guys would study the shipping rules. You know, the ones you are voting on right now. If you would study these rules, you wouldn't come up to me with silly requests.

I can't place you on a ship where you have a friend unless you are next on the list. Everytime you ask us to do that, you are asking us to violate the shipping rules and the constitution.

If we got into the habit of doing that, what would happen to our Union. Think about it a little while. Get on the ball and cooperate with the officials who are carrying out the rules which the membership set up for the benefit of all.

Someone once said of the mule that it has no pride of ancestry or hope for posterity. Such is the case of the NMU.

Conceived by a group of wreckers out to destroy the legitimate organizations of seamen, it mushroomed amid favorable conditions and grew to formidable proportions. The membership of the NMU, as a whole, are seamen like you and me.

The difference lies in the fact that they are controlled body and soul by a Communist minority of about five per cent of their membership, while we run our Union for our own interests.

Past events have proven that seamen are an honest, sincere and tough group of men who, although in many cases, are slow to start, still are hard to stop when they do get going.

It has been proven that anyone who stands in the way of progress of these seamen is going to get pushed aside—but hard. This brings us to the tasks of the immediate future.

### BETTER FINKING

The U.S. Maritime Commission, with the War Shipping Administration and the Recruiting and Manning Office, has planned far better than did the U.S. Shipping Board and the Emergency Fleet Corporation (Sea Service Bureau Fink Hall) of 1917. Throughout the apparatus of these federal agencies are the

Coming into the maritime industry they have been greeted warmly by our union and shown the way to maintain and better their conditions.

### FREE DISCUSSION

The membership of the SIU, as a whole, is aware of the problems facing it. Discussions on policy have taken place constantly at the Union meetings, in the Hall between meetings, and aboard ship. Nothing has been withheld, with the good as well as the bad factors being discussed.

Our leaders are practical seamen with sea experience both in peace and war time. This is a leadership that knows the problems of the membership. A leadership that was elected by and enjoys the full confidence of the members.

Great progress has been made in the organization of the unorganized. Today hardly an unorganized ship is afloat upon which some rank and file member is not sailing, voluntarily enduring bad conditions in order that we may ultimately count that ship as an organized ship too.

To sum it all up, we have now a membership that knows the score and is prepared to fight.

The going will doubtless be tough but, where in 1917 the cards were stacked against us, today we hold the balance of power. We may have to pound the bricks on the old picket lines again but today we have our substantial union halls and strike funds.

What is of greater importance is that we have the lessons of the past to guide us in the future.

# History of the Seafarers



employees of the shipowners planning how to convert this apparatus into a union-smashing juggernaut.

In this period of the First World War the same forces were at work, and in the postwar period they all but succeeded in completely wrecking all unions.

Today the story is different. By and large, the trainees of the Maritime Commission and the recruits of the RMO come from working class families. Their fathers and brothers are union men and in many cases they themselves have carried union cards in shoreside unions.

## The Patrolman Says: Day Cooks

In 1943 when we negotiated the supplementary agreements, the Liberty ships were the ones most available and so most of the discussion was about them.

As galley space was limited on Liberties, we specified that the Night Cook and Baker should work nights. This arrangement worked out very well.

Now that the war is over we face the change to a Second Cook-Baker instead.

The Victory ships are now fitted as cattle carriers with a manning scale of 13 men in the Stewards Department. This includes a Night Cook and Baker.

At this time, we would like to point out that there is larger galley space and better facilities on the Victory ships. Therefore we would like to recommend that for smoother operation and better service, all Cooks work days.

This will distribute the duties and free the ovens at night so that they can be used by the bakers.

We believe that this will work out well in every case.

Claude Fisher  
R. Gonzales

## Seamen United

Quite a few of the men hearing the word "Unity" never stop to think of what it really means. To some men it is merely that they agree, verbally, with what others says, and let it go at that.

Unity means more than just lip service to an ideal. By just agreeing and voting with the majority, you are not a part of the unity of an organization. You must do more than that.

From now on, our unity will be expressed in our actions. All of us must think and act together. The operators always work as one. If they can do it, so can we.

The best demonstration of unity was in the work-stoppage last Thursday afternoon. SIU and SUP members all over the country stopped work as one man. This was not an idle piece of business. It had a purpose behind it, and it served its purpose.

The operators know that we are united. Individually we are nothing. United we are powerful.

Salvador Colls  
Ray Gonzales

# MEET THE SEAFARERS



## Lonnie Grantham

"You're never too old or too young to stand on a picketline." These words are part of the philosophy of Lonnie Grantham, who has stood on enough picketlines to know what he is talking about.

Lonnie has been in the thick of things for a long time. In 1906 he was helping Andy Furuseth organize on the West Coast. "I was just a young fellow then," he says, "but if we have trouble now, or ever, you'll find me on the picketline again."

He can spin some good yarns about those hectic days when the fight for seamen's rights was starting. He remembers the days when Union Organizers had to climb ropes to get aboard a ship, and had a good chance of getting a cracked head as a reward for this activity.

After getting a taste of the organizing side of a seaman's Union, Lonnie went to sea continually until 1918 when he was elected a representative of the ISU.

### FRAME-UP

During the 1919 strike, Lonnie was in charge of the picketline at the foot of 29th Street, Brooklyn. Even in the wilds of Brooklyn trouble found him and he was arrested for causing the spoilage of food on the vessel Ice King.

The shipowners tried to have him railroaded, but the Judge settled for a \$25.00 fine.

From 1921 to 1941, Grantham stayed ashore. He went into business for himself in New York City and did pretty well. He got married, sired a family of five, and really settled down to an unexciting life of a landlubber.

But like many other retired seamen, Lonnie returned to the sea as soon as his country needed him. Within a month after Pearl Harbor, he had sold his business, made all necessary arrangements, and was ready to ship out. Grantham is not the only patriot, or lover of the sea, in his family.



LONNIE GRANTHAM

Two of his sons served honorably with the United States Navy during the war.

### WAR SERVICE

His experiences during the war are on a par with what other Seafarers went through. He is maddest over the fact that the first ship in twenty years was blown out from under him. Before Grantham was elected a New York Patrolman in 1944, he went through two more torpedoings, and survived close to a thousand air raids.

"I was in Bari, Italy, during the big raids they had there," he recalls. "Seventeen ships were sunk, and more than 250 merchant seamen were killed. I guess I was lucky, because although I was hit by shrapnel, it wasn't serious. Lots of the other men really got theirs in that battle."

Lonnie Grantham is just like the rest of the Seafarers. He is a good Union man because he knows what organization has done for the seamen. He is ready to fight for seamen's rights whenever and wherever necessary.

If the Seafarers hit the bricks this time, look for Lonnie on the picketline. He'll be there.

## Great Lakes Sec'y-Treas Reports

By FRED J. FARNEN

After a period of negotiation, Detroit Agent William Stevenson and I met with the officials of the Bob-Lo Company on Friday, May 24, and the final agreement was signed. The wage scale is based on a thirty day month, and is as good as any we have negotiated so far.

Another contract we finally signed was with the Ashley and Dustin Steamer Line. This agreement took several weeks to negotiate, but it is worth it. The Company knew that it couldn't win, but they wanted to hold out for a while. Well, all's right that ends right.

### HOLD UP

As far as the McCarthy Steamship Company is concerned, we should be able to clear up the contract terms within the next week. The only thing holding up the agreement with this company, and with the Detroit and Cleveland Navigation Company, is that we just have not been able to get together at the same time to iron out the few remaining difficulties. All that remains to be discussed with D. and C. is the question of freight contracts, and ship-keepers.

We still have 22 hours overtime in dispute with the Sandboats. I am meeting Mr. Florshelm in Chicago soon and hope to settle the matter once and for all. This matter has been hanging fire since the start of the 1946 season.

### REAL UNITY

On June 3, I attended a meeting in Chicago composed of all the AFL Waterfront Unions. This meeting was for the purpose of forming a Maritime Council in the City of Chicago so that a closer relationship between them will exist. I will submit a full report about this meeting as soon as the minutes of the meeting are released.

A Maritime Council of this sort would be a decided asset in the event that any one of the Waterfront Unions has to take any action, now or in the future.

On the whole, the outlook for organization looks pretty good. From all reports, Isthmian is practically in the bag, and once that is certain, we can go on to newer things. There are many fleets that offer fertile ground for an SIU Organizing Campaign.

Our record of militancy and honest dealing has given us a good reputation with seamen. We should capitalize on this by concentrating our attention on another unorganized fleet as soon as possible.

**Make Isthmian SIU!**



# How Seafarers Responded To Call



At Savannah the Seafarers voted, lined up outside Hall for a picture



Seafarers leave ship for meeting



Officials Shuler, Dwyer, Hawk and Hall on dais



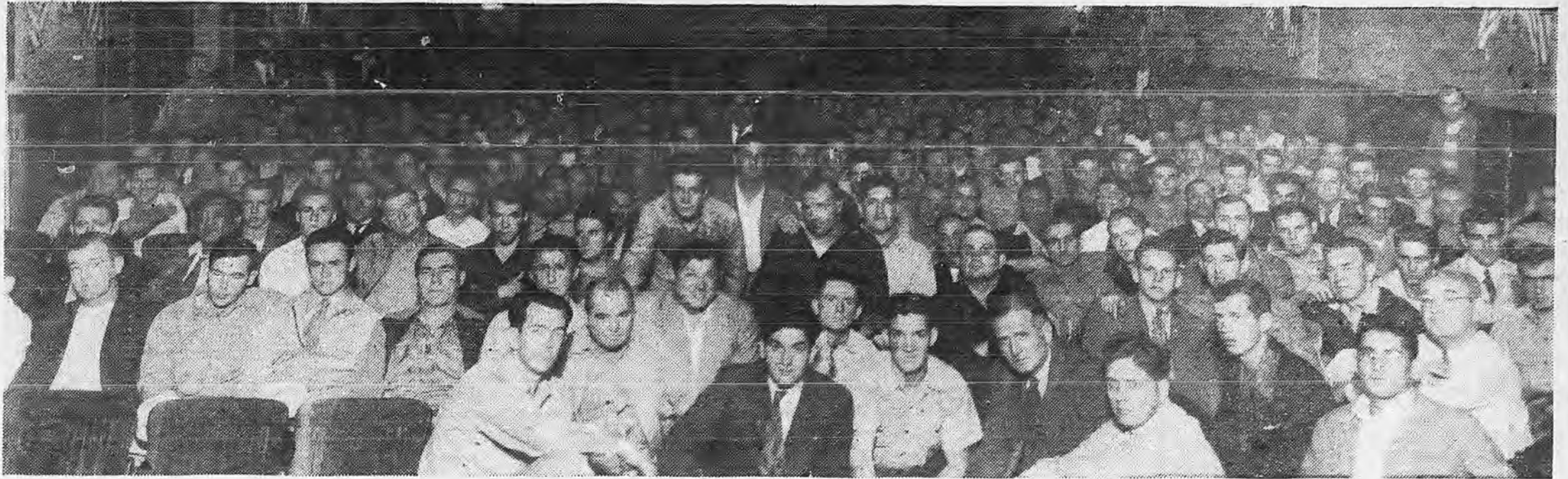
In every Hall it was a rank and file show



