

SEAFARERS LOG



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

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No. 5

Curran Calls His Shots, Says Stack Is Disrupter

NEW YORK—The Special National Council Meeting of the National Maritime Union, CIO, which ended on January 10, broke up in a flurry of fireworks. As a fitting climax to a series of sessions which saw charges and counter-charges fly around the room, Joe Curran, president of the NMU, made a few closing remarks which show that he has really awakened to the danger that the communists represent in the NMU.

His words not only were directed at the disruptive activities of the communist party generally, but also at the officials like Stack, MacKenzie, and Smith, who have always been CP spokesmen in the NMU.

At one point he made direct reference to Stack's poor labor record, a record that is well known wherever working seamen meet. Curran stated:

STACK'S RECORD

"Now I am going to say one thing to you, so it won't be said that I said it after the Council Meeting. This concerns itself with Joe Stack. I want to tell you he has a stinking record, and you know it. From the first day he came ashore off the SS California."

Further in the talk, Curran became a bit more specific when he went on to say:

"Well, he (Stack) also sent out a communication to his brother, during an election campaign, that is part of the record; it was carried in the old papers in the old days, 'If you meet a communist, tell him

I am a communist; if you meet a wobbly, tell him I am a wobbly; if you meet a rank and filer, say I am a rank and filer.'

"He was \$110.00 short in his accounts when he was a Patrolman in Jacksonville. He paid it back finally."

Referring to Stack's communist party background, and to the disruptionist activities of the communist party, Curran stated:

"As far as his record is concerned, that is the consistent record of one of the leaders today speaking, or purportedly speaking as a communist in this union. Well, I say the communist party as such should disassociate itself from these individuals. I still think so. I think the communist party, if it is a Marxist party, today has allowed itself to degrade down to the point where it is nothing but a job security amalgamation on the waterfront, and a rule or ruin group on the waterfront."

Curran indicated his dissatisfaction with the way the last elections in the NMU were carried on when he said:

"I said some time ago that I

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Seafarers Throws Full Support To Striking CIO Shipbuilders; Joins Strikers On Picketline

NEW YORK, Jan. 30—The Seafarers International Union threw its powerful support to the CIO shipbuilders' Local 13, which today struck the notoriously anti-union Ira S. Bushey and Sons' Brooklyn shipyards. The union, certified as collective bargaining agent, demands that the company negotiate with it. Scores of Seafarers carrying strike placards, joined the lines which began picketing the Bushey yards at the foot of Court Street at 7 a.m. this morning. The Seafarers' picket signs bore this announcement:

"The Seafarers International Union, AFL, Supports CIO Shipbuilders' Strike Against Bushey."

With this action began the active support promised to Local 13, an affiliate of the Industrial Union of Marine and Shipbuilding Workers of America, CIO, in response to an appeal made by several of its representatives to an SIU membership meeting at Webster Hall Jan. 15.

BAD RECORD

The shipbuilders' officials appearing at the meeting were William McCaffrey, international representative; Fred Mesita, chairman of Local 13, and Nicholas Lamb, the local's executive secretary.

In making their plea for the Seafarers' aid, the union heads described in detail the company's sordid record in labor relations.

Paul Hall, SIU New York Port Agent, recalled to the meeting the fact that the CIO shipbuilding union had supported last September's SIU-SUP General Strike, resulting from an unfavorable ruling by the Wage Stabilization Board. Support was also given in several other SIU beefs.

A resolution urging that this support be reciprocated in the shipbuilders strike, which started this morning, was passed unanimously at the SIU meeting.

Today's walkout at the Bushey yards was the inevitable outgrowth of the company's persis-

(Continued on Page 14)

N.Y. Tugboatmen Okay New Pact; Win Wage Hike

NEW YORK, Jan. 29—New York's tugboatmen voted approval of the wages and hours agreed upon between their representatives and the tugboat operators. The approval ended the possibility of a strike in New York Harbor.

In a mail vote of 1,242 to 714, members of Local 333, United Marine Division of the International Longshoremen's Association, gave their okay to the new agreement.

As approved by the membership, the Union gained a reduction in the work week from 48 to 40 hours, an 11 cents-an-hour increase, and time-and-a-half for Saturdays and Sundays.

The conditions won by the Union were the fruits of negotiations that started early in November. The stumbling block for an early settlement was the operators' refusal to grant the 40-hour week.

With only a few hours to go before the strike deadline of midnight December 31, the operators bowed to the demand of the tugboatmen. The gaining of the 40-hour week is hailed as a great victory by the Union.

NOTICE!

When requesting information regarding your book, dues record status or retirement, address your communications to: J. P. Shuler, Assistant Secy.-Treas., Seafarers International Union of N. A., 51 Beaver Street, New York 4, N. Y.

Never send cash by mail if you wish to pay your dues, assessments, etc. Send money order payable to the Seafarers International Union of N. A.

MM&P Council Votes To Join With International Group

One of the far-reaching decisions arrived at by the National Executive Committee of the MM&P, which met in Washington January 14 to 18 inclusive, was to consummate plans to affiliate with the world-wide International Transportworkers Federation. The SIU and the SUP are both already members of this far-reaching body.

For over a year the MM&P has debated making this move, and the fact that the ITF is carrying on an unceasing fight for higher wages and conditions, plus a never ending battle with the communists, caused the licensed deck officers to take the final step.

Officers organizations in Norway, Sweden, Denmark, Holland, Great Britain, etc., are all affiliated with this organization, and the ITF has been instrumental in preventing the breakdown of standards of officers and seamen in those countries.

At the same time, the ITF has had representatives working to formulate proper maritime codes for countries such as Guatemala and Panama, where such codes

are non-existent or only in the early stages.

During the recent strikes undertaken by the SIU and the MM&P, the ITF was quick to offer its facilities in foreign countries to make the action more wide spread.

Many of the European transportworkers unions are affiliated to the ITF; the ones that are not can be usually be found in the camp of the communist-dominated World Federation of Trade Unions.

PAN - ATLANTIC PLANS NEW RUN TO MIAMI

The City of Miami, Fla., may emerge as one of the important Southern ports if plans of the Pan-Atlantic Steamship Corporation materialize. Application has been filed by the company to operate cargo vessels between the famed resort and Boston, Philadelphia, New York and Georgetown, S. C.

The proposed linking of Miami with other East Coast ports has received approval of city officials and civic leaders, who are sub-

mitting briefs supporting the application of the line with the Interstate Commerce Commission. A hearing on the proposal is scheduled to be held in Jacksonville Feb. 19.

A spokesman for Pan-Atlantic, which is a subsidiary of the Waterman Steamship Corporation, said his company could have ships operating into Miami "within 30 to 45 days after a favorable decision."

Liberty ships would be used on the line, and should the operation justify it, the company

might add combination cargo and passenger vessels to the run, the company official said.

He added that his line considered Miami "one of the most important Southern ports on our route, and its large consuming area should make the operation successful."

A branch office was recently established in Miami by the Seafarers International Union to facilitate handling of the increased flow of Union business into that port. The office is at 1355 N. E. 1st Avenue.

Maritime Commission Buys 70 Loran Sets As Safety Measure

As a step toward greater navigational efficiency and safety at sea, the Maritime Commission has approved purchase of 70 Model-DBS Loran receivers from the Navy Department. Fifty of the receivers will be installed on merchant vessels and the remainder will be placed aboard training ships.

It was announced that the receivers will be placed upon ships that are likely to be continued in operation under either Government or private auspices.

The Maritime Commission made the purchases after receiving favorable reports of the receivers when used aboard merchant ships during unfavorable weather conditions.

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Death In The Depths

When the Greek passenger vessel, Chimarra, struck a mine January 19, off the coast of Greece and sank with the loss of 437 persons, the fact that a mine menace still lurks beneath the oceans became apparent to those who think everything is back to normal.

When 437 lives are snuffed out with the explosion of one mine, the dangers present from the thousands of mines still lying under the waters cannot be ignored, but shout the fact that the lives of seamen who ply the waterways of the oceans are still in danger, even though the shooting war ended over a year ago.

The mines, which still are present in great numbers, will take quite some time to be eliminated. It has been estimated that it will take another year to sweep up the majority of the remaining mines, but even that will still leave uncharted and floating mines.

To most people this postwar threat to navigation and the lives of seamen has been forgotten, but to seamen it is always in their minds. Two examples of the little known danger, that did not hit the newspapers, are the mine damages suffered by the SIU ships Signal Hills, hit off Genoa, Italy, last October, and the Fitzhugh Lee, struck near Venice in July.

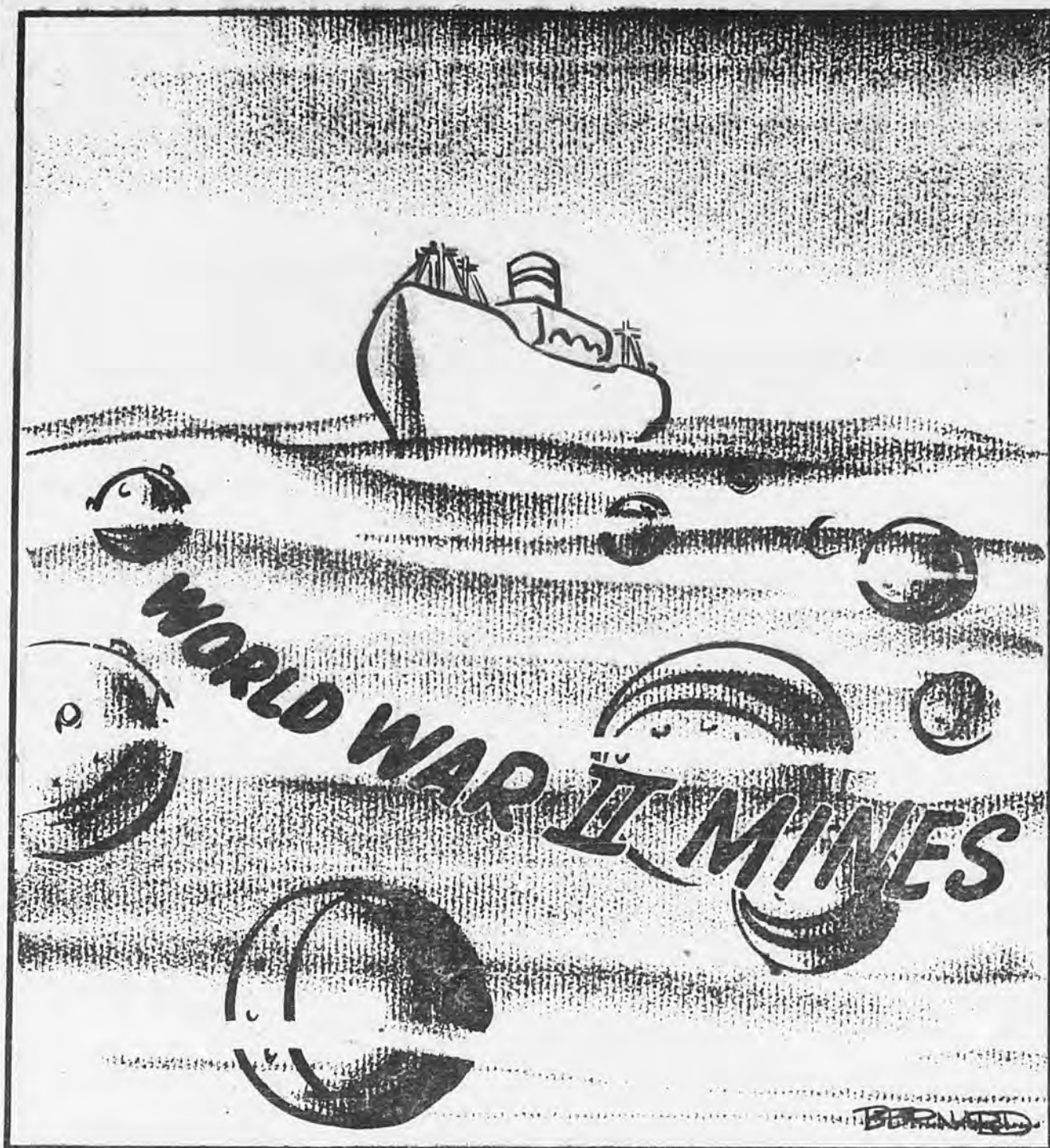
The only immediate means of removing this menace to navigation is through minesweeping, which is taking place in all waters known to contain mines. This work in Europe is being handled by the International Mine Clearance Authority, with headquarters in London, which estimates that since V-E day at least 72 merchant, fishing and other small civilian vessels have been sunk or damaged in European waters alone.

In operations in the Pacific, the United States cleared 22,000 square miles and destroyed 12,000 mines. In spite of the gigantic job done, many ground mines still remain in these waters, and will continue to be a menace to shipping off the Japanese coast until the deterioration of time renders them all inactive, which may be about 1951.

Danger is also present for the next five years from the "floaters," moored mines which have broken loose and have been carried by the Japanese current across the North Pacific toward the United States.

The war with its dangers and hazards to American soldiers is over. They did their job and peace has been won. However, the signing of an armistice does not neutralize a mine. So, like the Italian and French peasants who are being killed every day when their plows strike a land mine, the seamen who man the ships are encountering mines ignorant of the cease-firing order.

To the seamen who have to sail these waters, it is small consolation to know that the war is over, when every trip still presents the possibility of ending in collision with one of these submerged agents of destruction.



"PEACETIME OPERATION..."



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.

BALTIMORE HOSPITAL
CASIMIR HONOROWSKI
CHARLES HAHN
JOHN SETTLE
JOHN DUDKO
JOHN TILL
LAWRENCE HOLMES
THOMAS WADSWORTH
SALVATORE PIZZILLO
RAYMOND S. HODGES
FRANCIS O'BRIEN
PETER LOPEZ
ROBY LUFLIN
LLOYD YOUNG
GEORGE SCHENERMAN

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NEW ORLEANS HOSPITAL

HUGO ECHEVARIA
E. R. BUCKLEY
ROBERT MULHOLLAND
M. R. SUTHERLAND
JOHN RETOUR
SIR EDWARD CUSTER
DAVID McDUFFIE
O. M. STIREWALT
ERNEST COOPER
ALBERT SHULL
J. W. DENNIS
STEVE MOGAN
W. BROCE, Jr.
JACINTO NAVARRO

JOHN O'DONOHUE
J.J. STEFANIDES
CENTRAL MASON
KARL PETTERSSEN

~ ~ ~

BRIGHTON MARINE HOSP.

E. JOHNSTON
H. SWIM
G. VICKERY
J. GALA
R. ALBANESE
T. DINEEN
V. RUIZ
R. FIORE
R. LORD
J. LAVASSOR

~ ~ ~

SAN JUAN HOSPITAL

R. SAUNDERS
R. SIEJO
F. APUNTES
W. ARMSTRONG
P. FELICIANO
B. HOFFSTIEN
T. ROSENCRANS
W. JORGENSON

~ ~ ~

STATEN ISLAND HOSPITAL

C. BONAFONT
R. G. MOSSELLER

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.)

J. S. WOOD
W. G. H. BAUSE
H. BELCHER
L. L. MOODY
E. D. MILLER
C. KOLSTE
R. POWELL
M. MORRIS
L. A. CORNWALL
JOE LEWIS
M. J. QUINN
G. LUETH

~ ~ ~

GALVESTON HOSPITAL

MILLER
WOLF
BENNETT
SEYLOE
JONES, R. V.
JOHNSON
WILKI
CRIGLET
BARNEY, J. L.
DAUGHERTY, W.
FORD
SWENSON
STREIZ
SEGLER

SIU Corrects Deck Hazard On Span Splice

By JACK GREENHAW

Safe gear and good working conditions have always been among the chief demands of the SIU. Since the day of its organization, the Union has written into each agreement with the various steamship companies a clause calling for safe working gear.

A condition was reported to the New York Port Agent where the Alcoa Steamship Company was ignoring this clause on the Span Splice. Alcoa refused to remedy it after the Bosun had called it to the attention of the Mate, and explained that it was un-safe and was a menace to the safety and lives of the crew.

Upon learning of this flagrant violation of the safe working gear clause, the Union dispatched a Patrolman and photographer to inspect and photograph this particular condition that was considered to place the lives of our shipmates in jeopardy.

Appearing on this page is the photograph of a "pad-eye and a chain-stopper" used to stop-off the down-haul of the topping lift when raising booms.

POOR CONDITION

It can be readily seen by those of the Deck Department who are familiar with the procedure of stopping off a topping lift, that the Brother who posed for this picture is not only forced to stand and work in a strained position, but that the chain stopper itself is entirely too short.

In fact, it is so short that he was only able to make two half hitches with the tag-line which is not a stopper, but is made of 21 thread and spliced onto the stopper.

By close observation, anyone with the least bit of common, mechanical sense is able to see that even if the chain-stopper was sufficiently long enough to reach to the top of the mast table, it would still be a source of danger due to the fact that the pad-eye is welded onto the covering of the fire-line in such a manner that the lead of the chain-stopper will be a hindrance to a seaman putting the required number of round turns and figure eights on the cleat. In addition, the stopper itself might catch his hand or arm and cause him to knock it out of the hands of the man standing on the mast-table.

TELLING 'EM HOW

It was pointed out to the Mate and company officials that the safe arrangement for pad-eyes and chain-stoppers of ships of this type, was for the pad-eyes to be welded to the top of the mast-table as close as possible to the lead of the down-haul of the topping-lift, and the chain-stoppers to be shackled into them.

This would work better than lengthening the chain and leading it up from deck, where it was not only a bad lead and makes it unhandy to the man putting the bitter end of the topping lift on or off of the cleat; but was also a hazardous way of arranging it.

After demonstrating this unsafe condition to the Mate and company officials, and suggesting the proper way of arranging the pad-eyes and chain-stoppers, they agreed to remedy this condition as quickly as possible.

A SOURCE OF DANGER



John Steeber, Deck Delegate of the MV Span Splice, is not standing in that strained position because he wants to. It happens to be the only way in which he can work, considering the arrangement and position of the pad eye and chain stopper. The protests of the militant SIU crew will change that very soon, and another danger spot will be eliminated on this ship. See story on this page for full details.

Anti-Closed Shop Amendment Introduced In New York State

The anti-closed shop hysteria has reached New York State, where this week a proposed amendment to the State Constitution was introduced to outlaw the closed shop. Sponsor of the amendment was Frederic H. Bontecou, Republican from Poughkeepsie.

With a straight face, Senator Bontecou related, "This proposal represents an entirely voluntary effort on my part to protect individual union members in the State of New York from arbitrary action on the part of certain labor leaders who have the power, under the closed shop, to deprive men and women of the right to earn a living."

The amendment, it is reported, is being eyed somewhat coolly by other members of the Senate, and a spokesman for Governor Dewey stated that the measure has been introduced without the Governor's knowledge or consent, and it was the Senator's bill and his alone.

PAWN OF LABOR FOES

Labor leaders in New York State are not sure it is Senator Bontecou's bill alone, for Harold C. Hanover, secretary-treasurer of the State Federation of Labor, stated, "We are of the opinion that the Senator is not capable of introducing this type of legislation without aid of the enemies of labor who have evidently made a pawn of him."

Although the measure is sure to receive rough sledding in New York State, the number of states already having laws against the closed shop increased by one when Virginia last week adopted such a measure. Other states al-

ready having the anti-closed shop law are Arizona, Nebraska, South Dakota, Florida and Arkansas.

MEBA Rejects Bid To Affiliate With The CMU

The Marine Engineers Beneficial Association, CIO, doesn't want so-called "unity" at any price—certainly not at the terms offered by the disruptive Committee for Maritime Unity.

The licensed Engineer's union has flatly rejected a move to formally affiliate with the communist-sponsored maritime group.

The rejection came at the national convention of officials of the MEBA, meeting in Los Angeles. A resolution proposing that a national referendum be held among the union's 19,000 members on the affiliation question was turned down by convention delegates.

Even the fervent, personal appeal in behalf of the affiliation made to the convention by Harry Bridges, failed to move the delegates.

MEBA officials said that under autonomy provisions of the constitution, individual locals would be free to collaborate with the CMU, but would have to do so without any national backing.

It is believed that few locals would avail themselves of this provision, with the possible exception of Bridges' few strongholds.

No Changes At Neponsit; Conditions, Excuses Remain

A petition, drawn up and signed by 200 out of the 240 patients at the Neponsit Marine Hospital, again throws the spotlight on conditions existing at the institution.

All patients, except Coast Guardsmen, who were afraid of the consequences, signed the complaint which was then forwarded to Dr. Herman Hillsboe, Director of the Tuberculosis Division, United States Public Health Service.

The petition specifically is directed against the food conditions. Patients claim that the food is prepared in a very poor manner, and although the quality is fair, it is improperly cooked and is usually drab-appearing and tasteless.

Certain hospital officials, who prefer to remain anonymous, have offered the usual excuses. They admit that poor pay for the cooking staff has forced them to hire inefficient and unqualified help. No solution is offered, however, and the patients continue to be forced to eat extremely unappetizing meals.

Addition of the extra kitchen facilities which was widely publicized by the Hospital has not helped out one single bit. The general food conditions have not improved, since the new facilities are only being used in the special diet kitchen.

WAR INJURIES

Most of the inmates at Neponsit are tubercular, and they need the best of food and freedom from worry in order to be completely cured. With the food as it is at present, they have not been able to enjoy either requirement.

The Seafarers International Union has long been aware of the situation at Neponsit, and on a number of occasions, articles have appeared in the *Log* which tended to point out the intolerable situation of the men who are forced to report to that institution for treatment.

Many men contracted tuberculosis as a result of exposure brought on by war service. During the course of the war, the merchant seamen were aggrandized to the skies, and they were hailed as "heroes in dungarees."

Now that the war is over, these same men are being relegated to inferior places of treatment for the illness which they contracted in the course of keeping the sea lanes of the world open.

NMU-COME-LATELY

After having carried on the fight against poor conditions in the Neponsit and other Marine Hospitals single-handed for practically a full year, the SIU has recently been receiving the belated support of the National Maritime Union.

This is not the first time that the NMU has attempted to jump on an already rapidly rolling SIU bandwagon, and it probably won't be the last time.

The members of the Seafarers International Union have given their officials a mandate to do all in their power to improve conditions in the various Marine Hospitals, and to take steps to bring to light what is going on at the Sailors Snug Harbor. That pro-

gram will be followed out without delay.

The subject of seamen's hospitalization and of security for a seaman's old age are too important to be allowed in the hands of men who haven't the best interests of seamen at heart. The *Log* plans to bring the white heat of publicity to bear on poor conditions until they have all been squared away.

The Patrolmen Say—

Crummy Ships

NEW ORLEANS — We crewed up three former west coast ships which had been laid up for months, and for being crummy they took the prize. They were the F. Marion Crawford, now Waterman; the Stephen Douglas, now Mississippi; and the Louis McLean, also Mississippi.

What they needed in the way of repairs would fill a Sears-Roebuck Catalog. The two Mississippi ships needed mattresses, screens, wind scopes, cleaning up, and general repairs.

The crews we sent down to the ships refused to sign on until all unsatisfactory conditions were rectified. After we got everything squared away to the crew's satisfaction, both ships sailed to South America.

TOUGH JOB

Getting things squared away aboard the F. Marion Crawford, wasn't so easy. She needed repairs aplenty. She had to install 12 new fans and repair 10 others. The stove wouldn't heat, so it had to be replaced, and she needed all sorts of stores.

We had to make three trips to the ship before we would allow the crew to sign on, and then we had to get a letter from the company stating that the crew could payoff if they tried to sail before the fans, toasters, percolators, and hot plates were put on board, in addition to getting the stove repaired.

Red Gibbs
Buck Stephens
Dick Birmingham

Smooth Sailing

NEW YORK—This week we were assigned to pay off the Purdue Victory and Madaket, both ships being tied up at the Brooklyn Army Base. These two ships were symbolic of what SIU ships should be like. They were clean inside and out with the quarters and messrooms as they should be.

The crews were sober on both ships, the delegates were all on the ball. There were only a few minor beefs, and no disputed overtime. Ye Gods! It appears like the bucko Mates and Engineers have deserted to the unorganized ships.

The only dressing down necessary was aboard the Purdue Victory where the Chief Mate on this tub was a little confused, but was squared away by the Deck Patrolman. A lot of credit is due the crews of these ships for their cooperation in holding beefs to a minimum.

James Purcell
Ray Gonzales
Louis Goffin

HERE'S WHAT I THINK...



Rumors Busier Than Shipping In (C)old Chi

By HERBERT JANSEN

CHICAGO—While the winter still has plenty of strength left in her, the boys around the Chicago Hall already are waiting for the word to go out and "steam her up."

Most of the men around here are expecting an early fit-out this year on the sand boats, for their docks are empty and the need for sand is heavy in the city at the present time. Maybe it will prove to be true.

A rumor has been going around that the SS Michigan and SS Nassau will go into operation this year, but it is the same thing every year.

These ships have not operated since before the war when, for 20 years they worked fill-in jobs, helping Chicago expand out into the lake.

This filled-in space also is the source of a rumor that the city fathers are planning to build an airfield on the waterfront. Maybe one of these rumors will turn out to be fact.

Recently I received a letter from Andrew Reid, Secretary of MEBA from C & B Lines. He made known to me that the Engineers' contract has been terminated because the SIU is asking for an increase in wages and a 40-hour week on these ships.

He thinks we are asking too much and intimated that we should take it easy.

I answered his letter by stating that the benefits gained by the MEBA have always come because of the SIU, and we have always backed the MEBA in any dispute they have encountered.

However, the SIU cannot stop for anyone in their struggle for better conditions and wages.

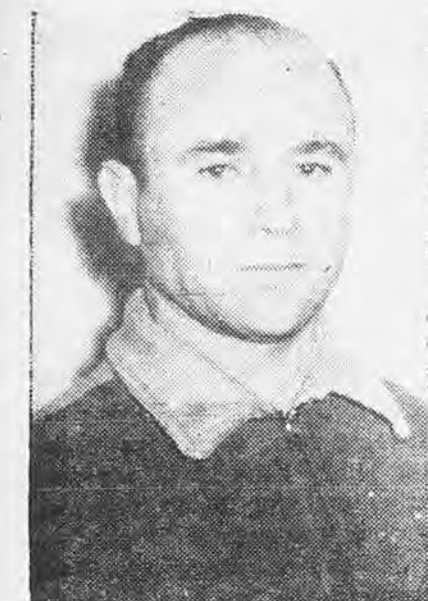
QUESTION:—What changes in conditions have you seen since you first started sailing?

GEORGE CONDOS, AB:

I started sailing when I was 12-years-old, on sailing ships. It's 100 percent better than it used to be, and that's an underestimation. Conditions today are such that a man at sea lives a decent life, and is no longer the slave of the Master and the company. Wages are much better today also and all the changes that have been made in wages and conditions for seamen come right from union pressure. If there were no seamen's unions, there would not be any advances for seamen, either.

GEORGE KOSMOS, AB:

The greatest advances I have seen in seamen's conditions since I started sailing are in the treatment of seamen. It used to be that seamen were practically slaves while at sea, and then were treated like bums when they came ashore. Now it's different. We have the same dignity that other workers have. Our wages are better than they used to be, and our conditions have also improved. We don't have to go, hat in hand, to the bosses for jobs, either. We fought like hell for what we have, and we won't give it up without a fight.



ARTHUR CAMARA, OS:

I can't look back on too many years of sailing, but I do know that it is better now than it was before the war. Our wages are superior to what they were, and our food and conditions war better. The war period showed us that a strong union can continue to gain advantages for its members no matter what happened. All the gains we have made so far have been due to our strong union, and as long as we stay this way, we will continue to see vast improvements made in the lives and conditions of all seamen.



THOMAS S. SMITH, Messman:

The change in working conditions is what impresses me most. We now have better quarters, larger beds, full size lockers, and better food. In other words, seamen are finally being treated like men and not like animals. When I first started to sea a man had to eat meat that was moldy, bread that had worms in it, and all the other food was marked "not fit for humans." Now we have a union to back up, and if the food is no good, we know how to get it replaced with decent food, and quickly.



Great Lakes Are Next On Seafarers Organizing Program

By EARL SHEPPARD

As a result of the successful organizing drives on the Atlantic, Gulf, and Pacific coasts, more companies are now under contract to the Seafarers than ever before in the history of the Union. More companies mean more ships, and more ships means more jobs available for the membership.

It is the duty of the Union to protect the membership at all times and in every possible manner. With the present slowing down of American shipping the organization of old unorganized and newly formed companies is the first task of the Union.

The long hard months of organizing work on the Isthmian line is behind us, and the same apparatus is working in the tanker field. When an agreement is finally signed with Isthmian, it will mean that the biggest dry cargo steamship company in America will have been brought under the banner of the Seafarers.

GREAT LAKES NEXT

The Great Lakes has always been the strongest fortress of the American shipowner. Situated in the heart of the great industrial area, continued operation of lake-borne traffic is indispensable. The steel mills, in order to operate, depend absolutely on building up their iron ore stock piles with ore brought down on ships during the summer season.

If they had to depend on the railways, statistics prove that they could not get sufficient ore for six months operation. Such curtailed operation of the steel mills would cause the shutting down of hundreds of other industries manufacturing everything from automobiles and locomotives to screen doors and fly swatters.

A large percentage of the wheat consumed on, and exported from, the Atlantic seaboard is shipped on Great Lakes grain ships to the grain elevators in Buffalo.

A majority of the newsprint used by the great newspapers of Chicago and other midwestern cities, and general cargo of every possible type, is hauled via the lakes. Other lakes maritime industry consists of car ferries, sand suckers, excursion boats, regular passenger boats, barges and tugs. In other words, there is a large variety of maritime operation on the Lakes as on salt water.

LAKES CARRIERS ASSO.

The owners and operators of Lakes shipping, as well as the industrialists dependent on Lakes traffic, know damn well that any tie-up on the Lakes would paralyze the industry of the entire nation. For that reason, they have worked many years and spent plenty of dough trying to keep unionism from getting a foot hold on the Lakes.