Mobile Seafarers showed they could block a street with their numbers



# Scenes Duplicated All Over Nation



Philadelphia had an overflow, enthusiastic meeting



Ray White chairs the Norfolk meeting



They leave a ship at Seattle



The Norfolk men ganged up in front of the meeting



They spill out of the New Orleans Hall



Stealy White speaks to the boys at New Orleans



New Orleans narrow streets crowded





# SHIPS' MINUTES AND NEWS

## Mustard Adds Color To Voyage

One Assistant Engineer coming up—with mustard!

But this the crew of the SS R. K. Johnson doesn't relish. At a recent membership meeting they protested "the manner in which the First and Third Assistant Engineers used the crew's messhall as a scene for one of their drunken brawls."

The fried fistic artists tossed mustard and other condiments at each other. Their respective aims were as wide as their appetites, leaving the messhall looking like a busy artist's easel.

### MEAT NEEDED

Getting down to the matter of things more edible, the crew passed a motion to have a Patrolman come aboard at the start of the next trip to see that there is an adequate supply of "good meat," vegetables, and dry stores. The men don't want the next crew to have to pass a similar motion.

Someone popped the question as to what became of the penicillin that came aboard in Boston.



The Purser used two bottles of the drug for a badly infected tooth. The remainder "disappeared." None was available when the need for it arose after that.

It was also asked if the Captain was right in saying "that no penicillin was to be used in the treatment of venereal diseases."

### DRAWS CENSURE

The Captain drew censure in the case of Paul Froom, a Wiper, who injured his foot while on duty. Brother Froom was told by a doctor in La Pallice, France, to keep off his feet for 12 days. But, say the minutes, the Captain ordered him to turn to. The injury is not healing and Froom is suffering from pains in his foot.

Brother Kearney conducted the meeting from the chair, and Brother Ridge was secretary.



## Another Chief Mate Stinks Up His Ship

Aboard the SS Baldwin Hills "overtime is about as free as ice-water in hell" in the deck department, the minutes of the May 30 meeting reveal.

The reason: the usual—a Chief Mate who has the whole Deck standing on its collective ear.

So the men voted 100 percent to have the character taken off the ship.

The matter first came up when the Deck Delegate reported that members of his department had numerous beefs, all centering around the Chief Mate. Members then testified that he was impossible to get along with, constantly rebuking the men on their work, and, in short, making the trip as miserable as possible.

### ALL IN FAVOR

A hand vote, for or against having him taken off the ship, was decided upon. The count

showed every member present in favor.

At the same meeting the crew voted to put in a good word for the Captain. They adopted a resolution commending the Captain for performing his duties in the most efficient manner possible and still remaining "just one of the boys."

Just to show you how they feel about the Captain, we're quoting verbatim from the Good and Welfare section of the minutes:

### VERBATIM

"Motion made, seconded and carried that fo'csles be painted on next trip. Captain's word, via scuttlebutt, has it fo'csles will be painted next trip. Scuttlebutt satisfactory."

Everything was satisfactory in the Engine and Stewards Departments, too, the minutes said.

## Crew Of The Pipe Spring Misses Mail Four Months

Members of the crew of the SS Pipe Spring, Pacific Tankers, Inc., have what seems to us a reasonable and legitimate beef contained in a petition forwarded to the Seafarers and other maritime unions. They haven't had any mail for four months.

The petition follows:

We, the crew of the SS Pipe Spring, left San Pedro, Calif., on February 21, 1946. Since that time we have been in the following places: Kwajalein, Marshall Islands; Tacloban, Leyte; Singapore, Malay States; Behrein Island, Iran, Palermo, Sicily; Horta and Fayal, Azores, and at present are in Aruba, NWI.

As have have received no mail in said ports, we, the crew, feel there is an immediate explanation due us, and can see no reason for the very poor service.

Enclosed is a list of the crew members and officers who would like to hear from you immediately on this subject.

One copy of the above of be

JAMES MILLER, (date not noted) — Chairman A. King; Secretary L. Shelton. Previous minutes read and accepted. All members in Stewards dept., with exception of Steward, are trip-carders. Good and Welfare: new ice box to be put in messhall, drinking fountain put in messhall, fix drain, scupper in crew quarters, aft. Motions carried: ship not to leave until ice-box is obtained.

WALTER FLEMING, March 19—Chairman Joseph T. Cremeans; Secretary Charles Niehaus. Good and Welfare: motions passed on the following: to put clothes on tables when ship is rolling, tables to be set properly for all meals; meals to be served at specified times; crew to put dirty dishes in sink.

(Continued on Page 11)

## MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

JOSEPH HEWES, May 3—(chairman and secretary not noted). Motions carried: to present overtime beefs to Patrolman, engine delegate to contact Mobile Hall; all Union meetings ashore and at sea be discussed; to have penicillin aboard all American ships for protection and health of seaman.

~ ~ ~

ANSON BURLINGAME, March 29 — Chairman Robert Edmonds; Secretary John R. Tilley. Steward read his original requisition, then compared it with the purchase order. Motions carried: to form a committee to investigate possibility of increasing purchase order to conform with Steward's original requisition; to have Steward appointed to committee because he has information concerning stores list. Crew decided that if no satisfaction was obtained after contacting the company's agent, the committee would call the Mobile Hall for advice.

~ ~ ~

ANSON BURLINGAME, April 9—Chairman Joe Prudhomme; Secretary John R. Tilley. Delegates made their reports. Good and Welfare: cooperation of men asked in maintaining cleanliness of vessel. Motions carried: gunner's mess

now being recreation room. Stewards Dept. should sweep it every day; galleyman sweep T-passage forward of galley; Black Gang maintain port passage and half after T-alley; to contact Captain to try to obtain louder, clearer more appropriate radio programs at frequent intervals on ship's radio; to give Stewards Dept. a vote of thanks for services rendered and good food put out by them. Cups, dishes, etc., be returned to pantry between meals, trash to go into receptacles instead of on deck.

~ ~ ~

JAMES JACKSON, March 27 —Chairman Boudreaux; Secretary Ray. Motions carried: that elected delegate go before the Captain and request that lodging money be paid tomorrow; that the messroom and quarters be painted out and adequate quarters provided for the crew; that fans, radio speaker and scuppers be checked and put in working condition; that, unless ship's condition is brought up to peacetime standards, the crew refuse to take ship out; that copies of this meetings minutes be made for the Patrolman and Captain; that Brother Boudreaux represent the three depts., and contact the Captain and Patrolman today.

forwarded to the following organizations: Marine Engineers Beneficial Association; Masters, Mates and Pilots Union, Seafarers International Union and the Sailors Union of the Pacific.

The letter is signed by 21 crew members and officers.

Remembering all the clamor about sending mail to the boys overseas as the greatest booster of morale, it seems to us that Pacific Tankers might do well to get on the ball.

### CORRECTION

In the June 7 issue of the Log, a story on the SS Colabee described Chief Cook Alfred Roger's popularity with this fellow crewmen. It also stated that the Captain threatened to order Rogers off the ship because of an argument with the Port Steward.

J. R. Wright, Steward on the Colabee, informs the Log that it was not Rogers, but the man who was Chief Cook before him who the Captain wanted off the vessel.

"Rogers is a hell of a nice fellow," said Brother Wright, "and he never had an argument with anybody."

The Log is glad that Steward Wright set us right.





# Digested Minutes Of SIU Ship Meetings

(Continued from Page 10)

**WALTER FLEMING, March 25**—(Chairman and secretary not noted). Motions carried: that one of the crew be told to wash his personal clothing more often; that scullery be painted; coffee urn to be cleaned after used; fans to be put back in crew messhall; that sufficient night lunch be stocked; that coats be supplied to crew messmen; that messhalls be kept more orderly.

§ § §

## Food Family Style; Tables For Ladies?

John Seardina, Bosun on the SS South American, a Great Lakes steamer, told a shipboard membership meeting that he and his men are not being served the same food as the rest of the crew. They'd like their chow served "family style" in the messhall.

A report on Brother Seardina's beef will be presented to the membership at the next meeting.



Brother Ellis Lamb, who acted as meeting chairman, explained that the matter of overtime, which had been overlooked on pay day, was brought to the attention of the company agent. The agent said that he would check the records at the main office.

A motion was carried that meetings be held every other Thursday afternoon. Fred Ehler was elected Forward End Delegate by unanimous vote. Secretary for the meeting was Chester Kramer.

§ § §

**AIKEN VICTORY, April 22**—Chairman Wilson; Secretary Stimac. Delegates reported that all books were picked up. Steward gave thanks for crew's cooperation—best he ever sailed with, he said. Motion carried calling for more Union material to be taken to foreign ports, especially the Log. Motions carried (Good and Welfare): to get two automatic toasters; to have Patrolman obtain more than one carton of cigarettes per week; to get washing machine for crew; delegate to appoint man to clean laundry before reaching port; to try to obtain iron for crew's use; the three delegates to check food supply before ship leaves port, Steward to notify delegates of shortages in requisition; to have Patrolman consult Captain about more varied and better-stoked slop-ches; contact Merchant Marine library for more books.