Their principal stronghold is the Lakes Carriers Association, which serves the dual role of an owners association and a company union. This is the outfit that fathered the continuous discharge "fink book" long before Senator Copeland or the old Pacific Coast Owners Association ever thought of it. A great many of the other restrictions the Maritime Commission has tried to put over were fathered by the LCA.

The first job the Seafarers faces on the Lakes is breaking the stranglehold of the LCA, and definite progress has already been made in that direction.

MIDLAND STEEL

The most significant and important victory won by the Seafarers on the Lakes was that of winning the bargaining election and signing an agreement with Midland Steel.

The big steel companies are the backbone of all lakes shipping, and any break in their ranks shows that their entire structure is weakening.

The Seafarers has been on the Lakes a long time, and although the progress has been slow we have steadily forged ahead. This victory proves that the SIU is on the job, and out to organize everything on the Lakes.

THIS YEAR'S JOB

With the Midland victory as a starter, the Seafarers is out to do a bang-up job this season.

The AFL Maritime Trades Department and the Seafarers International are going to push the Great Lakes campaign this year in the same hard-hitting aggressive manner that the Isthmian Drive was carried out.

Hundreds of Seafarers members have sailed the Lakes. Many of these were men who came up to the coast and sailed off-shore

during the war. A lot of these men have gone back to the Lakes, and will be sailing on unorganized ships. These will be the backbone of the organizing drive.

All men who intend going back to the Lakes this season should contact the organizers before leaving, and in any case report immediately to one of the Lakes halls upon arrival.

MILITANTS ALL



Above are the men who spearheaded the drive to turn the SS Span Splice from a rustbucket into a typically clean SIU ship. (See story and pictures on page 5). Backed up by a militant crew, this group forced the company to institute changes, and you should see the ship now. Left to right, Ray Gonzales, New York Stewards Department Patrolman; Stanley Jandora, Bosun; John Steeber, AB and Deck Delegate; and Jack Greenhaw, rank-and-file SIU member who was present because he knew what the Span Splice was like from a previous voyage.

New Crew And New Deal On Span Splice



There's good food on board the Span Splice, and here are the men responsible for that fine state of affairs. Left to right, back row, Grover Barnes, MM; George Kaufman, Night Cook and Baker; John Waith, Third Cook, and Lambert Martindale, Chief Cook. Front row, in the same order, Frank Adkins, Saloon MM; Santos Pizarro, Bedroom Steward, and George Thornhill, Chief Steward. Incidentally, Brother Kaufman is Stewards Department Delegate.



Time out to pose for the Log photographer. You can tell that this is the Black Gang. In the usual left to right, front row: N. Katrausky, Wiper; J. Gulseth, Oiler, and Mario Franciose, Wiper. Back row: J. Santiago, First Assistant; S. Storm, Second Assistant, and J. Brooks, Chief Electrician. The Engine Gang say that the First and Second are good Joes and they wanted them in the picture. Okay, Span Splice crew, here they are.



They put their John Hancocks on the Articles, at the left, and they are all ready for a trip on the Span Splice. This ship hits the bauxite run, and that means good weather under sunny skies while the northern part of the United States lies buried under many feet of snow. Happy sailing fellows, and keep her steady as she goes.

~ ~ ~

Picture at the right shows what the foc'sles of the Span Splice looks like now that crew action won needed repairs. From what the crew says, the quarters were the filthiest in the memory of the oldest old-timer before the company started to clean up the ship. Frank Szczepanski, OS, relaxes on his bunk while waiting to take his place in line to sign-on. With an excellent Stewards Department, and a reconditioned ship, this voyage ought to be a good one.

The growing awareness of the Seafarers membership as to the responsibilities which such membership entails was shown very clearly recently in a situation which arose on the MV Span Splice, Alcoa Steamship Company.

Here the crew, abetted by company negligence, allowed the ship to become so filthy, that the new crew coming aboard immediately took steps to remedy the conditions, and also brought charges against the outgoing crew members.

The company was at fault on another count in that normal safety precautions were not taken on the Deck. (See story on page 3 for a full account of the unsafe conditions and what steps were taken to insure the safety of the men.)

The Span Splice had just returned from a three and a half month trip, and paid off in New York.

A new crew was assigned from the Hall, but when they went aboard they found the ship as filthy as any oldtime rustbucket. The foc'sles were dirty; cockroaches had the run of the ship; the storeroom was full of food that dated to many trips back; there were few cooking or eating utensils, and the mattresses were torn and foul and infected with scabies germs.

Most of the replaced crew was characterized by the new crew as "performers and not good Union members." Charges were filed against all, and the company was notified that the ship would not be sailed until the needed repairs and sanitary changes had been made.

JUSTICE DONE

A rank-and-file committee was selected to hear the charges, and it was the decision of the trial committee, backed up by the membership, to expel certain of the gas hound trip-carders and permit men, and to place on probation several of the full book men among the offenders.

At this time, the company pleaded that it would put the ship in condition if the crew would first discharge the cargo of bauxite in Claremont, Delaware.

To protect the good name and reputation of the SIU, the crew agreed to do so. But on arrival back in New York, the company welshed.

The ship was put into Todd Shipyard to have certain plates welded. Nothing else was done, nor was anything planned. So, in traditional Seafarers fashion, the crew used job action.

JOB ACTION WINS

Action by the company followed soon after, and the ship was painted from stem to stern. All of the foc'sles were put in A-1 condition, and a little more job action resulted in a thorough fumigation of the Span Splice.

New mattresses were brought aboard, cooking and eating utensils were supplied, the storeroom



was cleaned out, and the lockers were also repaired. Now the Span Splice started to look like a clean SIU ship.

As far as the safety measures are concerned on the deck, the Mate promised to do what he could to rectify the situation, and that as soon as possible.

Much credit is due the militant crew who took over a bad situation on the Span Splice. They cleaned up a mess, and had the courage to bring to the floor an incident that reflected on the membership, and on the Union's bitterly won prestige.



Bucko Skipper And Mate Ruin Poor Old Belle

Though the men aboard the Isthmian ships are patiently awaiting the end of the phony protests of the NMU, they still are forced to put up with the poor conditions and bucko officers that seem to come with all the ships of that company.

An example of what is still going on is the report from the Belle Of The Seas, at present in far-off Singapore.

The crew reports that they are having the dubious privilege of shipping with Chief Mate, "Bell to Bell" Fish, who is well known to Log readers from previous write-ups.

He is still living up to his name, for he claims that there is no such thing as overtime, and it is only to be paid to the watch on Sunday at sea.

One of the crewmembers aboard, George Swinton, states, "Bell to Bell has a letter from the company which says we have to work Saturdays at sea without overtime. So far we haven't. Another thing that he has been pulling is having the man at the wheel work on deck. He also sets sea watches when six hours at sea."

KING SIZE LOG

The Mate isn't the only one who has been making life miserable for the Belle Of The Seas crew. While the ship was in Manila the Skipper logged a Wiper \$250, claiming he had taken whiskey out of one of the holds.

The Wiper has not signed the log, nor made any admittance of the theft. What sounds phony to the crew is the fact that the whiskey in question was returned, and that later they saw the guards around the ship drinking it.

Of course, "Bell to Bell" tried to get the Third Mate to sign a statement to the effect that he saw the Wiper in the hold, but the Third Mate refused to sign it.

Since then the matter has quieted down. The crewmembers are still hot and bothered about it, but are letting it hang fire until the ship gets back to New York, where they intend to raise some smoke over the matter.

THROW HIM OUT

At the same time the crew is unanimous in their dislike of "Bell to Bell" Fish, for, they write, "If the contract is signed by the time we get in port, let's get rid of this Mate. He's a real phony."

As far as the officers are concerned, the crew has turned thumbs down on them all, but all is not gloom for the crew is well pleased with the Stewards Department. For service, cleanliness and good meals they say the Stewards Department aboard is hard to beat.

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!

NO MORE MONKEY BUSINESS



It takes more than an Isthmian ship, a bucko Skipper, and a barrel of monkeys to dampen the spirits of these merry Seafarers. They got a combination of all three on their recent trip aboard the Aram J. Pothier, only instead of a barrel of monkeys, they had a full cargo of the animals. Left to right, Louis Bourdonnay, Lars Hillartz, Hugh R. Norwood, and Percy Boyer.

Even The Monkeys (Passengers Not Crew) Couldn't See 'Oversight Elmer' As Skipper

When a crew of militant Seafarers characterize an Isthmian Skipper as an "anti-Union stiff" because he believes sailors should work for peanuts, we can understand it. After all, Seafarers are used to the best wages and working conditions in the maritime industry.

But when a cargo of monkeys screech their objections to the Skipper, we've got to admit the guy must have hit a new low.

And that actually happened aboard the Isthmian ship, Aram J. Pothier, according to four of the vessel's indignant crew. Seafarers Louis Bourdonnay, AB; Lars Hillartz, Wiper; Hugh Norwood, Oiler; and Percy Boyer, Bosun, pieced together a tale of shipboard monkey-shines in the Log office this week.

The Pothier crewed up and left New Orleans for Calcutta and other Indian ports skippered by Captain Elmer Mathes, better known to all hands—and monkeys—as "Oversight Elmer."

The ship is now in New York on the last lap of her voyage, with stops scheduled for Norfolk and Baltimore, where she will payoff.

BUCK AND A HALF

Capt. "Oversight" hails from that Isthmian school which doesn't believe in overtime, the four crewmembers reported. Here is a sample of what he learned at that school:

"A dollar-and-a-half a day, without overtime, is enough for any sailor." (Just shows you how badly "Oversight" needs a refresher course.)

Bosun Boyer was official keeper of the monkeys which were hauled aboard in Calcutta. Percy said he had to stay right on the ball, too. He had to shave every day so that he wouldn't be mistaken for one of his charges. But he wasn't the only one who had to keep steady.

Boyer said that the Skipper had to keep his hat on all the time, so Percy would know where his jurisdiction ended.

CAN'T DO THAT

Anyway, the monkeys were raising hell all the way over.

The crew couldn't get across to them that all Skippers weren't alike, and that they should take it easy.

"Nobody is gonna make monkeys out of us," they protested.

There were other highlights in the trip. The ship carried 11 Hin-



cus, who came aboard in Calcutta. They shelled out \$508 for the shunt to New York, and for fourth class accommodations, too.

The monkeys, it was pointed out, were travelling third-class.

The eleven passengers, likewise were reported to have gotten a bellyfull of the Skipper's chicken. They debarked when the ship hit Boston, figuring they had gotten their money's worth at that point. New York looked too far off.

STOP WATCH KID

Boyer and the other boys swear that the Skipper uses binoculars and a stop watch to make sure the crew doesn't get any overtime. They say they put in a 48-hour week, and that they wouldn't recommend the Skip to an NMU man, with the monkeys reportedly backing them up.

But there were a few bright spots in the trip. The crew was a good bunch, and were strong for the Seafarers. Overlooking "Oversight," the officers were all okay, the four crewmembers said.

AFL Radio Officers Union Signs New Contracts With 45 Companies

NEW YORK, Jan. 30—Forty-five shipping lines, including 11 tanker companies, yesterday signed an agreement with the Radio Officers Union, AFL, for salary increases ranging to \$21.00 per month. The contracts date from last October 1, and will run until September 30, 1947.

Besides a general salary increase, the overtime rate has also been raised to \$1.60 per hour on dry cargo ships, and to \$1.70 per hour on tankers.

Members of the AFL Radio Officers Union will therefore receive ten cents per hour more than the overtime rate being paid to operators who are members of the American Communications Association, CIO.

Another feature of the contract was a clause guaranteeing transportation back to the port where the articles were signed for any

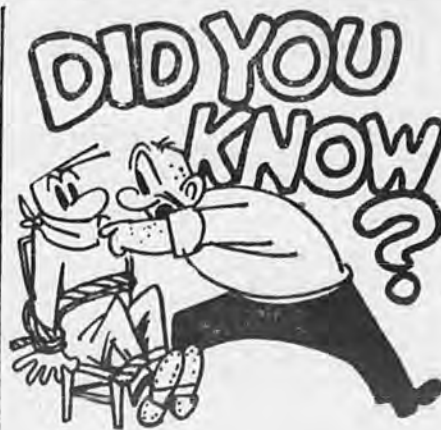
radio officer dismissed at a port other than that at which he joined the ship.

This transportation rider was fought for and won originally by the SIU, and is now becoming standard in the contracts of other seamen's unions.

The agreement also specified eleven categories of work for which overtime pay may be charged.

Previous to the signing of this new contract, each company had a separate agreement, expiring on different dates. Now the provisions of all dry cargo agreements are the same, and the expiration date is also the same.

The ROU is only ten years old, and has already made long strides forward in bettering conditions and wages of radio operators aboard ships. The ROU is an affiliate of the AFL Maritime Trades Department.



By JOHNNY JOHNSTON

~ In the days gone by, the Master and the officers of clipper ships were for the most part Americans, but the crews were composed largely of foreigners. The American seaman, long noted for the neatness of his appearance and his skill in seamanship, had almost vanished in 1850.

There were several reasons for these men giving up the life they loved. The pay was exceedingly low, and conditions had been growing worse for the man in the foc'sle.

The food was worse than that of prisoners ashore, and Masters were driving their ships in all kinds of weather, trying to set new records from New York to San Francisco.

It was very seldom that the watch below could spend their time off without being called on deck to help the watch reef and furl sail.

ABs could earn only \$8.00 to \$12.00 per month, while men ashore were making three times as much and had none of the discomforts of the man going to sea.

As American seamen would not sign on with such wages and conditions, foreigners began to take their places.

This was in the face of a law of 1817, which prescribed that not less than two thirds of the crew of an American vessel must be citizens of the United States.

But this proved to be an easy law for the Masters to get around, and in some cases foreigners were signed on as Americans. The increasing scarcity of seamen brought about the vicious and brutal practice of shanghaiing.

From a time, especially on the Barbary Coast, the gangs were so powerful, that the ships' officers were helpless to either prevent their men from being enticed from the ship while in port, or to refuse to patronize the organized shanghai gang if there were not enough sailors to man the ship at sailing time.

During the height of the Gold Rush, Skippers had to pay from \$25.00 to \$200.00 for shanghaiing seamen if they were short-handed on the Coast of California.

Many of the Captains found dead men on their hands when they got out to sea, and more than a few of the men were in such bad condition from the blows and drugs they received from the gang that it took a number of days before they could be turned to.

~ ~ ~

Three weeks ago this column had something to the effect that to make 12 knots, the ship's engines had to generate 45000 HP. It is well to know that so many Seafarers read the Log, because it seems that everybody has been writing in to put us straight.

Here is the correction, and honestly fellows, we knew it all the time, it was just a typographical error. It takes only 4500 HP to do the 12 knots.

Hope the printer gets it right this time.

Modernization Of Boston Is Off As Governor Cuts Appropriation

By JOHN MOGAN

BOSTON—Business and shipping, which has been pretty good for two or three weeks finally slowed up and last week was only fair.

The good stretch of shipping, however, just about cleaned out our reserve of rated men in the Deck and Engine Departments.

In fact, a ship in transit called for an Oiler and an Electrician on Saturday morning, but we were unable to fill the order.

The Stewards are fairly well represented, with five Stewards and a half-dozen Cooks and Bakers waiting for berths.

The outlook for the coming week is fair with two, or possibly three, payoffs scheduled. These, however, are subject to cancellation or diversion. Then, too, the tankers are still hitting this port regularly.

NEW WATERFRONT OUT

The prospects for the future, which had been soaring with the creation of a new Port Authority and some ambitious planning, have been deflated again.

The incoming Governor promptly lopped off a sizable portion of the appropriation for the Port Authority, which will necessarily retard the carrying out of the plans for building piers, sheds, etc.

Apparently it will take an earthquake or destructive tidal wave to effect any change in Boston's antiquated waterfront.

By next week Eastern Steamship Line should have the new Passenger Contract all ironed

out. As the Yarmouth is about ready to go, the first passenger sailings since the war should be before the 15th of February.

With the Yarmouth and Evangeline on their steady runs, this port will be plenty busy, as one of the ships will be in nearly every night.

OUTPORTS SLOW

The outports haven't been doing much of anything lately. This time of the year usually finds a little activity going on in Port-



land, but so far we haven't had any SIU vessels up there, although an occasional tanker crew pays off in that area.

In Providence, also, there has been nothing doing except an occasional tanker payoff, but there may be a resumption of Colonial Line service between Providence and New York pretty soon.

Enough about the situation in Beantown for this week. We will be back again next week with more news.

Govt And NMU Officials Always Have Sided Against The Seamen

By HENRY W. CHAPPELL

TOLEDO — All sailors have been watching with interest the struggle within the NMU to rid itself of the shackles of the communists and the CMU. It is surprising to see how slow they have responded to the pleas of Joe Curran after his resignation from this committee and exposed their true purpose, which is to use the NMU membership and treasury to further the aims and policies of the communist party with the welfare of sailors ashore and at sea secondary in interest.

These high NMU party members are not a group of starchy-eyed dreamers who envision a government controlled entirely by workers, but are a group of pseudo-militant representatives of a foreign government, whose purpose it is to have the government control the workers, and when the time is ripe to cause a revolution and seize control of the government.

That's why the NMU has continually sided in with the various agencies created by the government and designed to keep American seamen in a virtual state of slavery with no representation when their welfare is considered.

RESENT COMMIES

While the SIU members do not contend that America is a Utopia, and there is lots of room for improvement, we do resent Joe Stalin and his slimy agents attempting to tell us how to go about acquiring it.

The SIU wants for its members the right to negotiate contracts with the companies in-

involved, when it has been proven that the majority of the crews want union conditions on their ships. When a governmental agency is called in to settle any dispute the sailor goes to bat with two strikes on him as invariably these boards side in with the shipowner and the majority rules the seamen down.

The Great Lakes District of the SIU is busy now trying to improve our 1947 contracts which already are the best on the Lakes. As soon as they are ratified by the members and signed by the officials, the LSU, NMU, and Lake carriers will attempt to get the same wages and conditions for the members that the SIU has already won.

Also the Lake Carrier sailors will wonder how in the hell the Mates and Engineers can make them do all the extra work, when in the SIU contracts it constitutes overtime.

GET WHAT'S YOURS

So fellows, join the SIU and be able to prove what your duties are aboard ship by reading your SIU contract to the Mates and Engineers, and be able to get overtime when it is coming to you instead of time-off at sea.

Bear in mind that shipowners are not Santa Claus and the only reason unorganized seamen get the same conditions as the SIU is because the company doesn't want unions, for then these conditions will have to be granted as a matter of course. Also the shipowners will no longer be able to tell the crews how big-hearted they are.

AROUND THE PORTS

NO NEWS??

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

PHILADELPHIA
CHARLESTON
HOUSTON
NORFOLK
JACKSONVILLE
MOBILE
BALTIMORE
MARCUS HOOK

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

Shipping Up Again In New York; Shortage Of Rated Men Reported

By JOE ALGINA

NEW YORK—Shipping in this port is like "off again, on again, Finnegan." One week it's bad, and the next week it's so good that we just can't get enough men to crewup all the ships.

That's the way it is this week, and we are crying for rated men. Now that doesn't mean to hop on the first rattler and come arunning to New York, but if you are on the beach in some port where the shipping has slowed down, wire this port and we will notify you if there are still some jobs left in your rating.

Not only has shipping picked up for the present, but there is

every indication that it will stay good for some period of time. Plenty of tankers are due in here within the next ten days or so, and dry cargo ships are also slated for this port to payoff, and then crew up.

For the first time since the end of the MM&P strike, we can say that shipping is definitely on the upgrade, and we hope it stays that way.

ALL WORK, NO PLAY

A few weeks ago we noted the lost weekend of our Brother officials down in New Orleans. They lost their weekend paying off ships on Saturday afternoon and Sunday.

Just so the membership will not think that a novelty, I want to say that we have made it a practice to payoff a ship on Sunday, if necessary. And lately it has been very necessary, especially for tankers.

The American Press, Newtexas, paid off last week and it proved to be one of the cleanest ships we have had here in a long time. It looked the way a SIU ship should look.

From the way the crew talked, a rousing tribute is due the Stew-

Fight Within The NMU Explodes Advertised Myth Of CMU Unity

By FRED FARNEN

DETROIT—Still fresh in the minds of Lakes seamen is the phony strike pulled by the NMU on the Great Lakes last summer when they abused Labor's only weapon, the picketline, in order to gain control over the Lakes.

At the time the strike was called, its purpose was quickly seen to be an organizational drive. The SIU makes it clear when approached, that we would not violate our contracts by walking off our ships, but we would respect lines around NMU ships.

At the same time we made it known that we would not respect any picketlines they placed around unorganized ships.

Well, it's history on the Lakes now how the NMU crossed their own membership by signing an agreement with Bethlehem Transportation Company, allowing the ships to sail while their members were still on the picketlines.

At the same time they labeled everyone who saw through the sell-out, finks and scabs.

NAME CALLING

Now in the NMU itself, we see the same name-calling taking place. Joe Curran has fallen out with the boys on the Executive Board over participation in the CMU.

Back and forth across the table at their recent meetings Stack and cohorts have been yelling "sell-out," while Curran and his confederates have been shouting, "Stack and his boys speak only for the communist party and not the membership."

As anyone can see, that is the type of unity the NMU has been preaching. What the SIU has been saying for years, is now proven—the NMU membership has been played for suckers all along by a few self-professed militants who have bent over backwards to abide by the policies of the Kremlin.

These "leaders" have proven again by their own accusations during this falling-out that their only interest is the communist

party, and not the seamen they are supposed to be leading.

In direct contrast to the NMU leadership, the SIU can point to unity all down the line, and that unity is in the determination to better the welfare of seamen ashore and at sea.

Savannah Has More Governors Than Ships

By ARTHUR THOMPSON

SAVANNAH—Shipping during the past week has been very slow here in Savannah, but next week promises to look good. The Galbraith is expected to come in for a payoff, and the Hendy and Slocum will be in to have their stalls stripped and that means three crews we will be able to supply. The Cyrus W. Field may come in also and from there on it's anybody's guess.

The Hattiesburg Victory has been tied up here and all her beefs were squared away without any trouble. The main beef was about the quarters. It seems the Bosun and Carpenter had been sleeping in the Deck Maintenance's room and the deck maintenance men had been put in other foc'sles with men on watch.

STRAIGHTENED OUT

Such a set-up works a hardship on men trying to sleep, and there have been many complaints about it before, but nothing was done. Now the matter is settled and all crewmembers are in their rightful quarters. The other beefs were minor repairs and painting. Now everything appears to be okay.

Everything else in running along smoothly except that we seem to have more than our quota of governors in this state.



ards Department for the manner in which they carried out their jobs.

Now that the results of the election have been announced, we have had to say goodbye to two of our New York Patrolmen who are leaving to take new posts.

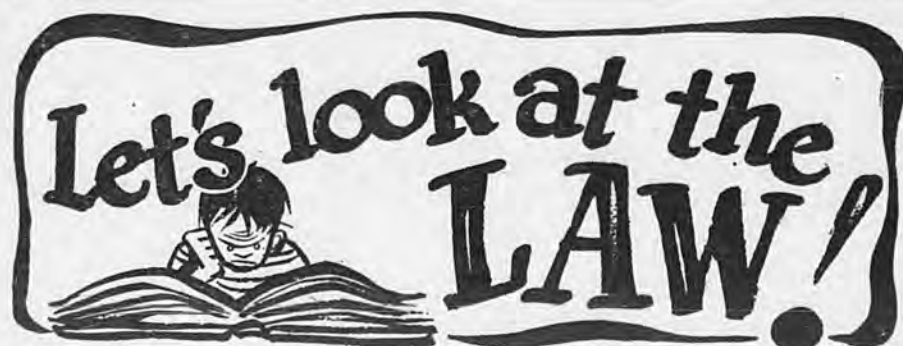
Salvador Colls, newly elected San Juan Agent, left with his family last week; and Johnny Johnston, New Orleans Deck Patrolman, took off a few days later.

Johnny, who has blossomed out as a Log columnist, has promised to keep sending his entertaining facts to the paper in addition to his other duties.

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!



By JOE VOLPIAN

On December 31, 1946, The President of the United States proclaimed the "end of hostilities." His action in so doing brought to an end approximately 26 wartime measures, among them, regulations governing alien seamen in wartime.

On March 31, 1947, peacetime regulations will again go into effect. These are the regulations contained in the Merchant Marine Act of 1936. The sections dealing with alien seamen are as follows: (They refer only to subsidized vessels):

(a) All licensed officers of vessels documented under the laws of the United States, as now required by law, shall be citizens of the United States, native-born or completely naturalized; and upon each departure from the United States of a cargo vessel in respect of which a construction or operating subsidy has been granted, all of the crew (crew including all employees of the ship) shall be citizens of the United States native-born or completely naturalized.

(b) For a period of one year after the effective date of this chapter, upon each departure from the United States of a passenger vessel in respect of which a construction or operating subsidy has been granted, all licensed officers shall be citizens of the United States as defined above, and no less than 80 percent of the crew (crew including all employees of the ship other than officers) shall be citizens of the United States, native-born or completely naturalized, and thereafter the percentage of citizens as defined above shall be increased five percent per annum until 90 percent of the entire crew, including all officers of any such vessel, shall be citizens of the United States, native-born or completely naturalized.

(c) Any member of the crew, not required by this section to be a citizen of the United States may be an alien only if he is in possession of a valid declaration of intention to become a citizen of the United States, or other evidence of legal admission to the United States for permanent residence. Such alien as above defined may be employed only in the Stewards department on passenger vessels.

(d) If any such vessel (as defined above) while on a foreign voyage is for any reason deprived of the services of an employee below the grade of master, his place or a vacancy caused by the promotion of another to his place may be supplied by a person other than defined in paragraphs (a) and (b), until the first return of such vessel to a port in the United States.

(e) The owner, agent or officer of any vessel who knowingly employs any person in violation of the provisions of

this chapter shall, upon conviction thereof, be fined \$50 for each person so employed.

(f) This section shall be enforced by the Secretary of Commerce, for the purpose of carrying out this section, and shall take effect ninety days after June 29, 1936.

(g) All the Deck and Engineer officers employed on vessels on which an operating differential subsidy is paid under authority of chapter 6 or employed on the Commission's vessels, after one year after June 29, 1936 shall, if eligible, be members of the United States Naval Reserve.

(h) During a national emergency as proclaimed by the President, he may, in his discretion, suspend any or all of the provisions of this section.

On non-subsidized vessels, the percentage of aliens who may sign on foreign articles remains 75% as contained in the Jones Act.

Inasmuch as the number of alien seamen holding American seamen's papers surpasses by far the number of jobs available for them, many of them having proved themselves to be excellent sailors, shipmates and union men during the war, to the best of our knowledge, all waterfront unions are making a serious attempt in their own ways to afford some measure of protection for these men. More on this subject later.

Union's Responsibility Is Part Of Every Contract SIU Signs

By CHARLES SCOFIELD

Sometimes we spend so much time beefing about low wages and poor conditions that we forget the other part of the picture. Sure, our gripes are legitimate, but what happens when the Union is able to gain decent pay and conditions for us?

Most of the men take it in their stride, and continue to put out the type of work that all SIU members can be proud of. But there is always a small minority that spoils it for the rest.

What brought this subject up in my mind is the sudden epidemic of men taking money from the company to get to a ship, and then not showing up where they were supposed to. Some of the men drink up the money, and some accept the money without any real intention of trying to catch the ship.

DO YOUR DUTY

Besides the fact that this practice is dishonest, it also puts the Union in a mighty tough spot. The SIU fought a long battle before the companies would agree to give a man transportation to a ship if he was broke. And with that victory won, a couple of guys came along and upset the apple-cart because of their irresponsible actions.

It's about time we realized that

we have to live up to all the provisions of a contract if we expect the company to do likewise. It would sound awfully funny for us to blame the company for violating the agreement if we do the same things ourselves.

Fellow members, if you have any regard for the SIU and the agreements for which the Union fought, don't take transportation money in advance unless you really mean to fulfil your end of the bargain.

Back up the Union that backs you up.



CHARLES SCOFIELD

BERMUDA BOUND—ALCOA'S GEORGE WASHINGTON



Snapped by the Log photographer just prior to pulling out of New York for Hamilton, Bermuda, these boys are part of the George Washington's deck gang. Front (reading from left to right): John Mehalov, OS; S. Hunt, AB; C. Lomax, CFW; H. Acunto, OS, and D. Wilkie, OS. Rear: S. Brown, AB; (Deck Delegate); G. Pierre, AB; W. J. Crosby, Bosun; E. Smolen, OS; G. Tazzani, AB and B. Ben, AB.

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Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!

Short Note To Crew Of Latrobe: All Is Whale That Ends Whale

The zig-zagging hopes of the fortune-bent men of the SS H. B. Latrobe zoomed skyward again this week with the encouraging word from one of their shipmates, Blanco Williams, that the mass of stuff they hauled aboard in the South Atlantic late last summer might yet prove to be a mess of "gold," or ambergris, as it is technically known.

Brother Williams' shot-in-the-arm came in the form of a letter from his Norfolk home, where he has been standing a ceaseless vigil over two "nuggets"—samples of the Latrobe men's catch.

The letter was intended as a rallying call to his depressed shipmates to get up off the deck and stop holding a wake over their dead hopes. Up to this point, the lads' spirits were 10 degrees flatter than an unorganized ship's night lunch.

"Don't worry," heartened Williams. "We will come out on top."

DOESN'T GIVE UP

Brother Williams, who was the Latrobe's Bosun, is a bitter-ender whose determination to carry the ambergris case to a happy conclusion may finally spell cash with a capital for all concerned—and all are plenty concerned, especially where cash is concerned.

Here's a summary of what has happened up to the latest turn in the foundering fortunes of the Latrobe crew men:

On a recent tropical run, a large mass of what appeared to be ambergris was sighted lonesomely floating in the South Atlantic. It was picked up, and nobody, including the Skipper, slept a wink until the ship pulled into Mobile, where the crew paid off.