§ § §

**WILLIAM S. YOUNG, April 23**—Chairman Walter Sibley; Secretary William Brodie. Ch. Cook brought up on charges of incompetency with all hands voting that he be paid off. One crewman ordered out of meeting for being intoxicated. Good and Welfare: to ask Skipper to get a new spider as there

was none at the wheel. Motions carried: to have no disputing of beefs at mealtime; to keep cups and dishes off tables, cigarette butts off deck of mess, violators to be fined and money to go to Log. Steward was informed that blackboard in mess is inadequate.

§ § §

**WALTER L. FLEMING, April 5**—(Chairman and secretary not noted). Minutes of last meeting read and accepted. Good and Welfare: It was recommended that the refrigerator in the crew messhall be repaired. A motion was carried urging that all stevedores and shoreside civilians be kept out of the messhalls while the ship is in the port of Venice, Italy.

§ § §

**KING S. WOOLSEY, April 6**—Chairman John S. Gersey; Secretary Salvatore Candida. Minutes of previous meeting were read and accepted. The delegates reported smooth sailing in their respective departments. Good and Welfare: motions were carried urging that the messhall be kept clean at all times; that crewmembers wear proper clothing in the messhall and that cups are to be removed from the table after use.

§ § §

**ANTELOPE HILLS, May 30** Chairman W. Young; Secretary D. Dickson. Last meeting's minutes read and accepted. All delegates reported their departments in shipshape. The matter of a payoff at sea was discussed. Recommended that the deck delegate see the Skipper about the possibility of collecting since oil skins were not furnished for cleaning the tanks. A hand vote was taken to decide on a payoff at sea. Good and Welfare: messmen to speed up on serving the crew. Messmen to serve men on watch first, with the end two seats at the tables to be reserved for the watch. Members in silence for one minute in remembrance of our departed brothers.

§ § §

## NMU Men Thank Seafarers Crew

Along with the minutes from the SS Samuel Johnston came a note to its SIU crew from the NMU men aboard the SS Walter F. Kraft in appreciation of SIU hospitality.

The note follows:

Lobito, Angola  
March 20, 1946

To the men of the SS Samuel Johnston:

This is to acknowledge appreciation of the splendid entertainment provided for our men by the Army personnel of the SS Samuel Johnston.

We also appreciate the cordial hospitality extended to our men by the SIU members aboard your ship.

These things have helped to make our stay in Lobito a pleasant one, and our best wishes go to every man serving aboard the Samuel Johnston.

(Signed) — Salvatore Serio, NMU Deck Delegate; Willie Kidd, NMU Engine Delegate; William Hagbourne, NMU Stewards Delegate.

**CAPE TRINITY, May 26**—Chairman Chandler; Secretary Dennis Black. Discussion on the matter of argument between Steward and Fireman. Both men presented their stories. Also discussion and settlement of beef raised by crew member concerning an extra dinner Captain had served to himself and a guest. Complaints on needed repairs in crew's fo'csles and heads. Suggestion for new mattresses and springs. Ch. Electrician suggested that Delegate contact Union about possibility of getting an electrician's agreement. All matters introduced at meeting fully discussed and agreed upon.

§ § §

## Jaxon, Paris Sewers; Something In Common

Living conditions aboard the SS James Jackson sound like something you'd expect if you were a squatter in the sewers of Paris, according to the crew's



remarks, included in recent ship's minutes.

The crew charged that "this ship is in the lousiest condition of any to date."

Judge for yourself. "Rats aplenty, fo'csles dirty and unpainted, lockers wrecked, scuppers plugged, bunklights out, fans out, mattresses filthy, vents all leaking," the crew says.

Paint was requested, also a change to other available quarters which are now being torn out to make store rooms. These requests were made of the Mate, who answered that the present quarters had been certified for the crew (Certified by whom, Mate—the Good Housekeeping Institute?)

§ § §

**AZALEA CITY, May 26** —Chairman Goldston; Secretary Heinfling. Previous minutes and delegates reports accepted and carried unanimously. Two messmen to work in crew messroom, PO mess to close. Cold drinks to be provided as soon as Engine dept. furnishes ice. Slop chest to be opened as soon as possible. General discussion on cois, fans, clocks, mattresses, etc. Delegates to see Captain about increasing cigarettes to not less than two cartons a week. Blain, Collins, Heinfling and Gradick elected as Isthmian committee to contact Isthmian ships in the ports we enter. Good and Welfare: to take up question of "Log" at last ship meeting prior to returning to States. Deck Delegate recommended that crew take better care of recreation equipment. Messman thanked crew for cooperation by wearing shirts at mealtime. Crew stood in silence for one minute in memory of brothers lost in World War II.

# SEAFARER SAM SAYS:



KEEP OUR SHIPS SHIP-SHAPE!

MAKE UP REPAIR LISTS BEFORE THE SHIP PAYS OFF. THESE LISTS SHOULD BE IN DUPLICATE, WITH ONE GOING TO THE PATROLMAN, AND THE OTHER TO THE SKIPPER.



# CUT AND RUN

By HANK

Well, as we swing into the season for Persian Gulf weather, rationed ships, etc., there are lots of good men anchored in ports everywhere. Here in New York we have lots of oldtimers. There's Ray Grant, Leopold Renta, Eugene Dauber, William Daly, Henry Sorensen, Clarence Wright (the Gulfer), Nathan Pearce, Eric Moe, Charles Kath and Lionel Rotherham, another one of our Gulfers . . . "Flash" Fred Fannin, one of our Baltimore oldtimers, is in town, taking it easy on giving out any opinion about the present "hot situation" . . . We had a little complimentary story about Arthur Ignatz, one of our oldtimers who is Skipper now from what we heard) but we lost it.

§ § § §

The following brothers are down in Mobile: Alberto Arania, George D. Jones, and Hafford Roberts. The following Gulfers are down there too: J. Davis, K. Huller, J. Maguire and James P. Lilly. How's the Royal Cafe, boys? . . . Over in Frisco there's J. Berkenkemper and Andrew Smith . . . In good old Philly there's Mark E. Jackson, Raymond Thomas, George Karpetas, Alex Janowski, Oscar Stevens, L. Smith and Gulf brother T. W. Keyser, who just came out of the armed forces . . . Little Charlie Seymour is down in Charleston, by the way.

§ § § §

Frank Forzano shipped out after waiting around for a few weeks trying to get on a ship with his pal. Frank finally decided it would be good enough just to get on the same ocean, at least . . . Looks like "Red" Malone shipped out on the first ship he could get, instead of waiting for the ship one of his pals recommended . . . The presence of Arthur Meeks in our town sure does remind the boys of the good old passenger ships . . . William Thomson intends to get married—in 1955, however! He bases his delayed action of his future marital status on the beef about finding an apartment. Apart from the apartment scarcity, he says getting a wife is easy! . . . After all, though, look at F. L. Berry. He believes that two can live as cheaply as one. He must have a pre-war apartment, no doubt.

§ § § §

Johnny Flynn, fresh in from several cities, must be slowly forgetting his beef against the OPA. Say, did they also write that song, "Cement Mixer," Johnny, just to remind you about it? . . . One of our best shipmates, oldtimer Andy Thevik, who hangs out over there along Brooklyn's Thoid Avenue, just came in after a short trip! . . . "Red" J. Whitten is in town again, we heard. AB Harvey Hill has been in town for a few weeks. What's new Brother Hill? . . . We wonder if Johnny Cabral is taking any of those sharp clothes with him when he grabs a ship? . . . Drew McKenney the Cook and Steward, is seeing lots of his pals again!

§ § § §

Joe Brenner, where have you been in the last two or three years? You did a good job at last week's meeting and we feel like you do, indeed . . . Brother Coombs, the Assistant Electrician, sure has been running into hard luck lately. He missed jobs on the board several times! . . . Raymond Rivera sure is no master of the English language. In behalf of the maritime workers he described the present situation to be in a "mell of a hess." Well, maybe it is that way, too? . . . "Pop" Harris wants to know who the infant named William McCuiston is, who got up on the floor saying he was in the strike of 1921? "Pop," you see, was in the strike of 1906 or thereabouts!



# THE MEMBERSHIP SPEAKS



## UNION SLOP CHEST VS 'COCKROACH,' IS THE BIG ISSUE

Dear Editor:

I noticed in the Log quite a bit of comment on the slop chest question. I have also noticed a very strong motion emanating from the port of Baltimore, advocating the boycotting of a certain "cockroach" who supplies ships from that port.

Ed, you know me, and how I usually wind-up on the beach with nothing left except shorts after one of those jamborees in the waterfront gin mills, so you can see Ed that this slop chest business really concerns my stark nakedness, to the point that unless something is done I may have to go around in a barrel.

Do you think it possible for the Union to put a textile factory, cigarette factory, ice cream and milk chocolate factories aboard our ships, so as to insure that our slop chest will be supplied with items that us seaman who are honor graduates from Ox Head Bay do not have to suffer the inconvenience of being improperly garbed, and naturally, Ed, you will agree that we should have our milk chocolate refreshments daily; maybe we could use the milk chocolate for "chaser's"



provided that you agree that we ought to have a gin-mill aboard.

I always was a hog, Ed, for making demands and since have given you an idea on what ought to be in the well supplied slop chest I haven't told you what I think ought to be in the well supplied fo'c'sle, but I'll bet you will hit the ceiling when I do, knowing what a moralist that you are.

### THE REAL McCOY

Ed, them brothers down in Baltimore sure have the real McCoy on that "cockroach" slop chest supplier and from the looks of things they are in damned good mood to put the "kybosh" on him.