The crew chipped in to have the stuff analyzed in Mobile. It was then that the matter started to smell sweetly. The analysis showed it to be ambergris.

The men were unable to remain in Mobile to dispose of their treasure, and appointed Williams to stay aboard pending results. Came the strike and he had to get off.

Meanwhile, the Skipper had two perfumers look into the mass for the possibility of it being used in the manufacture of "eau de something or other."

Their findings dashed whatever hopes the Latrobe men had of taking it easy for awhile. That is, all except Williams.

He headed home, taking two pieces of the potential cologne with him. He's convinced the stuff is the real thing, and in his letter, said he's turned the matter over to a lawyer.

Cautioning his partners not to give up hope, he told them not



to listen to any contrary advice. He'll keep everyone posted through the medium of the Seafarers Log.

"If anyone wishes to get in touch with me, my home address is 2926 Somme Ave., Norfolk, Va.," Williams added.

WHALE! WHALE!

Ambergris, by the way, is highly valued in the manufacture of perfume, and, consequently, this product of the whale figures quite importantly in romance.

Next time that sweet little female has you with your head in the clouds and your feet doing the Virginia reel, remember the whale's share in making her seductive. And all the time you didn't even consider the great big whale in the scheme of things. Ashamed of yourself now, aren't you?

Anyway, it's the whales, and guys like the Latrobe crew who help in making the world go around and around.

MEET THE SEAFARERS

Sylvester C. Costa



Because the summers in Boston are mighty hot, and the winters are plenty cold, Sylvester C. Costa gave up his job as a waiter in a Beantown hotel, and since 1928 has been going to sea. He has done very well for himself, rising from the position of Waiter to where he is qualified as Steward on even the largest passenger liners.

His first job was on the Prince George, Eastern Steamship, and the run was between Boston and Yarmouth, Nova Scotia. After that he took other jobs on ships going to all parts of the world, and there are few ports in which he has not set foot.

Conditions have changed a great deal since Brother Costa sailed out of Boston Harbor on his first trip. In those days he earned \$45.00 per month, most of which he had to spend on canned food since the meals served to seamen were not fit for human consumption.

"It's sure different now," he says. "There has been real improvement over those days of the '30s. I only hope that conditions will continue to improve, and if we keep our Union strong they will."

LIFETIME JOB

Costa has good reason for wanting to see seamen receive an even break. He has made sailing his life's work, and he intends to keep on as long as there are ships to sail.

Up until the war started, Costa sailed only on passenger ships. He then switched over to freighters and troop ships, and was on the SS George Washington, coming back from the Islands, when Nazi torpedoes sank the ships on either side of her.

That was the closest he came to real danger, although he continued to accept jobs which took him right into the danger areas.

In his Union work, Sylvester Costa has accepted all his responsibilities. He hates a "free-loader," so he has played an active and leading part in the affairs of the Seafarers International Union.

In both the 1938 and the 1946 strikes, Brother Costa could be found hard at work either on the picketline or in the kitchen. Because of that sort of whole-hearted participation by Costa and all other SIU members, the Union was able to win major victories both times.

During the recent contract negotiations, which wound up with the SIU gaining the best contracts ever seen in the maritime industry, Costa was a member of the Stewards Department Rank-and-File Negotiating Committee.

Brother Costa's plans for the future are set in his mind. First of all, he is returning to passenger ships, and at the same



time he is going to continue in the fight for better wages and conditions for all seamen.

"The SIU has led the fight," he states emphatically, "and we are going to keep it that way. Seamen everywhere know that the SIU is always in there pitching for them, and that is thanks enough for all the hard fights we have had to take part in."

Brother Costa ended the interview with good words of advice to new men sailing in the Stewards Department: Keep up the fine work that the SIU is known for, respect the contract, and cooperate with the other Departments.

That kind of advice will maintain the Seafarers International Union in its present strong position, and will help it to grow in the future.

Union Mate Points The Only Way To Attain Real Maritime Unity

By DAVID BASS
(Local 88, MM&P)

I am a member in good standing of Local 88, National Organization Masters, Mates, and Pilots, and a former member of the Seafarers International Union.

It was my good fortune to be ashore and participate in our strike from beginning to end, and that taught me much more than I could have learned in ten times as long, ashore or at sea.

It gave me great pleasure to be able to use the knowledge of unionism I had learned as a member of the SIU in helping my brother members in the MM&P in the conduct of our strike.

I think by this time that everyone knows that the militant example and the material aid received from the Seafarers was largely responsible for our being able to get into full swing without delay.

Now that the strike has gone down in history, it is high time for us to study what took place, and find out just what was responsible for winning our beef.

At the same time, we can look into who and what were responsible for prolonging the strike and causing confusion and disruption. These tactics on the part of a small handful of wilful people at times threatened our entire action with failure.

The militant activities of the SIU, and the other AFL maritime unions affiliated to the AFL Maritime Trades Department, were the deciding factor in bringing success to our side.

Together with some anti-communist CIO unions like the Shipyard Workers, we proved de-



DAVID BASS

finitely that real unity is possible, but it can only be achieved by honest dealings and not by political horse trading.

100 PERCENT SUPPORT

At all times, the entire resources of the Maritime Trades Department was ours for the asking, and that meant financial, moral, and physical help. With the commies doing their damndest to wreck our strike, it was sure good to know that such a large organization was behind us 100 percent.

On the other hand, we saw the mealy-mouthed communists attempting to sabotage our strike by every means at their command.

They held so-called rank-and-file meetings, created disturbances in and near the Union Hall, and then mobilized a crew of the most vicious scabs along the waterfront to attack a legitimate strike meeting.

The goon squad which they used on that and other occasions was composed of hoodlums, mainly non-seamen, who have

been taken in by the communist party to do the strong arm work.

During our strike the communists fulfilled their role of all-time scabs, which was not surprising to those of us who have gone through waterfront strikes before. The newcomers learned in short order how the commies operate, and it was a lesson they will probably never forget.

We have effectively cleaned out the destructors from our union. Many of the red fascists are on the outside looking in, where they are continuing their efforts to sabotage and discredit our union.

PROBLEMS TO FACE

But winning our strike and keeping our union free from commie domination does not mean that the MM&P has no more problems. We have a lot to do before we can feel free to sit back and take a short breather.

First of all, our organizational structure is obsolete, and to meet the future we must reorganize on a national basis. This will streamline our operation, and we will then be able to work together with a clearly defined national policy.

The days of having to know some Port Captain or company official in order to get a job are over. From now on, the Union Hiring Hall, and our own ship-ping rules, should be the inflexible rule.

Another point that we licensed men must realize is that our destiny is closely tied up with unlicensed seamen. We must realize that, regardless of the grade of our license, whether we sail as Master or Mate or AB, all seamen have common problems.

For the sake of our own survival we must unite on these common problems, and show the same unity aboard ship as we showed in the strikes of the past few months.

A ship on a cold weather run, without foul weather gear in the slopchest, has a problem vitally affecting licensed and unlicensed men alike. All bellies react the same way to rotten food, and low pay and poor conditions can make life hell for a Skipper as well as an OS.

There are no shipboard problems which do not affect both the bridge and the foc'sle, and the only solution is to work together for our common ends.

There is an immense amount of anti-labor legislation brewing. Seamen, and all labor, are under constant attack from the press, government agencies, and business. We feel very sharply the growing antagonism of the ship-owners.

Now is the time for us to prepare for the coming storm. All the unions of the AFL Maritime Trades Department must immediately turn to and plan a common program. This must be accompanied by an educational program which will reach all seamen.

The only hope for seamen of the United States is in the AFL Maritime Group. The rats have already scuttled the leaky communist-conceived Committee for Maritime Unity and, unless the AFL waterfront unions can remain strong, the future looks black for American merchant seamen.

New Wage And Overtime Rates On Moran

The wage scales and overtime rate and the addendums thereto now presently in the contract between the Seafarers International Union of North America—Atlantic and Gulf District and Moran Towing and Transportation Company, Inc. covering MV-4 ocean towing vessels are hereby cancelled and the wage scales and overtime rates set forth herein shall be substituted. All other terms and conditions of the existing agreement concept as herein amended shall continue in full force and effect pending completion of negotiations to amend the general rules.

DECK DEPARTMENT WAGE SCALE

Bosun	\$237.50
Able Seaman	177.50
Ordinary Seaman	152.50

ENGINE DEPARTMENT WAGE SCALE

Electrician	\$294.50
Oilers-Diesel	200.25
Wiper	162.50

STEWARDS DEPARTMENT WAGE SCALE

Combination Steward-Cook	\$227.50
Second Cook	212.50
Messman	152.50

Overtime to be paid to all members of the Stewards Department on Sundays and Holidays at sea. No members of the Stewards Department be laid off in port or at sea on Saturday, Sunday or Holidays.

The overtime rate for unlicensed personnel receiving less than \$200 per month shall be \$1.10 per hour. All ratings receiving \$200.00 or more per month the overtime shall be \$1.35 per hour.

To reduce the straight time work week in port from 44 to 40 hours per week and pay overtime for work performed in excess of 40 hours per week; for the purpose of this paragraph Saturday and Sunday in port shall be overtime days.

Pay overtime at sea for all hours worked in excess of 48 hours each week to all unlicensed

personnel whose basic work week is 56 hours or more; for the purpose of this paragraph Sunday at sea shall be considered the overtime day and all work performed on Sunday shall be paid for at the overtime rate.

Under no circumstances shall there be any duplication of pyramiding of overtime.

All basic wage scales increased by \$17.50 per month shall be retroactive to April 1, 1946, and all increases in excess of \$17.50 per month and the overtime rate shall be retroactive to June 15, 1946.

The provision of the agreement dealing with hours of work at sea and in port, and with respect to the overtime rates of pay, shall be retroactive to June 15, 1946.

Room allowance shall be \$3.00 per night and meal allowance shall be \$1.00 for breakfast, \$1.00 for dinner and \$1.00 for supper.

Standby rate of pay shall be \$1.45 per hour straight time and \$2.17½ overtime.

Negotiating Committee for the operators and the negotiating committee for the Union shall continue negotiations so that a complete agreement can be reached covering general rules and working rules as soon as possible.

This agreement is being signed subject to the approval of the War Shipping Administration and the Wage Stabilization Board with a joint request by both parties to this agreement that the agreement be approved.

MORAN TOWING AND TRANSPORTATION COMPANY, INC.

Signed by:—
R. M. FOX

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA

Signed by:—
JOHN HAWK
J. P. SHULER
ROBT. A. MATTHEWS
PAUL HALL

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.



SHIPS' MINUTES AND NEWS

Isthmian Men Convene In SIU Style

A number of Isthmian ships have been following SIU policies for some time now relative to holding shipboard meetings and running their affairs in a typically SIU manner. Latest of these ships to send in reports of shipboard meetings are the Steel Inventor and the Citadel Victory.

Both of these ships have benefited considerably as a result of holding regular meetings, because the crewmembers are learning that it's possible to bring their beefs out into the open, and do something about them.

On the average Isthmian ship, where no meeting is held, beefs accumulate, conditions deteriorate and as a result all crewmen are dissatisfied.

CITADEL VICTORY

On the Citadel Victory, D. D. Story and W. W. LeBaron were elected chairman and secretary respectively.

Under new business, several motions were carried as follows: that all members wear shirts at mealtime; that Messmen wear white jackets while serving meals; that Delegates contact the Steward to see that Steward Utility clean the Stewards Department instead of having the Pantryman do the job; and that anyone caught leaving the messroom in a dirty or untidy condition be fined 25 cents, proceeds going to sick brothers or some charity.

Other motions passed were: that the Steward leave out suffi-



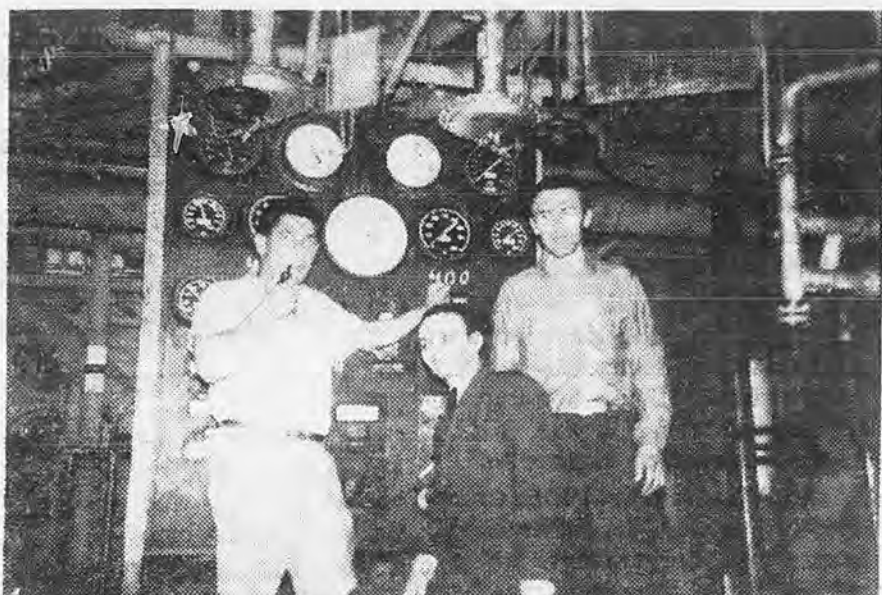
cient night lunch; that delegate contact Steward in reference to face soap shortage; that the Junior Engineer share shower with rest of Engine Dept.; that delegate see First Engineer about lack of cold water in showers; and that Stewards Dept. heads on the starboard side be left open to the complete Stewards Dept.

STEEL INVENTOR

Steel Inventor crewmembers elected John G. Berkenkemper as chairman and Alex J. Janowski as secretary.

Motions passed were: that coat hooks be placed in the messroom; that the Steward place glasses in the messroom; that the messroom be kept clean, and that any violators be fined 25 cents for leaving things behind; that new seats be placed in the heads

MAKING THEIR LAST STAND



The three Black Gang standby men aboard the SS Petersburg Victory, recently turned over by Calmar to another outfit. Left to right, Eldon Arnot, Oiler; Luis A. Ramirez, FWT, and David Bishop, FWT.

Cleanliness Of SIU Vessel Wins Praise From New Crew

There was a note of sadness in the air as the SIU standby crew wound up its final watch aboard the SS Petersburg Victory Jan. 14, when the vessel was turned over to another operator by the Calmar Steamship Corporation. The transfer was made under terms of a reallocation order.

Luis A. Ramirez, FWT, one of the Seafarers who stood the last watch, said the Calmar vessel was turned over in excellent condition. The ship is now operated by the United States Lines.

"The new engine watch expressed considerable pleasure at the fine, clean condition in which the SIU men left the ship," Brother Ramirez said.

Along with Ramirez at the windup were Eldon Arnot, Oiler, and David Bishop, FWT. The three Seafarers, all full book members, managed to conceal their pride over the compliment paid them by the crew which succeeded them, but they said their efforts were in keeping with Union's policy of making "an SIU ship a clean ship."

Seafarer Bishop served as Black Gang Delegate on the Petersburg Victory on the final run for Calmar from Portland to New York. It was learned that he did a capable job in that capacity.

where they are needed; that bunk lights be placed where they are needed; and that four men be elected as delegates.

Berkenkemper was elected Ships delegate; James Humphries as Deck delegate; Alex Janowski as Engine delegate; and Thomas Farr Sr. as Stewards delegate.

Under Good and Welfare, crewmen were informed that a clock was being donated by the Steward for the purpose of the different watches being able to know when to relieve.

Note was also made of numerous repairs necessary to the ship, and a complete list was compiled for the record.

Crewmen added a footnote to the minutes in the form of a request that full details and information on the results of the Isthmian drive be sent to them.

Brother Ramirez, speaking for the other men, said the parting was "sad." He added that "our standby job on this ship was a pleasant one. In addition, we spent Christmas and New Year's day in port with one of the best Stewards and Chief Cooks I ever knew."

"Believe me," he continued, "the Christmas meal on the Petersburg Victory was something to remember."

The Christmas repast to which Ramirez referred was prepared under the direction of "our first class" Chief Steward Hoss McKinnie. He was assisted by Chief Cook A. Kaden, and Second Cook A. Garshie.

Brother McKinnie, according to Ramirez, "is hanging around the hall trying to take a job aboard a passenger ship, so that he can renew his relationship with 'good society,' such as he enjoyed before the war."

Aid For Writers

If you are about to write—or have written—stories of the sea, but are stumped as to how to go about having them published, you can toss your worries over the side.

The Log is happy to announce that seagoing writers now can have their stories, articles and books read and appraised by people who know the score. An arrangement has been made with a reputable agency of authors' representatives, who will read the material at no cost. If the stuff has possibilities, it will be brought to the attention of publishers.

If you've written something you think is of public interest, or if you plan some literary effort while at sea, why not avail yourself of this service? Send your manuscript—typewritten, of course—to Carl Cowl, c/o Seafarers Log, 51 Beaver St., New York 4, N. Y. Enclose stamped envelope addressed to your permanent residence to insure safe return in case script is not up to snuff.

Crew Man Chronicles Joseph Hewes' Trip

By A CREWMEMBER

We signed on aboard the SS Joseph Hewes of the Bull line last August 17. Shortly after, we pulled the hook and headed for the Port of New Orleans.

In New Orleans, we found the general strike going full blast. In addition to the part played by the crew during the strike, five crew men threw themselves into the effort wholeheartedly.

They were Stanton Marshal, William Peppet, Fred Wilkins, William Stewart and John Usakiewicz. These men volunteered as true Union members should. They went out and stood on the picketline for seven consecutive nights, in addition to their regular work.

After receiving word that the strike was over, and that the SIU had chalked up another victory,

we pulled the hook again and headed for the grain elevators in Texas City.

In Texas City, the ship was improperly stored. We were to suffer the consequences of this later. It was stated by the Port Steward there that a five-months supply of stores was on the way by truck. We waited. Soon the stores began to arrive. All the supplies that were promised came by truck—except for one truckload.

The Skipper's action was responsible for the fact that we didn't get that final load. With



Hot Issue Settled With Iron Hand

Wanted: One Seafarer with legal talent to draw up brief.

So might read a notice on the bulletin board aboard the Marine Runner, Robin Line. The crew at a recent shipboard meeting decided to draw up a paper for signing by those borrowing the ship's iron. The agreed that the person signing for the iron shall make good any damage sustained while it is in his possession.

The decision, not ye, placed in legal language, states, "Those who borrow iron will be required

the truck on the way to the vessel, he gave orders to pull away from the dock and head for India. That was on Sept. 25.

It took us 43 days to sail to Madras, India. When we got there, the coolies went out on strike for three days. In all, we were in that port for 13 days. On Nov. 18, we shoved off—this time headed for the States. We made a brief stop in Aden, Arabia, for bunkers. Then we resumed our course, with our destination Baltimore.

Not until we left Port Said, Egypt, did our stores start to run low. Overlooking this fact, the Skipper accepted 12 passengers who were going to the States. Then our troubles began. With Port Said behind us, we ran out of baking powder, potatoes and canned vegetables. The sugar, canned fruits, juices, meats and many other necessities that we should have been stocked with in ample quantities.

Too late, we discovered that, instead of a five-months stock of stores, the entire lot amounted only to two-and-a-half months of provisions in all.

SPECIAL MEETING

The crew called a special membership meeting, at which the afore-mentioned facts were explained to us by the Steward. A motion was passed saying that until the Patrolman sees to it that this ship is properly stored in the States, no one should sign on for the ship's next trip across—if she goes.

At our final shipboard meetings, motions were passed calling for a new refrigerator in the crew's mess, the one now aboard hasn't any motor; that new toasters, percolators and a new coffee urn be installed; that a collection be taken for Brothers in the Marine hospitals.

Chairman of the meetings was Frederick J. Wilkins, Brothers Fred Bloom and William Stewart served as secretary and master-at-arms, respectively.



to sign for same, and their signature is their liability for the safe return in good condition. Should anything happen to said iron while out under their signature it shall be put in good working condition or replaced by a new one at the expense of the person responsible under signature."

TSK! TSK!

Although it wasn't mentioned at the meeting, the legal mind will no doubt be asked to include in the brief such taboos as using it to fry eggs and griddle cakes, as a foot warmer, door-stop, soldering iron, shoe stretcher, hammer, anvil, in heated arguments when trying to impress someone (kinda corny.)

In other words, the crew wants the iron to be used solely as a wrinkle-remover for freshly lux-ed dainties.

Well, we'll leave the problem to be ironed out by some sea-going lawyer.

Digested Minutes Of SIU Ship Meetings

ROBERT R. McBURNEY, Nov. 18—Chairman Jeff Morrison; Secretary Philip Adrian. New Business: Motion carried to draw up a fine list for throwing cigarette butts on deck, leaving cups, etc., on table, feet on chairs in messroom, and to be properly clothed on entering messroom at mealtime. All fines to be donated to Brothers in marine hospitals. Good and Welfare: Crew discussed general shipboard routines, and all union books checked, and found to be in good standing.



ROBIN LOCKSLEY, Nov. 13—Chairman Dauber; Secretary Rosenbaum. New Business: Motion carried that all hands are to attend shipboard meetings except those on watch, with \$1 fine for non-attendance. Fines to go to Seafarers Log. Motion carried that Patrolman should be contacted and in turn he should contact Steward about linen issue. Good and Welfare: Discussion on linen issue, such as handing out towels piece by piece. Agreed that temporary delegates remain as are until out at sea.

Just A Few Words But They're Well Put

For terseness, we don't think we've seen a set of minutes that can beat those of a special meeting Jan. 19 aboard the SS Ethiopia Victory.

"Restriction to ship on Saturday night, Jan. 18, 1947" was the prime beef for which the meeting was held. The lads didn't want to be restricted again. The minutes say:

"The meeting was temporarily suspended while Gallo went up to see the Mate about a draw and shore leave.

"Coffee time was then enjoyed. Gallo came down, and reported as follows: 'No money aboard ship. But shore leave for all.'" Short and sweet, we'd say.

ANDREW JACKSON, Oct. 27—Chairman James Ackerman; Secretary John Harris. Good and Welfare: Motion carried to exclude Deck Maintenance from meeting due to his being a member in another union. All members instructed to turn over tripcards and books to department delegates two days before arrival in port so they can be given to Patrolman upon arrival. Crews agreed to keep newly painted messroom as clean as possible for new crew. It has been brought to crew's attention that at last pay off money was put in envelope, so it was moved and seconded to get in touch with Captain with request that vouchers, itemized, be issued at payoff, and also medical slips be made out for crewmembers who receive the required inoculations.

WALTHAM VICTORY, Nov. 20—(Special Meeting) Chairman Pasquale Taurasi; Secretary Fred Kenfield. Report on repair list from last trip was read and discussed. Decided to leave the question of signing-on and the repair list up to the Patrolman. Delegates were instructed to see that the slopchest and medical stores are sufficient.



ROBIN LOCKSLEY, (Date not given) Chairman Faircloth; Secretary Rosenbaum. Departmental delegates reported. Deck Delegate reported that mattresses should be changed. Discussion followed and crew agreed that mattresses of all departments should be changed. Good and Welfare: No beefs.

WALTHAM VICTORY, Dec. 1—Chairman Pasquale Taurasi; Secretary F. W. Kenfield. Delegates reported no beefs. Suggestion made that purser be approached regarding definite date and hour for opening of slopchest. Discussion as to cleaning of laundry and leaving clothes to soak in set tubs. Discussed asking Captain to sit at a meeting for the good of all hands. Decided not to hold meetings at regular intervals, but to call special meetings as occasions arise. Delegates were instructed to see that all member's books are in order. One minute of silence for brothers lost at sea.

JEAN LAFITTE, Dec. 22—Chairman Annal; Secretary Foucek. Delegates reported everything okay. New Business: Motion carried that working rules and constitution be posted in crew's mess on day of signing articles. Motion carried that crew go on record to post the minutes of meeting with the repair list in the Baltimore Hall so new crew will not have to sail the ship until repairs are made. Motion carried that legitimate overtime that is disputed must be paid before the crew signs off. Good and Welfare: It was suggested and agreed upon to keep the messhalls clean and to clean up foc'sles so that the new crew won't have any mess left to clean up.

WEBB MILLER, Aug. 9—Chairman Galindez; Secretary Pyc. Delegates reported all well in their departments. Chairman read the repair list, which called for new locker and fan in 4-8 foc'sle, new fan in 8-12 foc'sle, repair toaster in messhall, fans in crew's mess, install drain in Stewards Department showers, and put locker and table in chef's quarters.



OUACHITA VICTORY, Dec. 8—Chairman Harry Cohen; Secretary Ray Noe. Delegates reported everything running smooth. New Business: Motion made that there will be no signing of articles until the Steward okays supplies for the trip. Crew has been out of potatoes for a week, motion included that a patrolman be present at the next signing of articles. Motion carried. Motion carried that garbage disposal be watched and if not taken care of properly the Coast Guard or Public Health Service be notified. Good and Welfare: suggestion that Steward order a variety of meats for night lunch besides sausage.



ROBIN LOCKSLEY, Dec. 1—Chairman Dauber; Secretary Smith. New Business: Motion carried that all future meetings be held on deck, weather permitting. Discussion on cleaning of laundry; cleaning of deck by No. 4 hatch; on passengers using laundry; on using of laundry late at night for Bosun and Carpenter sleep next to it. Good and Welfare: Motions carried: that laundry should not be used between 10 p. m. and 7:30 a. m.; to stop slamming doors while men are sleeping; that all departments should use their own toilets and showers; that washboard in laundry be repaired.

Yo! Get The Late Sandy Scratch Sheet

The Log salutes a Brother publication.

Minutes of the SS Cape Sandy's Jan. 7 meeting say that the crew decided to publish a ship's paper. J. Loll was elected to edit the sheet, which will appear weekly.

Another newsworthy item out of the meeting has to do with the ship's icebox. The alleged icebox has been out of order since the vessel was two days out of the States. It can't be repaired until a motor is removed from the engine room, the minutes state.

The Steward has agreed to put ice into the icebox to keep the night lunch cold until the new-fangled contraption can be made to work.

Good thing the iceman still comes around.

WILLIAM H. CLAGETT, June 30—Chairman Baron; Secretary Garrigues. Delegates reported. Only minor beefs in Engine Department. New Business: Motion carried that Captain be approached to have all broken fans sent ashore for repairs or replacement. Motion carried that ship's delegate inquire of the Captain as to amount of cigarettes on board. If there is not sufficient amount for crew, then ask that additional American cigarettes be taken aboard in Buenos Aires. Motion carried that each member of unlicensed personnel donate \$1.00 each towards the ship's treasury, and part of this money to be used to take a picture of a 100 per cent SIU crew for the Log. Good and Welfare: Discussion regarding general conditions aboard. One minute of silence in memory of departed brothers.

SEAFARER SAM SAYS:

WE LIKE TO GET AROUND!

DO THE CLUBS, BARS, AND HOTELS YOU VISIT IN FOREIGN PORTS GET THE SEAFARERS LOG? IF NOT, SEND US THE NAMES AND COMPLETE ADDRESSES, AND

WE'LL DO THE REST!



CUT and RUN

By HANK

This is good news indeed, especially to those Brothers who are unfortunately unable to ship out so easily. Within the next few weeks New York and Mobile will be plenty busy shipping men out. New York will have nine Alcoa ships, which have been laid-up in the reserve fleet, and Mobile will have six ships crewing up . . . Steward Harry Schroer, the oldtimer and citizen of the country of Brooklyn, is still in town, waiting to ship out . . . Here's rather hopeful but vaguely mysterious news we read last week in a newspaper column: "Uncle Sam may shortly take over control and operation of our merchant fleet via the U. S. Maritime Commission and under the authority of the Postmaster General . . ." Well, Brothers, this presumably means that the Coast Guard will unhappily go back to the traditional business they've always performed. Once the new system takes over, if it ever does, there won't be any more spying, scaring and sentencing of merchant seamen by the experts of the Coast Guard and their fast-action justice-dealing courts.

Oldtimer Edward Hansen and his pipe will be sailing soon, it seems. Brother Hansen says that he's been waiting too long for a Robin ship—so he's getting ready to grab the first carpenter's job open on any ship, if he doesn't get beat out of it, again . . . Brother "Red" Reese Simmons, who hails from Alabama, but not from Bowling County, says he'll be grabbing an oiler's job down to Alabama for a short visit there . . . We've heard that Brother Ray Fitts will be anchored in the Marine Hospital in Norfolk, so if any brothers know him, please write or drop over to see him. And if Brother James Hada reads this we hope he writes to his hospitalized shipmate . . . Last week Benny Gonzalez was proud and happy to shake the hand of a swell Seafarer, Brother J. Munden, Book 171, who was his shipmate on their round-the-world trip from September 1942 to May 1943. How time flies and eyes remember . . . Alfred Mullen, citizen of New Jersey who now is a night engineer, tried to hold a sensible conversation with his shipmate, Mike Dendak, AB and Ohio resident. There were so many accidental interruptions, however, that Brother Mullen didn't know what he was trying to tell Mike and Mike didn't know what Alfred was saying, either. Well, they better try letter-writing or something.

One brother blew his top about the hospital he's in, in regards to the terrible food situation existing for the seamen helplessly anchored in the Marine Hospital on Neponsit Beach, Rockaway, Long Island. The men are all disgusted, worried and angered by this uncalled for situation and are hoping for some SIU action. Well, for an American hospital to be this low in regards to such an important thing as food for helpless American citizens is something new under the sun. We really believe that this ridiculous and disgraceful situation should be swiftly and decently improved—at least for the seamen patients involved, if not for the hospital's sake and record, which doesn't seem to be important, anyway . . . Our shipmate, Charlie Robinson, from East Texas, is still wondering who took his dog off the SS Tulsa in the winter payoff in 1945? . . . Another shipmate, Joe Pendleton, just grabbed a wiper's job this week . . . AB George Walker is waiting to ship out. Where to, George? . . . Vic Combs, the poetic electrician, now recovering from his illness, keeps wanting to know this: If you were in a lifeboat, what would you do if the oars leaked?