I was talking to one of the Baltimore seaman the other day Ed over the phone. Now Ed I know that you are wondering how come that I was talking to a guy on the phone instead of just shouting it right out like I do to the Bosun when I am way up high out of his reach after I've been given a dirty job, such as slushing rigging on a windy day.

My friend Jo Blow from Baltimore gave me a buzz and told me to rush right up to his room at once, meaning Ed on the double with a pair of shorts and some dungarees. Upon arrival, Ed, I found old Jo standing in the middle of the deck holding a pair of shorts in one hand, or

## DR. PEPPER & FRIENDS



Dear Editor:

Have been sailing with the SUP since 1942 from the East and West coast. Have enjoyed the Log, but the enclosed snap is my first contribution. The pix was taken aboard the SS Meyer Lissner on her recent return trip from Japan. I'm hoping you'll be able to run this as I haven't the boys' addresses and I'd like them to see "Tiny's" photogenic stomach.

Incidentally, my home is in London, England, but since 1942, when I left England on the SS Lewis Morris, I've become almost as Yank-fied as my Yank wife who says she married me to get even with the girls over there who married "our" boys. And after I've shown my wife what it's like over there, guess where the Peppers will make their home. In the States, of course!

I. H. Pepper

what was left of a pair, and a pair of dungaree's draped over his arm.

### SURPRISE

I sure was surprised, Ed, when Jo told me that he called them things shorts and dungarees, for I am telling you, they was nothing more than "mosquito netting" dyed and sewed up. Well, Ed, it was the same old story that all of the boys down in Baltimore tell, them mosquito netting dungarees and shorts came from that Baltimore "cockroach slop chest supplier."

Getting back to that well supplied fo'c'sle, Ed, and me growing bolder all of the time with the strength of our Union, which is stronger than Sampson was before Delilah clipped off his locks, I want to know if you could have . . . Now listen, Ed, I know that you think I want a bevy of pretty girls assigned to them fo'c'sles and set up a sort of a harem with

iron-clad rules of mutual exchange between the watches.

That's not the dope, Ed, because I know you would never go for anything quite as immoral as that. But, Ed, could we get them milk chocolates and that good old bourbon piped into the fo'c'sles . . . so that the Union does not have to ask the old man to come down and serve the crew a drink before turning to . . . Ed, that is really a brilliant idea, don't you think.

Ed, here is really what ought to be done about the slop chest. As follows:

1. Elect a permanent Committee for a period of 90 days to make a study of the slop chest situation and report back after that time with recommendations.
2. The Committee should make study of the possibility of the Union operating the Slop Chest, giving all information of initial cost, profits and etc.
3. Make a study of some co-

## 'HOOLIGAN NAVY' MAKES NO SENSE, SIU BROTHER SAYS

Dear Editor:

How long are we going to endure these Johnny-come-latelys known as the Hooligan Navy—the Coast Guard? We, the Merchant Marine, fought a good fight to free the rest of the world—only to come home to be kicked around by this phony outfit! Who do they think they are—demigods—to rule the destiny of merchant seamen? Who are they to tell a man he cannot earn his living by the means he knows how?

When a civilian breaks a law he is tried in a court and if found guilty, is sentenced to prison. In prison he will get food and shelter. But if a seaman commits what the Coast Guard thinks is an offense, he is hauled in, bullied around and always found guilty!

And his means of earning a living is taken away from him without any guarantee of his



rent being paid or food on his table for his family. This treatment is worse than the treatment of animals. I ask you—is this the glory that 6,000 seamen died for?

Matthew (Jabo) Sams

operative plan operated by the Union.

4. Study the possibility of creating an official in every port whose job will be to inspect the slop chest and put his okay before allowing a crew to sign on.

Rope Yarn

## Boys On Wallowa Are Sharks At Fishing

Dear Editor:

Greetings to the landlubbers and beachcombers. We are on the SS Wallowa, Pacific Tankers, and we are bound a round-the world cruise. We left Galveston on March 28.

Our first port of call was the gay port of Naples, Italy, and when we got down around Suez, there were a lot of guys on the boat who wished that they had missed Naples.

We put in at Ras Tanwa to load, and we got no shore leave there. However, the situation wasn't too bad because we got 25 cases of beer from the local brewery, and it was more than welcome to have a cold beer in this hot climate.

While waiting to go in to load, we hooked three sharks, and finally succeeded in landing the smallest one. This baby was only 14 feet long. We are enclosing a picture of the shark, and our apologies for not throwing the little feller back into the water.

We have only five full book



Wallowa Crew & Friend

members on board, but the rest of the crew is pretty swell all around. Tully Robertson is the Steward and the Chief Engineer was asking, the other day, where the beer barrel who walked like a man was.

Right now we are in Colombia; from here we will proceed to Singapore. We will be seeing you landlubbers soon. Keep it full speed ahead until we get home.

Red Hall

## Log-A-Rhythms To The Boys On The Beach

By CHARLES COTTEN

This is not sarcasm  
Nor we are putting on the heat  
For beer, rum, and señoritas,  
Venezuela can't be beat.

When we take them in our arms  
Sure we fall for all their charms  
And as we drink this fiery rum  
Sure as the devil, we are done.

We drink the rum and good cold  
beer  
Morning, noon and night  
It shows we are a good Union  
crew  
For we never have a fight.

Every one is willing  
Each one does his share  
And if one brother is slipping  
The others do not care.

Brothers, here is a lesson  
You can learn it everywhere  
Union men on union ships  
Can't be beat anywhere.

A bunch of real good fellows  
Serving red, white, and blue  
You never hear a bellow  
When you sail for SIU.

## ALL ENGINEERS STRAIGHT GUYS ON THE JACKSON!

Dear Editor:

We had quite a few beefs on the Jackson on this trip but they were mostly smoothed out to the crew's satisfaction.

We want to express our gratitude to the Deck and Stewards Departments for the way they cleaned up the ship. The cook's main handicap was the galley stove and the shortage of food but under the circumstances a good job was done.

We had a good bunch of engineers—all straight guys who know their jobs.

The water situation was screwed up. There were fires in the holds which heated the water lines and tanks, causing the water to become full of rust. Sometimes we thought we were in the paint locker instead of in the shower. All the tanks are being cleaned out, now.

We ran out of coffee, tea and cocoa during the last week. That was due, mainly, to the 12 extra passengers we brought back from France. I don't think the six passengers who slept in the gun crew quarters aft are likely to sail on another Liberty.

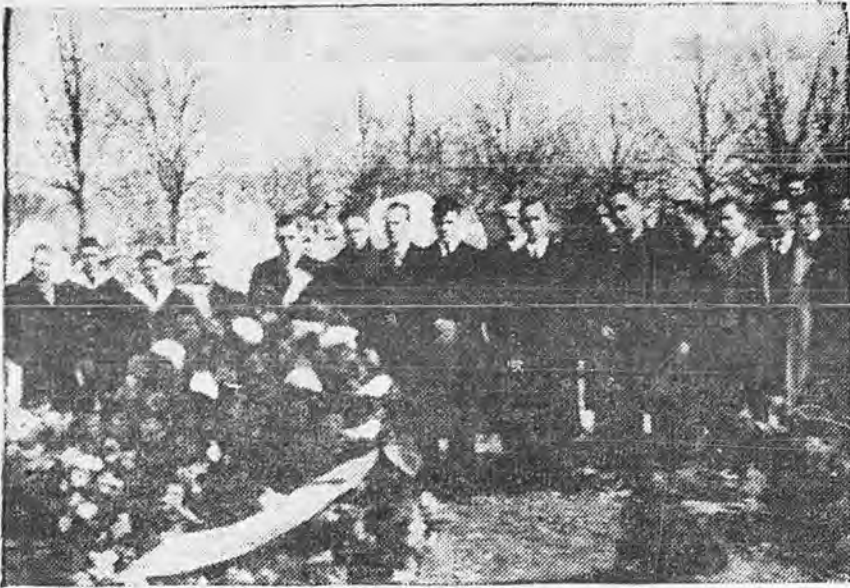
There was a lousy slopchest so we advise the next crew to check the stores and slopchest before signing on.

The ship was in bad shape to begin with but it's getting better. However, before you sign on remember the next trip is No. 13.

Robert J. Stark  
Engine Dept. Delegate  
SS James Jackson



**A SEAFARER RESTS IN FRANCE**



Crew members of the Robin Line's Ira Nelson Morris gather around the last resting place of their shipmate Thomas Keevins, New York-born Seafarer, who died while the ship was in port in France. The burial took place at St. Eloi, La Rochelle, France.

**SIU Brother Advocates Co-operative Slop Chest**

Dear Editor:

The Union slop chest should by all means be established as an outright consumer co-operative.

The cost of financing the co-op should be borne by the persons who use it. The issuance of capital stock is one method; possibly a preferable method consists of a contribution by each participant of loan capital.

At any rate, those who take advantage of the services of the co-op should furnish the necessary capital for the operation of the project.

This means first, that there is no drain on Union funds; second, that no burden for the co-op is placed on those who do not use it; third, that co-op members are free to determine the financial policies of their organization without referring the matter to the Union. The result is a co-op in

which the responsibility of finance administration and scope of operation rests with those who secure the benefits of the organization.

At the present time, the Union, by virtue of its operation as a labor union, is exempt from taxation of income by the Federal government. It is highly doubtful that the Union could continue to enjoy this status if it engaged in the operation of a merchandising project and became the recipient of profits therefrom.

The group that is interested in establishing the proposed slop chest should consult with the Eastern Cooperative League and Wholesaler on setting up the project. The ECL & W has offices in New York and is in a position to render valuable advice and assistance in effectuating this proposal on a sound operating basis.  
H. S. Corlett

**LOG COLUMNIST GETS PAT ON BACK FROM OLDTIMER**

Dear Editor:

Since I am now shorebound, I must do all my sailing in my thoughts. My mind constantly wanders off to the waterfront scenes, and to old cronies that I knew. One particular character has imbedded himself for life in my mind.