THE MEMBERSHIP SPEAKS



Ropeyarn Examines Politics In Unions

Dear Editor:

I have read with interest the two articles appearing in the *Log* by Brothers W. J. Brady and Louis Goffin concerning "Political Parties and Political Responsibility," and I am pleased to state that both articles contained some facts that are worth considering.

Brother Goffin takes the position that politics is a detriment to the organized workers, and that if the worker is organized properly in industry and displays the proper kind of labor solidarity, his economic power on the job is all-sufficient.

In surveying what is best for the workingman, Brother Benjie Goodman contends that the workers need a political party of their own, of course, rejecting the two major political parties—Democrats and Republicans—claiming both of these are capitalistic parties.

Brother W. J. Brady claims that "Labor has political responsibility" and that politics has made itself a part of the labor movement. He further contends that the negative position taken by labor allows the capitalists to use all of their political weapons against the worker in time of strikes and lock-outs.

Both of these Brothers have no doubt given some thought to the question of whether labor should engage in politics. I do not wish it to be taken that I am disagreeing with either of them. However, I do ask the privilege of analyzing a few facts that might be helpful to the membership of our Union, who after all make all decisions concerning their welfare and policies.

I have read somewhere that quite a famous economist once said that "The political is the reflection of the economic," and that the political party was the executive committee of the ruling class. This seems to me to be a rather blunt statement, yet it is a true one.

HERE'S THE QUESTION

Now to the meat of the question. If labor proposes to organize a political party, then those who propose such an idea assume that eventually the labor party would become the new ruling class; this would be the only logical conclusion, as no one would want a weak political party. Labor would want a strong party that would not countenance any opposition or tolerate any monkey business from the bosses. If this would not be so, no good would come of any party, and the working man would only be wast-

SEAFARERS WISH PETE DIPIETRO SPEEDY RECOVERY

Dear Editor:

Writing for many of the Seafarers who have heard of his illness, I'd like to send regards to one-eyed Pete DiPietro. All hands wish him a speedy return to health.

Here's hoping he will be out of Roosevelt Hospital soon.

Robert Hillman

ing his time in bothering with one.

It has been the history of labor unions that engaged in politics to any great extent that different political factions were soon created. These factions then began to battle among themselves, and disrupted the union.

A good example of a union that allows itself to engage in politics is the NMU, which is at the present time is engaged in a life and death struggle between two factions of the communist party—the Browderites and Fosterites. Anyone with common sense can see that these two factions, which are using the NMU to fight out policies between themselves, are going to weaken the NMU and stand a good chance of possibly wrecking it completely.

However, I do not say that it would be impossible for labor to form a political party of its own, and I do not say that such a party would become another disrupter of the labor movement. I do say, though, that the membership of our Union should think a long time before deciding what kind of a political party they are going to hook up with, before tying themselves to the tail of a political kite.

Ropeyarn

Half Knot Crew Is Thanked For Aid To Injured Member

Dear Editor:

I wish to address myself to the crew of the Bull Line ship, Half Knot, that made its first trip from Baltimore to Freeport, Texas.

As I was injured aboard and taken off at Charleston, S. C., and hospitalized there, I was able, due to the short distance, to go home for Christmas, and I can say with thanks that my injuries were not serious.

Right now I have a case against Bull Line and am waiting action from my lawyer. I am still having trouble with my legs, but the doctor says it will take time.

I want to call to the attention of the boys who promised to mail my sea bag to me that I have not received it as yet. Please notify me if you did or did not mail it, and where it may be now so I can claim it. I wish to thank you all for the swell way you treated me when I got injured. It was swell sailing with you boys and I hope to sail with you again.

I wish also to give my thanks to our Agent and Patrolman here in Tampa for their cooperation and swift action on my case, even though they are quite busy with shipping and supporting striking

Tampa cab drivers. We are all for them. Sailor and Sunny are in there with them, representing the brotherhood, and believe me, the cab drivers realize we are interested in their fight.

So, until I hit the deck with you boys, I'll say again, thanks.

Edward Vallina
Tampa, Fla.

LIKED ARTICLE ON SS EMERSON'S CHIEF ENGINEER

Dear Editor:

After having docked yesterday (Jan. 14), I read your article on the Chief Engineer of the SS Frank E. Emerson, Smith and Johnson S. S. Co., in the Jan. 10 issue of the *Log*.

I want to thank you for printing that article.

However, I wish that you would mention in the *Log* that the Deck Delegate was Carlos Gomez, and that the Engine Delegate was R. C. Ingraham. The Chief Engineer's name was Berquist.

This is also to note that the crew considered Captain Krandsfeldt a fair man as skipper's go.

Robert C. Ingraham

Log-A-Rhythms

JOHNNY DOWD

By THOMAS COYNE, AB

Johnny Dowd walked up the plank,
His sea bag on his back,
In his navy coat and mushroom cap,
And a tie so shiny and black;
With bell-bottom pants and jumper to match,
He was as salty as the sea,
He thanked the Lord as he crossed the deck
For a Sheepshead boy was he.

They told him when he left the Bay,
As they gave him his AB ticket,
To pay no heed to Union talk,
From either Delegate or picket;
For unions are the bunk said they,
A trap to get your money;
If they ask you for your dues,
Just answer: "Don't be funny!"



The sailors smiled at their shipmate's cap,
At this store-made seabag and pants,
But he hitched his jeans with a "Yo heave ho,"
And gave them glance for glance;
The eight-to-twelve was short a man,
So, that's the watch he drew,
They showed him where his foc'sle was,
So roomy, bright and new.

The booms were all secured,
The lines were stowed away,
The hypo flew from the jumper,
And the ship got under way;
When the vessel hauled up at Ambrose,
And the pilot got off on the lee,
The Sheepshead boy went out on lookout,
At last!—Now he was out at sea.

He climbed up on the flying bridge,
He saluted in Navy style,
The Third Mate's mouth—it opened wide,
He was too amazed to smile;

"May I have permission, Sir,
To relieve the Quartermaster?
"For when you put me on the wheel,
You'll never have any disaster."

At 12 o'clock, the watch was relieved,
And Johnny crawled into his sack,
The sheets were clean, the mattress soft,
It seemed to fit the curves of his back;
His bunk light worked, and his port fan, too,
He sighed in comfort grand,
For his first night's sleep on the briny deep,
Away from the dirt of land.

When Johnny awoke for his morning watch,
He went straight into the shower,
He scrubbed himself with Camay soap
That smelled just like a flower;
The Steward gave him matches,
And laundry and toilet soap
The Captain gave him cigarettes,
At a price he never could hope.

The Delegate gave him a long white sheet
To mark up all his overtime;
The messman gave him ham and eggs,
The Bosun gave him a line;
They showed him how to make a splice,
And how to rig a stage;
He worked all day on overtime,
In addition to his wage.

At coffee time, he got time off,
For the Bosun was no bucko,
And every other day was free,
When they got to Pernambuco;
Homeward bound, they painted ship,
He learned to swing in a chair,
And he praised the day he went to sea,
As he breathed the tropic air.

On payoff day, he took out a book,
His snazzy uniform he personally dumped,
He took a ride to Sheepshead Bay
To the instructors, his nose he thumbed;
And now he's in the SIU,
With the rest of the men of the sea,
He thumbs his nose at the maritime finks,
FOR A UNION BROTHER IS HE!

Log-A-Rhythms

Fool's Dream

By Vic Combs

Would it be wise for me just to impress

The thoughts I think, or dreams I'm bound to stress?

For fools are not born, but made, to find

Paradise, that wise men leave behind.

Do you think I expect all men to agree?

For many dreams pass as never meant to be,

And yet they make hope, and light the way

Over rougher roads from which wise men stray.

Too, they inspire better things to come,

And all is but a fool's dream to some,

But even fools like I can understand

That life will be forever in demand.

Would it be wise for me to life give,

When life never gave for man to live?

With all that is beauty in this day,

There's more in life that takes away.

So, I'd rather be a fool than share

A wise man's knowledge and his care,

Can I expect wise men to agree

When they are wiser still than me?

And they will build on that life

They struggle through in strife;

As for me I prefer to build on dreams

Until I can make them what they seem.

Why should one fight the world to gain,

For in the end, only dreams remain,

Even then only part of what has been—

If I never have anything, I neither lose nor win.

HURLBERT CREW'S GOOD TURN

DESERVES ANOTHER

Dear Editor:

Please put my name on your mailing list. I would like to receive the *Log* at my home, as I am quite a distance from our hall. I enjoy reading every inch of the paper. Keep up the good work!

I recently paid off the Alcoa, SS Arthur M. Hurlbert in Charleston, where the crew made a nice donation to the *Log*. The boys deserve a big hand for this because the trip was only of two months duration, and there were many trip-carders aboard. Yet everyone donated something to the *Log*.

Joseph Guillot Jr.
Stockton, Ala.

(Editor's note:—You're on the mailing list, Brother. And to the entire crew of the Hurlbert, a deserved big hand.)

SEAFARERS FIGHTING FIRE ON SS ABRAHAM CLARK



Crewmembers haul out more hose line to quench flames up forward in the Waterman vessel's oil-filled storm tank. The blaze broke out when the Clark poked her nose into the side of the Alcoa Planter in fog-shrouded Mobile Bay recently. The SIU crew checked the fire after a three-hour battle, without any loss to the general cargo aboard.

Latest Turn Of NMU Merry-Go-Round Stirs Quincy Into Spouting Some Pearly Words

Dear Editor:

When I read the explosive news in the newspapers about the violent verbal revolution boiling within the NMU, I rushed over to hear what Brother Quincy Everight Nofinkk, the still active whale of an old-time sailor, would spout about it.

Now, Quincy is a prognostic, a double-barrel minded, militant, Seafarer, and there are certainly many more like him who are above the seas and still going strong—bless their salty, honest hearts. Indeed, many of us observant and remembering brothers have met and admired men like Quincy because he is the essential backbone of good unionism and the type of Seafarer who has never stopped fighting for what is right and necessary. It's good to see that his spirit remains afloat and ashore in these changing, violent years, especially in maritime labor.

To explain Quincy further, he is a brother of many experiences as an economic slave of ruthless shipowners and a constant victim of desperate company and union finks. Quincy has hated and battled everything wrong—whether it has been some dreamy brother violating the shipping rules and then trying to get away with it when he's caught; whether it was some never-changing troublemaker or work-shirker aboard ship—or whether it is the savagely desperate dreams of the communists who are openly and secretly poisoning the minds and jobs of honest American seamen, both unionized and non-union.

I found Quincy, sitting comfortably in the reading-writing room on the hall's third deck, calmly involved in smoking a cigar and pursuing the latest Log.

"Well, Quincy" I said, "what do you think of the revolution in the NMU?"

Quincy slowly answered, "I naturally think that if the verbal revolution stays hot and open, it should mean the beginning of slow but sure doom for the commies happily roosting in office and wisely hidden in the rank and file. It's really a shame to see the NMU's honest American members, who have the majority strength and who just want to

sail their ships, improve their wages and conditions and have an efficient, clean American union, so foolishly and blindly regulated. They are caught in this insane and worthless web of communists dreams, which is ridiculously burning away the life and progress of themselves, as peaceful, protected union seamen, and their unions.

"Then why," I continued, "did all this happen and why so publicly?"

"Ah," Quincy mellowed, "that is the mystery. It remains to be seen whether Coffee Curran, who



has traveled the pro-commie way of thought and action for some time, then cut himself off from this snaky Moscovied religion will now continue to ask and fight for freedom and peace and honest American unionism, without acting obediently in the childish comedy of these commie scientists with their faithfully treacherous wooden hearts? True colors and true action yet remain to be seen from Curran instead of brave, stormy words that lead nowhere."

"Then Quincy, what can happen next, that is, with the leadership of Curran, if he continues his anti-commie program?"

Quincy smiled. "Oh, the next step, which is the only step and the most vital, would be the young membership, which is the majority, and the die-hard faction (which is the smartest and slowest) combining their strength and kicking the commies out of office. Then they would carefully vote in their own choices of good rank-and-filers who have been known for their pro-American, pro-union, anti-commie policies.

"This big and necessary change can happen if Curran keeps

swinging his new banner and wakes up the membership into full realization of what their union is made of and used for and what sort of dodos are running it.

"Yes, indeed, it should be the full membership who should rule the union policies and the officials according to constitution and common sense. This would prevent union money, derived from the members, from being so quickly donated for anxious commies wishing to get elected into Congress, etc., when this money should really go for improved union halls, hospitalization for members, etc.

Well, if the good NMU membership wake up themselves, then they might also wake these commies from their happy dreams and actions while in office or in the rank and file. But, I really don't know what will happen so I'll just finish reading my Log, that's all."

Cut and Run Hank

MEMBER BLOWS SOME GAGS OUR WAY—OOPS!

Dear Editor:

I'm passing these items along for what they're worth:

A seven-year-old boy was smoking to his heart's content on the street when an elderly woman walked up to him and exclaimed: "Didn't your mother ever tell you not to smoke?"

The little boy looked up and nonchalantly inquired: "Didn't your mother ever tell you not to speak to strange men on the street?"

~ ~ ~

An undertaker found a donkey lying dead in front of his premises and went to inform the police.

"What am I to do with it?" he asked the officer in charge.

The officer had a sense of humor.

"Do with it?" he asked, with a grin. "Bury it, of course. You're an undertaker aren't you?"

"That's true," replied the undertaker. "But I thought it only right to come around and inform the relatives first."

—J. G.

Plan Offered To Snuff Out Back-Door Shipping Threat

Dear Editor:

On Jan. 7 and 8, twenty full-book Stewards of the SIU met in the New York Hall to discuss the shipping rules of the Stewards Department on all contracted ships. There were a number of things to discuss and suggestions to make for the membership meeting, but I believe that this thing was not thoroughly thrashed out and should be gone into further.

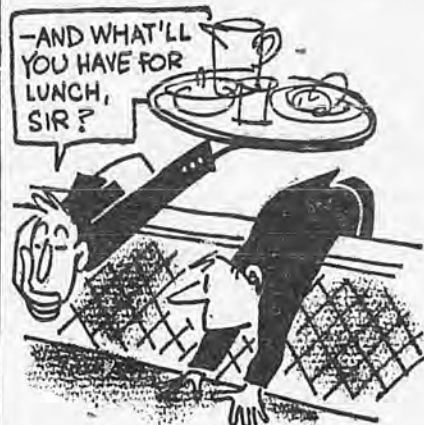
Ever since, and sometimes before the General Strike of 1946, different companies have been flirting with all men of the Stewards Department in our Union to entice them to ship back-door, and at times in the last few years some of these men have not known that it was against the shipping rules to obtain employment from the company instead of from the board as prescribed and passed long ago.

PREVENTION

I suggested that special attention be taken to prevent this from happening again by checking back through the Dispatcher in the Hall that they were supposed to have shipped from.

Pertaining to the new passenger vessels expected to join the SIU fleet in the near future, some men in this Union have suggested that we issue permits to men from waiters' locals to handle the passenger trade. If I were a passenger I wouldn't want a sea-sick waiter handling my food, or a money hungry ex-waiter working for tips alone.