He is Red Upchurch. Not only was Red a natural born comedian, but he couldn't settle down to a serious conversation on any subject and come out of the discussion with increased knowledge. In addition, he was always ready to lend an ear to the troubles or worries of others.

With Red's jovial air, one would get the impression that his outer cheerfulness was a manifestation of his inner soul. Actually he was far different. He was a diplomat, comedian, and psychologist all rolled into one.

You notice that I speak of him in the past tense. Because of the rapid pace he was going, I'm sure he must be dead by now. If he is no longer among the living, it is a dirty shame.

John A. Hatcher,  
Retired Book Member

(Editors Note: There is fine sentiment. I'm sure that Red is enjoying them also. He's not dead, he's just writing on the Log.)

**THE EDITOR GETS INSTRUCTIONS ON REACHING BRONX**

Dirr Meestah Chomming!

These are official instructions for getting to The Bronx:

At the the 4th St. Independent Subway Station:—

Get on "D" train going to The Bronx. You will find that train at the lowest level; get into one of the FRONT CARS. The stations follow in this order:

14th St., 23rd St., 34th St., 42nd St., 50th St., 7th Ave., 59th St.,

125th St., 145th St., Tremont Ave., Fordham Rd.

GET OFF AT THIS STATION—KINGSBRIDGE ROAD.

Leave the station at the north end; use the East-of-the-Concourse stairs. You will then be at 196th St. and the Concourse; walk three blocks east, past the church and the public school to 315 East 196th St.

We'll be looking for you Saturday.

Bernie

Editor's Note: Well, I'll be derved. How did this get in here? Hmmm. In with the rest of the mail, I guess. Well, maybe some Seafarer may want to get to the Bronx. Ho hum.



**CREW OF THE WHITE SANDS**



This is the crew of the SS White Sands, as she pulled into Philadelphia last week. Captain Thomas, her skipper, allows he never had a better or cleaner crew. (Brother Truesdale, who sent this up from Philly, adds here: and taking it from a Captain who just came out of the Navy in June, it is quite a compliment for the boys.)



By ERIC IVIE UPCHURCH

It seems that a lot is being said about forcing the Coast Guard to relinquish control over seamen, but very little mass action is being taken. As long as "government of the people, by the people and for the people" remains the foundation of our democracy, there is nothing to prevent us from arousing public sentiment in our direction.

The American people love parades. Although we are not the lobbyist type of union, we could make an exception by donning our white caps, march right up to the steps of the nation's capitol with placards bearing "Civilian Seamen Want Civilian Control." (It is wise to point out that "control" is used merely for psychological purposes).

If this didn't work we could threaten the government, not with a strike, but with a flat refusal to sail the ships. In other words, we seamen would decide to quit the sea and return to the farms, factories, etc. This would prevent any attack on the Union by the government. Our pat answer would be: We still have a shipping hall, but our membership is quitting the sea. In answer to the possible absolvment of the union we could say that they're quitting the sea, not the Union.

Brother Paul Hall mentioned that we should work out a plan for turning our national headquarters into strike headquarters overnight. A forerunner to this should be the taking over of the bar below the Hall and putting into operation our Stewards De-

partment upgrading school. The reason is obvious: S-O-U-P.

For the benefit of those who may bring up the shipowner in place of the government—by this move we would force the shipowners into united action against the Coast Guard control, since their pocketbooks would be at stake. And since our government is supposedly interested in maintaining a large merchant fleet, it would yield to the pressure from both sides. And still further, we would not be walking out on the shipowner but on the Coast Guard, which is government by the Coast Guard, of the Coast Guard and for the Coast Guard.



**Some Consolation**

A man, with rare exceptions, or unless in the company of a woman, will think about things in relation to himself. If he has one blind eye, he fails to find consolation in thinking of another man totally blind.

Yet, the man totally blind doesn't stop to worry either way. He is forced by nature to be contemplative, rather than self-engrossed.

Susan Q was a brave little girl A brother flamed her golden curl

Now, Susan Q is very bald, But Susan worries not at all. Susan says no need to curse, Susan says it could be worse.

Susan Q is the type of girl who believes that no matter what is happening to her, something worse is happening to someone else.



**BROTHER WANTS TO PAY DUES TO SIU IN ADVANCE, ASHORE**

I paid off in New York on April 1, and I'm going to stay ashore until about July. I would like to know whether there is any way to pay my dues and assessments that may come up before July, while I am at home.

I am a book member and belonged to the Union for two and a half months, so I would like to get an answer on this.

Anthony Gniwowski  
Glassport, Pa.

Answer: Yes Brother, you can pay all dues and assessments that have been called for so far. Any other assessments which are called between now and the time you ship out (such as a special strike assessment, etc.), you'll have to pay for retroactively.

Send your dues and assessments by money order, indicating what months you want to pay for to the Atlantic & Gulf headquarters, 51 Beaver St., N. Y. 3, and hold the money order receipt. Then, when you get around to the hall you can have your book stamped to credit you for the payment on presentation of the receipt.

**WELL, BROTHERS: WHY DON'T YOU WRITE THE LOG**

This is it. Right here is where you can blow off steam or do a little gum-beating. Every week 62,000 Seafarers and others turn to this page to read what you are doing, thinking and saying.

Maybe you've an idea for Union action, or a tip that will save your Brothers trouble. Surely, you and your shipmates, while plowing around various ports o'call, have run into things interesting or laugh-

getting. Seafarers and ships—where they go, what they do,



their laughs and their beefs—are news. Write 'em up.



# Hawk Testifies Against U.S. Coast Guard

(Continued from Page 1)

the President's Reorganization Plan 3, which would place the Bureau under Coast Guard jurisdiction permanently.

The response was gratifying, for the Committee members who are considering the Reorganization Plan listened eagerly to his revelations of Coast Guard kangaroo courts, malfeasance and persecution of seamen during and since the war.

In addition to his role as spokesman for the SIU and the SUP, Hawk was authorized to speak in behalf of the National Organization of Masters, Mates, and Pilots, representing more than 30,000 licensed officers, and for the International Longshoremen's Association, representing 80,000 workers.

Here is the text of Hawk's testimony, which set the solons' auditory appendages to flapping:

**Statement of Sailors Union of the Pacific and the Seafarers International Union of North America on Reorganization Plan 3, Part 1, regarding the transfer of jurisdiction of the Bureau of Marine Inspection and Navigation from the Department of Commerce to the Coast Guard, before the House Committee on Executive Department Expenditures, delivered by John Hawk, Vice-President, SIU of N. A.**

Mr. Chairman and Gentlemen:—

I am going to speak against permanent Coast Guard control of the Bureau of Marine Inspection and Navigation and Shipping Commissioners' functions, as provided in the President's Reorganization Plan 3, Part 1. I should like first to bring out the point that I am speaking for the seamen who will be affected by this jurisdictional switch.

As a former seaman, I speak not only for the members of the Union I represent, but for unorganized seamen and those of other Unions.

Seamen all feel the same way about the Coast Guard. They think it a fine branch of the service for iceberg patrol, life saving activities and its other pre-war functions. But they don't like the "brass hat" attitude that is part of the Coast Guard tradition when dealing with seamen. Seldom does a seaman refer to the Coast Guard as such. It is always the "Hooligan Navy."

This may sound like gross disrespect to you gentlemen, but if you ever sailed on a ship and were brought before a Coast Guard kangaroo court on some asinine charge or other, you'd be calling them hooligans, too.

The members of my Union have found the Coast Guard officers, with few exceptions, tyrannical and imperious. They are inclined to treat seamen as though they were enlisted personnel of the Coast Guard.

Merchant seamen don't like this at all. They are civilians. They want to be directed by civilians, as civilians.

Seamen resent enforcement of any will beyond that of their officers and the policies arrived at by the rank and file of their Unions.

But during the war emergency the merchant seaman recognized the need for the executive order transferring the Bureau of Marine Inspection and Navigation from the Department of Commerce to the Coast Guard. This

came about when the Coast Guard was transferred to the Navy from the Treasury Department for the duration of the war emergency.

The seaman didn't complain when the Coast Guard took over the functions of the Bureau, such as issuing seamen's certificates, examinations for licensed officers and discipline of licensed and unlicensed officers. After all, there was a war on.

Besides, the executive order establishing this procedure was to end six months after the termination of the war. Not six months after peace was declared, gentlemen—six months after hostilities ceased.

During the war and since it ended, the seaman has had plenty of cause to regret the Coast Guard control. "Hearing units" were established to try merchant seamen for infractions of discipline. In these "courts" seamen are tried by Coast Guard officers, usually lawyers in uniform who have no sea experience and do not know the practical end of merchant seamanship.

## UNFAIR TRIALS

Not a few times, but often, seamen have been tried and sentenced to revocation or suspension of licenses for the smallest infraction of discipline, and often without the presentation or hearing of factual evidence.

These are not baseless beefs, gentlemen. They are facts. I can substantiate them through a host of seamen who were persecuted by the Coast Guard officers.

So the war ended. In the days that followed, seamen were buoyed by the expectation that their days under the Coast Guard soon would be ended. When the "duration and six months" came to an end, sure enough, the Coast Guard was returned by the Navy to the Treasury under an executive order.

But the Coast Guard had decided long before that it wanted to retain control of the Merchant Marine. So the other executive order didn't come through.

Instead the Bureau was scheduled to be continued under the Coast Guard in perpetuity.

That was a bitter blow for seamen.

The membership of my Union asked me—why didn't the President hold public hearings on the transfer before he drafted the order? Why didn't you write to him and tell him what a good job the Bureau had done under the Commerce Department? Why didn't you ask him to let us—the men who would be most affected—speak out before he laid down the law?

My answer was a weak one. I had written to President Truman on three occasions asking to be heard.

In my letters to him I had pointed out the fact that the Bureau had operated successfully under the Department of Commerce since 1884. Seamen and shipowners alike were satisfied with it under that Department.

I had pointed out to the President that when the transfer was effected all of the old Bureau employees were transferred, too. They were merely supplemented by Coast Guard officers who superimposed Coast Guard ideas. The real work of the Bureau continued to be done by the old employees.

All of my letters were answered in non-committal, official,

Washington doubletalk by a doubletalk master. Each time I received an answer from him in reply to one of my letters to the President I was inspired to new hope. They were in such a bright and cheerful vein. Everything was going to be rosy, they assured me. Oh yes, thank you for your kind letter; we are glad to entertain your views. But they didn't seem to mean anything. Nothing happened.

The next thing I knew the President's Reorganization Plan 3 had been submitted to Congress. Part 1 hit me in the face when I picked it up.

The main argument for continuing the Bureau under the Coast Guard seems to be that it will more efficiently handle the matter of inspection of vessels and their equipment, since it is responsible, in a measure, for their safety at sea. No argument could be more fallacious.

The inspectors under the Department of Commerce always were former merchant captains or engineers. They understood the problems of a merchant ship much more fully than a man without merchant experience ever could.

It is our experience that the inspectors under the Commerce Department always investigated our complaints regarding items of safety aboard ship quickly and completely. The same cannot be said for the Bureau since the Coast Guard took it over.

Coast Guard officers always seem to regard any complaints of unlicensed seamen with a jaundiced eye. They take the attitude that we have something up our sleeves.

I see no reason to believe that our complaints would be entertained with any more respect if the inspections are under their permanent jurisdiction.

Here, however, is our biggest beef against the permanent transfer:

The office of the Shipping

Commissioners. Some 51 years ago—back in June, 1884, to be exact—the Congress created the office of U. S. Shipping Commissioners under the Department of Commerce. Congress acted wisely in doing so.

There was a crying need for such officials. One of their major functions was the protection of merchant seamen against exploitation by merchant officers or shipping companies. They were to superintend the engagement and discharge of seamen, to act as impartial arbiters between the seamen and the officers, and the seamen and the companies.

That was a new deal for the seamen. It was the first deal he ever got that wasn't a raw one. By and large the Shipping Commissioners under the Department of Commerce acted impartially. Neither the seamen nor the shipping companies had any major fault to find with their decisions.

## EXCEED AUTHORITY

Since Coast Guard control and "hearing units" came into being the seaman has been relegated to his old position. The "courts" set up by the Coast Guard have not been impartial, and they have gone beyond the realm of their authority in cases too numerous to mention. I shall mention one example, however. This is the matter of "insubordination." Scores of seamen have had their certificates revoked or suspended because they talked back to Coast Guard officers. This had nothing to do with their shipboard activities or their own officers. They merely ran afoul of the Coast Guard and were "insubordinate." This practice has continued since the end of the war.

Under Coast Guard control a seaman's papers—the means of his livelihood—have stood in constant jeopardy. I know of more cases of seamen's papers being revoked during the period since the war ended than I ever heard of during all the years I was shipping before the war. I will venture to say that more have been

revoked in that period than ever were under commerce from 1884 to the beginning of the war. The Coast Guard has instituted a legal system to blackball seamen throughout the industry.

You gentlemen may say that this calls for an investigation of the Coast Guard. I say that the inherent evil will continue to exist no matter how many investigations are carried out. I say that the only answer is to return the Bureau to the Department of Commerce.

The Unions for which I speak and other maritime unions have been fighting Coast Guard control ever since the end of the war. I have received communications from most of the maritime unions. I have talked with seamen of all maritime unions. I cannot recall a single instance of a seaman or union which did not concur in our position.

I am empowered to speak for the Sailors Union of the Pacific, the Seafarers International Union and the National Organization of the Masters, Mates and Pilots and I am sure I know how all seamen stand.

## SEAMEN MODEST

Merchant seamen are not given to pointing to their deeds during the war, but I wonder how many of you gentlemen recall an item that was on page one of most newspapers during 1942. It was the Associated Press "Box Score of U. S. Ship Sinkings," and was run about once a week. Censorship on sinkings was at its height then, and few details of sinkings were given until several months after they occurred.

But there was mounting horror at the way these cold figures mounted each week. Ten ships in a week was a low score for the German subs. The wolf packs played havoc down the Atlantic Coast. They picked off the tankers in the Gulf like sitting ducks. The few eye-witness stories that were allowed printed told of the fountains of flame as tankers exploded, of men swimming through a sea of fire.

Then, as our convoys began to move, the scene of operations shifted to the North Atlantic. Every survivor was an exposure case. The North Atlantic is a bitter cold sea, gentlemen.

## FOUR TIME LOSERS

But through it all the merchant seamen went on shipping. I know well a dozen men who are four time losers—who have had four or more ships shot out from under them. They always went back. But 6,000 merchant seamen won't go back to sea. They are at the bottom of it. Thousands more were maimed.

And so I should like to ask you gentlemen a question. I should like to ask you whether you think the men who sailed the ships through the war zones should be perpetually shackled to the Coast Guard—which they hate—as a reward for their services to their country.

I don't think these men are asking for very much when they merely request that they be allowed to continue their chosen pursuit under peacetime controls. I think we all want to get back to peacetime.

No, I don't think it's very much to ask.

But they won't realize that simple desire, gentlemen, unless you make it possible for them and defeat Part 1 of the Reorganization Plan. It's up to you.



## WILMINGTON, CALIF.

### SS PIPE SPRING

John W. Bell, \$5.00; Robt. Taylor, \$2.00; Joe Young, \$5.00; L. W. Chance, \$2.00; M. Howell, \$2.00; Jim Bentley, \$2.00; Marty Steffen, \$2.00; Dave Evans, \$2.00; D. Brown, \$2.00; E. Karpinecz, \$2.00; A. J. Mitchell, \$2.00; H. Butts, \$2.00; Joe Castagnola, \$2.00; Jim Ramey, \$2.00; Tom Ramos, \$2.00; L. Paez, \$2.00; H. Berry, \$2.00. Total—\$40.00.

## NEW YORK

### SS GOV. J. LIND

B. Smith, \$5.00; R. D. Humphrey, Crew of SS Lind, \$9.00. Total—\$14.00.

### SS L. B. EVANS

Robert Cartwright, \$5.00; G. E. Strumski, \$1.00; Chee Mohat, \$1.00; Bin O'Mar, \$1.00; Vernon B. Mino, \$2.00; Pedro D. Velez, \$1.00; John Klausen, \$2.00; W. V. Grocki, \$2.00; Robert S. Freeman, \$1.00; Paul R. Klausen, \$1.00; Ed Castro, \$1.00; Jack Roas, \$1.00; Melvin Zeitler, \$3.00. Total—\$22.00.

## SS CAPE TEXAS

R. Natol, \$2.00; J. Rosario, \$2.00; M. Valentine, \$1.00; M. M. Iturrino, \$1.00; R. Barcelona, \$1.00; F. Bonafont, \$1.00; C. Llamas, \$1.00; J. Forres, \$1.00; A. Morel, \$2.00. Total—\$12.00.

## SS ELLENOR

M. Gordon, \$2.00; A. Maldonado, \$1.00; T. B. Rosencrans, \$2.00; B. Hernandez, \$1.00; B. D. Nobicov, \$1.00; Marcet & Cooper, \$2.00; L. Weber, \$1.00; F. Sweeten, \$2.00; C. E. Ramirez, \$1.00. Total—\$13.00.

## INDIVIDUAL DONATIONS

F. Gardner, \$2.00; D. E. Wehmuenster, \$1.00; R. Finlayson, \$1.00; P. Bosley, \$2.00; W. F. Moody, \$2.00; H. Cashvan, \$2.00; S. J. Lelacheur, \$2.00; A. Pisano, \$1.00; J. Vilos, \$2.00; C. Shanks, \$1.00. Total—\$16.00.

## BOSTON

John Fedesovich, \$1.00.

## GALVESTON

### INDIVIDUAL DONATIONS

S. Cappello, \$1.00; A. R. Marchana, \$2.00; W. M. Harn, \$5.00; H. N. Jandaro, \$4.00; J. G. Coulter, \$1.00; R. T. Ballard, \$5.00; S. Rothman, \$1.00; B. Bergeson, \$1.00; S. C. Hanks, \$2.00; B. T. Kincard, \$5.00; D. Ellaworth, \$5.00; H. G. Dawson, \$2.00; T. Penland, \$2.00; H. Martin, \$2.00; C. W. McCambridge, \$2.00; N. R. Rehmyer, \$2.00; T. G. Cobb, \$2.50; A. D. Beasley, \$2.00; W. E. Clark, \$2.00; E. C. Phelps, \$2.00; R. H. Jewer, \$2.00; F. M. Schivabi, (3rd Mate SS DeSoto) \$5.00.





# BULLETIN BOARD

C

## —Unclaimed Wages—

### Mississippi Shipping Company, Inc.

This list comprises unclaimed wages as of December 31, 1945, some of which may have already been paid. If you still have a claim, write to Mississippi Shipping Company, 339 Chartres St., New Orleans, La., enclosing your z-number, social security number, date and place of birth and present address.

Clark, Alan G.	1.37
Clark, F.	.01
Clark, H.	.47
Clark, Henry V.	95.62
Clark, John D.	8.04
Clark, James E.	5.70
Clark, John J.	4.27
Clark, J. O.	.24
Clark, John W.	27.12
Clark, John W.	4.00
Clark, Joseph J.	1.02
Clark, Joseph T.	30.29
Clark, Thomas J.	3.82
Clark, Vernon A.	1.79
Clark, Woodrow	.33
Clarke, George	.70
Clarkshoff, Samuel	3.38
Clarkin, Bernard N.	7.82
Clary, Richard D.	2.82
Class, Robert	11.32
Clegg, Daniel L.	2.84
Clemons, Cecil L.	2.82
Clendenning, Paul W.	1.80
Clerisasio, Michael F.	10.09
Clifton, Buddie	9.75
Clifton, Fred	8.73
Clifton, James	5.94
Clinkenbeard, B.	9.40
Clippard, Frederick B.	1.98
Cline, Joseph F.	.42
Coady, Stanley	2.23
Coats, Glenn B.	1.98
Cobb, Clarence W.	4.95
Cobb, Otto, C.	26.48
Coccia, Baldo	4.22
Cochenaucr, C.	18.00
Cochron, H.	.59
Cochran, James O.	3.18
Codgate, Leigh	5.00
Coffey, Walter T.	46.30
Coffman, Donald R.	15.49
Coffman, Martin T.	4.82
Coggins, Donald S.	1.34
Cogley, John M.	25.57
Coit, William L.	41.63
Colby, John B.	43.70
Colca, Philip J.	1.65
Cole, Calvin A.	1.33
Cole, Grover C.	1.50
Cole, Luttreil	.01
Cole, Phillip R.	8.95
Collela, Antonio	7.69
Collela, William A.	10.43
Coleman, Charles A.	3.56
Coll, Andrew	.95
Collett, Arthur G.	.99
Collin, Harold E.	1.48
Collins, Charles E.	14.38
Collins, Edw. W.	3.96
Collins, H. H.	.59
Collins, Myron	1.48
Colomb, Etienne L.	.82
Colpitts, Lawrence H.	16.93
Colt, Kenneth H.	47.47
Colyer, E. A.	.45
Compton, Noel	16.50
Condos, Geo.	7.44
Condrey, Samuel C.	.73
Conjour, Leon J.	10.80
Conlin, J. D.	2.25
Connell, Pete J.	5.64
Comeaux, Anthony	1.37
Complogne, Armond	5.94
Connor, Ivor R.	.59
Conner, Willis	5.94
Conley, Joseph E. Jr.	3.22
Connor, Harry G.	.63

Conrad, Benjamin	1.42	Crandell, Caleb R.	19.22	Damos, F.	1.65
Consalvo, Gaetano	2.23	Crane, James	6.22	Damson, Chris	1.00
Contatore, Anthony	2.25	Cranford, Charles L. Jr.	2.84	Dana, Ira B.	15.77
Conway, E. L.	3.56	Crater, James	.59	Daniels, Lonnis C.	.74
Conway, James R.	1.78	Crawford, James M.	5.04	Daniels, Robert	7.38
Conway, Thomas J.	1.98	Crawford, Rupert W.	5.94	Daniels, Thomas W.	3.96
Coogan, Joseph J.	2.82	Crawford, Russell G.	6.93	Daniels, William H.	.10
Coogole, Murray L.	7.13	Crawley, Wm. D.	5.51	Daniels, William J. B.	1.48
Cook, Byron E. Jr.	.45	Creel, Robert C.	.59	D'Anjou, Harry J.	2.06
Cook, Donald E.	14.34	Crews, A. W.	1.00	Danzey, C. A.	17.12
Cook, Harold R.	.45	Crews, Tracy E.	4.13	Danzey, J. L.	1.58
Cook, LeRoy	.38	Cripe, Jack C.	2.00	Danzey, Morris J. Jr.	7.13
Cook, Vincent E.	.59	Criswell, Nolan S.	3.17	D'Archowlean, F.	.02
Cook, W.	.74	Crockwell, William H.	12.00	Dare, Edward J.	9.08
Cooke, Paul O.	3.48	Cronan, John J.	2.64	Darman, Andrew T.	.45
Cooney, James L.	6.43	Cronan, Wm. P.	.59	Darsey, Robert	2.25
Cooney, W. J.	.45	Cronin, Floyd B.	2.75	Da Silva, Jose	26.60
Coop, Wm. E.	19.49	Cronin, John J.	5.65	Darwin, D.	12.83
Cooper, Delmar R.	8.95	Cronin, Thomas F.	24.19	Daub, Leslie R.	.75
Cooper, Frank E.	5.59	Crosby, Stephen W.	.35	Davenport, Harry T.	20.54
Cooper, Houston	1.52	Crosby, Thomas J.	1.48	Davey, Sidney John	1.93
Cooper, Leonard M.	3.76	Cross, Clair L.	2.28	Davidson, C.	7.00
Cooper, Stnley Geo.	4.79	Cross, Robert P.	3.71	Davidson, Robert	11.39
Copeland, Arthur M. Jr.	1.37	Cross, P.	.70	Davies, James	3.96
Copeland, W.	4.50	Cross, Walter J.	.59	Davilla, Dominick	3.96
Copeland( Charles J.	5.58	Crosswhite, Louis	6.40	Davis, Charles, P.	9.20
Copher, Steward	.45	Crotwell, Floyd H.	2.06	Davis, Charles S. Jr.	4.46
Coratti, Nicola	21.81	Crouse, Howard	2.68	Davis, Edgar O.	2.97
Corbett, Timothy	7.90	Crowell, Emery D.	2.67	Davis, E. R.	1.32
Corbishley, Charles A.	1.98	Cressman, Walter	21.80	Davis, E. V.	5.25
Cordray, Eugene	98.75	Crowley, C. G.	1.80	Davis, George F.	.79
Core, W.	18.75	Crowley, D. M.	4.50	Davis, George F.	2.23
Corkern, Sheldon E.	2.97	Crowley, Eugene	6.34	Davis, James C.	12.49
Corley, Henry N.	2.38	Crowley, Wm. P.	49.18	Davis, Lowell	2.23
Cornille, Alfred	9.50	Cruz, Esteban	70.90	Davis, Oscar Thomas	85.77
Cormier, Emile J.	.74	Crury (Cruz) Luis	3.96	Davis, Paul H.	2.58
Corn, John	4.43	Crym, Harry N.	6.40	Davis, Rudolph	1.98
Corrado, Anina	1.34	Csmereka, Cichael L. Jr.	24.17	Davis, R. N.	2.25
Correia, Manuel T.	117.50	Cuadra, Alfredo	19.28	Davis, Stanley B.	4.78
Cortez, Jose	3.56	Culletron, James A.	2.07	Davis, Wm.	21.60
Cosentino, Aldo A.	3.47	Culeton, John J.	6.14	Dawden, L. W.	.75
Cosmos, George	.69	Culeton, John	30.58	Dawe, Roddy	20.38
Costello, James J.	926.63	Culver, Stanley A.	12.75	Dawson, Carl J.	2.13
Costello, Jose	5.65	Cullinan, Eugene T.	8.26	Dawson, Joseph E.	11.91
Cotta, Stanley M.	6.05	Culotta, Samuel E. W.	11.87	Day, Howard Elbert	3.23
Cotter, Donald B.	9.50	Culpepper, Robert C.	2.41	Day, Sidney C.	.33
Cottle, Francis M. Jr.	3.56	Cumba, C.	.57	Day, Theo Carl	15.14
Cotton, Charles W.	.40	Cummings, Chas. H.	2.75	Dayse, Harold	13.46
Couchman, Henry D.	18.88	Cummings, F.	.02	Dayton, Raymond E.	4.82
Coulton, W.	.40	Cummings, H.	2.25	Dean, Homer J.	12.92
Counce, Ernest E.	11.39	Cunningham, Charles W.	2.31	Dean, T. O.	.37
Courtney, H.	20.59	Cunningham, Chas. W.	20.74	Dease, Francis J.	2.44
Couteau, B. A.	1.80	Cunningham, N.	11.40	Deansolt, George	6.75
Couture, Joseph C.	95.62	Cunningham, S. G.	.33	Deaton, Jay Douglas	5.94
Coveleski, Thaddeus	1.98	Curcio, Louis	3.48	De Benedetto, A.	9.50
Covington, Howard R.	.45	Curl, Glen M.	1.48	Di Llasi, Charles	20.62
Covy, Allen P.	.45	Curl, Harry	1.16	Decareaux, Ignace	.91
Cowan, Billie	23.76	Curran, Wm. H.	6.69	Decker, Robert A.	7.50
Cowart, Emory B.	21.77	Currier, Fred W.	.45	Deegan, J. P.	.45
Cowen, Norman	1.44	Curry, George	.88	Deofe, Michalios	7.11
Cox, Frederick G.	12.00	Curtis, Malcolm R.	39.59	De Fusco, William	.59
Cox, Marrin E.	2.75	Cuthbert, Richard G.	8.39	De Groffeurid, E.	18.75
Cox, Rolly B.	2.75	Cutshall, Thomas	2.25	De Haus, Arnold	5.10
Cox, Warren C.	1.19	Czakowski, W.	6.19	Dahler, Frederic A.	4.28
Coxhead, Harvey	627.65	Czarnecki, Sigmund J.	6.85	Deiss, F. F.	4.80
Coy, Thurman W.	2.84	Szyzowicz, Edward	.45	De Jesus, Pedro	2.77
Coyle, Charles P.	.59			De Julio, C.	6.89

D

Dafnis, Artstedes	11.88	Deaney, Joseph	10.89	de la Reguera, J. F.	4.95
Dahlen, Edw. J.	.25	Delaney, Michael John	1.78	Del Rosso, Louis	2.82
Dahlquist, Arik V.	23.94	de la Reguera, J. F.	4.95	Dellinger, James M.	1.98
Dahlenborg, T.	8.29	Delmonico, E. H.	4.22	Dernott, J. W. S.	18.00
Daily, Philip J. Jr.	.79	De Long, R. E.	1.83	De Shane, Charles E.	.59
Dake, C. M.	.53	Delong, Wm. F.	29.15	Desjardins, R. C.	.84
Dam, Espur H.	2.97	De Marino, Joe	6.35	Desmond, Tomothy E.	26.62
Dam, Frank	7.57	Demuth, Joseph E.	1.93	Desmoulins, B. B.	22.05
Dambrino, Donald	3.31				
Damguard, Delmar E.	16.63				

## SIU HALLS

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

## NOTICE!

Anyone knowing the whereabouts of William Gubich, five feet, eight inches, age 27, who left New York in Dec. 1945 in the auxiliary motor yawl, Midgett, please communicate with his parents, at 340 Bedford St., Bklyn, N. Y.

Will holder of dues receipt number 2415, who paid off the SS Cornelia on May 7, 1946, please bring that receipt to the attention of the New York Agent.

## PERSONALS

DONALD G. JONES	
Get in touch with your mother.	
WILL E. HOFFMAN	
Deck Engineer on the SS J. H. Gardner, Waterman Lines, please get in touch with Patrick Cronin, 1412 Edwards Avenue, Bronx 61, New York.	
de Neville, F.	23.82
Del Valle, T.	8.91
Demmary, Arnold	37.37
De Mare, Eugene J.	6.09
Dendo, A.	.54
Denton, Edward F.	52.15
Denzak, R. D.	3.89
De Olivera, M. C.	26.60
De Parlier, Edouard Leon	8.02
De Paz, Phillip	2.48
De Pietro, Anthony	6.75
Derasier, F.	.94
Derth, Albert F. F.	.45
Dermond, Milton	1.42
Dernott, J. W. S.	18.00
De Shane, Charles E.	.59
Desjardins, R. C.	.84
Desmond, Tomothy E.	26.62
Desmoulins, B. B.	22.05

## NOTICE!

Anyone having any information leading to the hospitalization and later death of Edward E. Hamilton of the MV Hillsboro Inlet in San Francisco, please communicate with the New Orleans Agent. This brother's widow is in need of this information in order that she may enter suit.



## HERE'S ISTHMIAN SEA STALLION



With the Sea Stallion faintly visible in the background, this group of Isthmian seamen was snapped near 29th St. Docks, Brooklyn, just before they took off for the Far East. Kneeling (reading from left): "Screwie Louie" Larsen, Jerry Beckner, Jim "Flash" Brasdell, Richard Jamrus and W. "Finn" Flemming. Second row: Sid Turner, Harry Le Maire, Alvis "Bloodhound" Rainey, Paul Tassen; Ben Little Jr., Jack Tice and T. G. Morris. Rear: Walter Hatten, J. R. Groves, Gus Kern, C. W. Schneider and W. R. Dixon.

## WSA And Maritime Commission Charged With Collusion By Senator; Face Probe

Charges by members of Congress that the War Shipping Administration and the Maritime Commission have been scandalously mismanaged culminated this week in the introduction of a bill proposing Congressional investigation of the two agencies.

The bill was presented concurrently by Representative R. B. Wigglesworth in the House, and Senator George D. Aiken in the Senate.

### COLLUSION CHARGED

In asking for the investigation, Senator Aiken told the Senate that "reports of the Comptroller General, beginning with 1942, indicated that \$8,007,163,990 was improperly accounted for by the Shipping Administration and Maritime Commission. The reports show gross negligence, wastefulness, collusion, and inefficiency."

Aiken pointed out that the two agencies have been run, since their inception, by Naval officers. He questioned the propriety of the appointment of Admiral W. W. Smith to head the Maritime Commission in view of the fact that Smith was a colleague of Admirals Land and Vickery, former heads of the commission.

### POSSIBLE COVER-UP

"It is not appropriate," Aiken said, "to place Smith in the position where he may have to report that Land and Vickery did not merit the trust placed in them."

Underlining the demand for the investigation was the announcement that Captain Granville Conway, head of the WSA, will retire on June 30, and become president of the Cosmopolitan Shipping Company.

Conway is the latest in a long line of members of regulatory commissions who left to take high paying positions with the

private interests they were supposed to supervise.

Such action, plus Senator Aiken's charge of collusion and mismanagement, ties in with the SIU's demand, on April 12, that the two WSA officials be dismissed on the basis of their collusive dealings with shipowners

to the detriment of organized and unorganized seamen.

The Seafarers has been in the forefront of the fight to have the WSA and the Maritime Commission drop all jurisdiction over the Maritime Industry. Events now coming to light prove that it was right all along the line.

## Calmar Tries Backdoor Shipping

NEW YORK—Another finking company tactic has come to light in the attempts, by the Calmar Steamship Company, to go back to the days of backdoor shipping.

This scabbing practice has long been a favorite trick of the operators to get around the Union Hiring Hall. Union men don't go for this, and so as soon as some of the members of the Seafarers received telegrams asking them to report to the Calmar office for assignment, they wanted to know the score.

Union officials immediately swung into action. The Calmar Line was contacted and a spokesman for the company said he knew nothing about it, but would check.

A few days passed and nothing happened, so the Assistant New York Port Agent, Joe Algina, again started burning up the telephone wires. This time another story.

### POOR EXCUSE

Said the Calmar spokesman, "It is our custom to send these telegrams to officials and licensed personnel."

"Well," said Algina, "the telegrams we have heard about were to A.B.s, Oilers, and Wipers. How come?"

"If what you say is so, it's our error," was the answer. "We will see to it that it doesn't happen again."

And that's how it is up to now. If any Brother Seafarers receive these telegraphed invitations to

scab, notify the Union Hall immediately. As far as the SIU is concerned, back door shipping is finished for ever and ever.

## The Patrolmen Say...

### Sad, Sad, Story

This is the story of the non-cooperating Steward. I went on board the SS White Oak for a payoff, and the Steward Delegate told me that there were plenty of beefs.

Later I went out to look for him, and found him in the fore-castle, hitting the bottle. After seeing the condition he was in, I didn't want to speak with him.

No sooner did I return to the messroom, than the Skipper walked in and said that he wished to speak to me alone. So I went to his stateroom. There he wanted to know how come we shipped out a Chief Cook who can't slice ham, can't boil water, and is not wanted by the Steward.

To top it all off, the Captain said, this Chief Cook wants to go as Steward next trip.

I rushed out to see the Steward, and he agreed with everything the Skipper said. So I decided that a meeting should be called. This meeting brought out something different from what the Captain and the Steward told me.

It seems as though the Chief Cook was the best liked man on

## Sea Phoenix Goes For SIU; Isthmian Vote Nears End

NEW YORK, June 12—Voting at New Orleans last week, crewmembers of the Isthmian Lines ship, Sea Phoenix, cast 90 percent of their total ballots for the Seafarers International Union as the Union of their choice.

Prior to the actual election on the Phoenix, NMU organizers Chandor, Reyes and Martin tried all of the tricks in their bag in a vain effort to win the crew's votes. Boarding the ship several times, according to SIU Gulf Organizer Lindsay Williams, they tried the old "wine, women and song" routine, and even took the boys for a "boat ride."

Results overwhelmingly in favor of the Seafarers indicated their complete lack of success in attempting to bribe Isthmian seamen. They voted SIU!

Contrary to actions aboard other ships which have hung up large SIU votes, NMU observers aboard the Sea Phoenix did not challenge the vote. This change in tactics indicates that the NMU is finally realizing the futility of challenging the SIU landslide in the current Isthmian election.

### TWO TO VOTE

As this Log goes to press, two additional Isthmian ships are scheduled to ballot. At Baltimore, the Sea Hydra crew is awaiting its turn, and the Clyde L. Seavey will register her choice at Philadelphia.

With the completion of this week's voting, including the two last-named vessels, approximately 15 percent of the Isthmian Fleet remains to be balloted. This means, as reported in previous issues of the Log, that the completion of polling Isthmian ships will be accomplished considerably short of the estimated 6 months period.

### MORE ADDITIONS

Another recent addition to the postwar Isthmian Fleet is the Twin Falls Victory, which was taken over by Isthmian at New

Orleans on June 8th. Leaving New Orleans on the 11th for Houston, a strongly pro-SIU crew was reported on the Twin Falls with Warren Wyman acting as ship's delegate.

Two other re-allocations to the Isthmian Fleet are the Sirocco, and the Belle of the Seas. Both of these vessels are C-2's, and the Belle was acquired May 27th, while the Sirocco was turned over to Isthmian more recently.

Gulf Organizer Lindsay Williams also reported the departure from New Orleans of the Cape Martin, which voted 70 percent for the Seafarers a short time ago. She was headed for Port Said, Bangkok, and other Far Eastern ports.

### STRIKE POLICY

Elsewhere in the Log appears a bulletin regarding the course of action for Isthmian Seafarers to follow in the event of a maritime strike or other work stoppages.

All SIU members sailing on Isthmian ships are urged to keep on working no matter what action takes place on other ships. They are also urged to keep in contact with SIU Halls in all ports in order to be informed of any further developments, read the Log and official SIU bulletins, and follow instructions issued by bonafide SIU representatives.

## Belle Of Seas Backs Stoppage

Holding a shipboard meeting while at sea, crewmembers of the recently acquired Isthmian Lines ship, Belle of the Seas, unanimously endorsed the SIU-SUP work stoppages of June 6th to force ship operators to negotiate contract demands of the SIU and SUP.

Dated June 9th, a cablegram of endorsement was received at the SIU New York office from the Belle of the Seas. It read as follows: "Belle of the Seas Isthmian crew at joint meeting voted unanimous confidence in SIU actions to force negotiations."

### ALCOA SHIP

Formerly operated by the SIU-contracted Alcoa Company, the Belle of the Seas was acquired by, or chartered to, the Isthmian Lines on May 27th. Some Seafarers members remained aboard her when this C-2 was re-allocated, and they quickly converted the new crew to the SIU way of life.

The Belle left San Francisco on June 6th headed for Manila and China. A short trip of less than two months duration is expected by the crew, with the possibility that the ship will return to the East Coast rather than the West.

Bon voyage, fellows, and many thanks for the endorsement.

## Make Isthmian SIU!

W. Hamilton

board, and his cooking was said to be very fine. The whole crew wanted him to go as Steward on the next trip.

The upshot of it was that the crew brought charges against the old Steward, and I took his trip card with me when I left the ship.

### Salvador Colls

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### Good Training

When I went aboard the SS F. M. Smith, Mississippi Steamship Company, I couldn't tell whether I was on a large passenger ship, or just a simple freighter. This scow was so clean that I had to take a second look to believe my eyes.

The crew left everything in apple-pie shape. Each Delegate had all the books and trip cards of his men in his possession. Best of all, there were no gas hounds to hold things up.

It is easy to see that the trip card men on this ship got some very good training and will become excellent Union members. It is the responsibility of the old-timers to take them in hand and teach them what they need to know.