Besides, if we allowed permits to be issued we would be admit-



ting incompetency on our part and be opening the door for every company fink on the waterfront. It would at the same time cheat full book men out of these jobs that have sailed as passenger stewards for years.

We suggested at the meeting to have all passenger liner qualifications thoroughly checked before passage and institute a graduated form of promotion from cargo ships to passenger vessels. For example:

SUGGESTED WAY

If a man had six months discharges as Chief Cook or Saloon Waiter, he was eligible for second cook and bus-boy, respectively, on passenger ships. Passenger ships so qualified are not to carry less than 150 and if they do, cargo discharges are sufficient. The graduated system would supply our men with more jobs and at the same time insure good service aboard the ships.

I also suggested that if in a limited time the Union does not furnish the so-qualified men, then it should allow shore-side men to sail on permit, but on passenger only.

Some of the companies may put up a squawk at this, but there have been numerous occa-

sions when the companies sent men to the Hall to be passed for passenger ships that had only sailed as Assistant Steward on troopers. The Dispatcher has similar evidence in his possession in New York from Alcoa Steamship Company.

ALL ON TROOPERS

What Steward or what cook has not sailed on ships that carried troops during and after the war? I can answer that question by saying—very few, and we all know it. If the companies send men on the passenger liners that have only trooper discharges then they are admitting that it is sufficient qualifications. This being the case the Port Stewards are only interested in shipping their pets and buddies and not in serving the passengers properly, while we have taken into consideration the special service and care that the customers demand, and should have if they spend good money for it.

In the event that these companies lose customers to other nations and operators, it is no one's fault but their own for having hired bootkissers. If the companies want competent help and key men, why do they hire men as port stewards who have never sailed as cooks or stewards aboard passenger vessels? There are men as Port Stewards in certain companies that have not half as many qualifications as many in our midst. It is pitiful to behold some of the professional men that the companies have passed in the Stewards department simply because these men have licked boots, slipped some cash to the right guy, or married into the fold.

SIU SHOULD LEAD

The SIU should start the ball rolling with the least possible delay to insure the jobs to the certified men of our union on these ships without having our Union raided by company pets, finks, and shoreside greediness.

It is an evident fact that the companies cannot, or will not, supply the right service aboard the passenger scows so that the customers will sail on American ships instead of foreign liners.

P. H. Parsons

Thanks Brothers For Flowers Sent At Mother's Death

Dear Editor:

I wish to give my deep thanks to the Brothers who sent the beautiful flowers at my mother's death.

I want them to know that their kind thoughts and sentiments were deeply appreciated.

T. McRaney

Boys Have Blues, Pine For The Log

Dear Editor:

I am a former member of the Seafarers International Union, in the Pacific Division-SUP.

I would appreciate it if you would mail the Seafarers Log to me here in camp. There are a number of Seafarers here with me to whom I can pass it along. They would be happy to see the Log.

Walter Brown, Jr.
USNTS, Bainbridge, Md.

Just Like The Moving Pictures, Jimmy Has Adventures All Over

Were you ever on the beach in Manila and forced to drive trucks for the Army so you could keep body and soul together?

Did you ever stowaway on an NMU ship, and get the Skipper so mad that he turned the ship around to take your back to land?

Well, it might not have happened to you, but it sure enough happened to Brother Jimmy Crescitelli, Chief Cook.

Jimmy is a Seafarer of some years standing who is known for his unfailing good humor and generosity. His reputation is so fabulous that scarcely a week goes by that "Cut and Run Hank" doesn't have something about Jimmy in his column. And that goes on even when Brother C. is far at sea.

Jimmy's adventures read like something out of a book. Some men look for adventure, and some men have things happen to them, but Jimmy always seems to be in the vicinity of adventure no matter where he is.

Take his last trip for instance.

When the SS Bienville left New York over a year ago Jimmy was aboard, prepared for a long trip. But the call of excitement proved too much for him, and so he paid off in Mobile in time to go to the Mardi Gras in New Orleans. It was wonderful; you ought to hear him tell about it!

HEADED FOR TROUBLE

We next pick up Brother Crescitelli on the Warrior Point, bound for a long trip to Mediterranean ports. First it was Trieste, then Venice, etc. Next Bahrain to take on a load of oil, and all was going well up to that time. But it couldn't last, and it didn't.

Six days out of Bahrain, headed for Singapore, Jimmy was scalded by hot water while the ship was rolling in a heavy sea. The ship put into Singapore, but Brother C. was not available



JIMMY CRESCITELLI

off to the Manila Hospital went Brother C.

A few days of treatment in that place, and Jimmy was ready for more excitement. The ship had already left Manila far behind, so Jimmy went to work driving trucks for the Army.

BEATS THE RACES

He garnered a few odd shekels, and then went out to the race track, where he pitted his wits against the bookies. Needless to say, Brother Jimmy won and more than doubled his dough.

So, back to Manila to live a life of Riley at the finest hotel in town. And to make matters even better, the Alcoa Pointer arrived, and all his old shipmates helped him out with cigarettes, etc. Ah, life was sure good then.

But like all good things, life on the beach had started to pall on Jimmy, and he stowed away

on an NMU ship. That was the best he could do at the time, so don't hold it against him, fellows.

About 60 miles out, Jimmy answered one of the calls of nature, and that was that. The Skipper discovered him, and blew his top. Not only that, but he put about, and put Jimmy ashore again.

So, six more weeks on the beach.

ANOTHER RUN-AROUND

Finally the WSA got tired of seeing him around, and he was placed aboard another NMU ship, the Drew Victory, supposed to be proceeding directly to the States.

But, as we stated before, Jimmy is a victim of circumstances, and instead of going straight to the Land of the Free, the Drew Victory made stops at Shanghai, Manila, Manus Island, Sydney, Manus Island again, Saipan, Tinian, Tienstin, and then finally to San Francisco.

The payoff in S. F. was very good for Jimmy. He collected more than \$3500.00, but since he owed practically that much to the people he had borrowed from, he had nothing much left.

He blew into New York about two weeks ago, after having been gone for more than a year.

Considering the adventures he has had, it is amazing that his humor is undimmed, and he is ready for whatever might take place in some foreign port.

According to Jimmy, that is what makes a seaman's life so interesting.

He ought to know, he's had experiences in every corner of the globe.

Seafarers Throws Full Support To Striking CIO Shipbuilders

(Continued from Page 1)

tent refusal to negotiate with the Union, which was certified on Dec. 27, 1946 as the collective bargaining agent for the 500 men employed at the yard. The workers designated Local 13 to represent them by an overwhelming majority.

BUSHEY AGAINST ALL

Blatantly ignoring the workers' mandate, and the subsequent NLRB certification, the company has greeted each overture to meet with the union with a "to hell-with-you" attitude.

Moreover, Bushey has defiantly disregarded an NLRB "cease and desist" order, issued after evidence was offered of the company's unfair labor practices.

With every possible means of achieving an amicable working relation with company having failed, a strike was the only door left open to the union.

"We have exhausted every legal and peaceful means of negotiating with the company," Fred Mesita, Local 13 chairman, told the Log.

With Lou Calomine, head of the union's veterans' committee, Mesita sketched his organization's efforts to negotiate peacefully, following the certification.

He pointed out that Judge McGuire of the New York City Labor Relations Board had inter-

vened unsuccessfully in an attempt to get Bushey to sit down and discuss matters with the union.

Following this rejection, the aid of the U. S. Conciliation Service was invoked, but the federal conciliators likewise met with flat refusals from the company.

Bushey has a long history of fink activity, Mesita said. He stated that on Dec. 27, 1945 the NLRB ordered the reinstatement of two active union men who had been discharged for union activity. The board awarded the men full seniority rights and full back pay.

In addition to its demands for contract negotiations, the shipyard workers union is insisting on complete payment of all back pay awards granted by the NLRB.

Local 13 is going all-out to make Bushey understand that his workers are aggressive and militant in their demands, and that they have supporters in the maritime industry.

Besides the Seafarers support, other AFL maritime unions are coming to the shipbuilders' aid.



STILL GOING STRONG



Seated between two lovely New Orleans women, and they say that the gals down there are sure pretty, is seated Chris Hansen, janitor of the N.O. Hall. The occasion for the festivities was Chris' 80th birthday, and he celebrated by downing a few with his good friends.

Curran Calls Stack 'Disrupter' Before NMU Council Meeting

(Continued from Page 1)

was not satisfied with the last elections. I have been gathering facts and material since then, and when I am in full possession of the facts, they will be released to the union, and everybody concerned in them will be in those facts for what they are worth."

That the split in the NMU has gone deeper than just the rift between the top officials in highlighted by what Curran had to say about the Pilot, the national organ of the NMU. In discussing the past records of the members of the National Council, Curran put out this fact:

"I didn't say anything about the fact that you have full control of the offices here. Of the Pilot, where I find myself lucky to get into the Pilot. Sometimes I get in only by sheer force, sheer threat, in order to be able to get an impartial hearing in the paper."

From the reports that have leaked out of the special NMU sessions, it is obvious that the split between Curran and his followers, and the commie spokesmen, is a deep and ever-widening one. On more than one occasion the speakers almost came to

blows, and Curran stated that there was never any chance of healing the rift between himself and Stack.

In refutation of the statements made by Curran, Stack could offer only a weak defense. Instead, he devoted a column in the January 24 issue of the Pilot to an attempt to discredit, in advance, the evidence that Curran has promised to reveal about the communists in the NMU National Council.

There is no doubt that Curran can, if he wants to, reveal plenty about each and every member of the National Council. He has for a long time played ball with the communist party, and there is every reason to believe that he has had access to records which will enable him to expose the inner workings of the commie clique which now controls the NMU.

As far as the CMU is concerned, Curran stuck by his guns during the course of all the sessions, and from the letters which have been printed in the Pilot, it seems that the rank-and-file of the NMU is overwhelmingly on his side. The National Council rejected Curran's motion for an immediate referendum on further CMU affiliation, and voted to send 50 delegates to the March 15 CMU conference.

Strike Clearance

Seafarers who did not take active part in the 1946 General Strike, and who have not yet obtained strike clearance, are advised to do so immediately. Edward Bender, of the Clearance Committee at Union headquarters in New York, has issued a reminder to the membership that Mar. 21, 1947 is the deadline. The committee's functions expire on that date.

This advice applies only to Seafarers whose reasons for not participating in the strike require satisfactory explanation.

Men with legitimate reasons for non-participation, such as illness, being aboard ship at sea, etc., during the strike period, do not have to be cleared by Mar. 21, but can apply at any time, Bender pointed out.

Seatrains Announces Resumption Of Gulf, New York Schedule

Seatrains Lines will soon put into operation four of her reconverted vessels on runs between New York and New Orleans and between New York and Texas City.

The company expects to put the ships, the Seatrain Texas, Seatrain Havana, Seatrain New York, and Seatrain New Jersey, into operation on about March 12 with weekly sailings from each end of the run.

The freight car ships will soon work out of a new terminal, as the one being constructed at Edgewater, New Jersey, is nearing completion. Sailing schedules of these ships will be announced in the near future.



for the usual fun to be found in that port. He was in bed, taking care of a bad burn.

After leaving Singapore, the Warrior Point headed for Manila, and after 16 days in bed, the Skipper wanted Jimmy to turn to. Jimmy refused, on the legitimate grounds that he needed further medical treatment. Who wouldn't?

The Purser on the ship had only aspirin, iodine, and sulphur pills, and he used all of them in attending to Jimmy. No wonder he needed more treatment.

When the ship arrived at Manila, Crescitelli paid off by mutual consent. Both the Captain and Jimmy heaved a sigh of relief when that happened. And

BULLETIN BOARD

TAX REBATES Mississippi Shipping Company

Seafarers who were employed on Mississippi Shipping Company vessels and have credit balances in their unclaimed wage account covering overdeductions of Social Security taxes for the years 1943, 1944 and 1945, can now receive money due them by writing to the Mississippi Shipping Company, 1300 Hibernia Building, New Orleans, La. When writing the company mention the money is due for Federal Old Age Benefit overdeductions, and give your Social Security number.

Those entitled to rebates and the amount due are listed below.

Hunger, George E.	1.25	McGoldrick, William	1.31
Hutchins, H. R.	1.29	McGuenny, D. J.	7.00
Hutto, Alvin G.	21.16	Meaders, J. P.	3.29
Jakeway, Avery J.	2.32		1.01
Janauskas, Edward	11.33	Medina, Francisco	2.03
Jansen, Carl F.	1.29	Medley, Clark Jr.	.67
Janson, H.	6.47	Melinders, Tony	1.77
Jareck, Eugene P.	2.65	Merritt, David L.	1.95
Jefferies, Clarence	2.94	Milan, Russel S.	14.59
Jefferies, John J.	.59		.85
Jefferson, W.	6.65	Milanovich, Alexander S.	.57
Jensen, Jens O.	.43	Miller, Elwood L.	20.73
Johnson, Ed. C.	.63		4.57
Johnson, Edward E.	.05	Miller, Ernest F.	1.13
Johnson, George	1.25	Miller, George C.	.36
Johnson, Harold B.	.04	Miller, Joseph R.	.36
Johnson, Peter L.	23.10	Milne, John	6.53
Johnson, Sylvester	58.74		1.38
Jones, Cecil M.	13.68	Mizell, C. W.	.56
Jones, Jessie M.	9.07		.75
	19.61	Moda, Edmard	.12
Jones, Raymond D.	1.35	Monaco, Elmer Armand	.12
Jones, Walter P.	9.40	Montgomery, G. W.	6.29
	22.41	Montiero, John	1.99
Karlsen, Harold M.	.73		1.37
Karlsen, Sigrand	.01	Moody, Robert Jr.	18.83
Karrman, P. H.	.71		14.99
Kaskell, Edward	.12	Moore, Arthur H.	1.62
Kehler, James M. Jr.	1.52		1.25
Kelly, Charles	.86	Morris, R. D.	.91
Kelly, Hugh V.	.67	Morse, Howard	.51
Kessick, Herbert S.	.29	Mesongsong, J.	.67
Korhs, Ralph B.	1.71	Moss, George D.	5.08
Knof, Frank	2.57		2.18
Kraszeski, Leo	.01		15.22
Kullgren, Alexander	11.40	Munyer, Harry J.	.23
Kuselj, Ivo	4.94	Naish, Donald R.	.67
La Grange, H. R.	.03	Neil, G. Nerith	5.00
Lamieuf, Leland	6.51	Nelson, Carl J. Jr.	.95
Lampress, Peter	.04	Neman, H. P. E.	2.53
Langredge, W. N.	2.59	Nesse, Alexander P.	9.32
Lanton, Alfred	.29	Nicles, Paul	.60
Laris, Joseph	7.32	Norton, George O.	1.88
	17.78	Oftenebeck, Rudolph	1.52
Laurick, Tony	1.12	Olson, Curtis S.	3.75
	15.86	Oneha, Joseph L.	11.67
Lax, Herbert	.79	O'Rourke, J. G.	.35
Lenty, James M.	5.78	Ostarch, Thomas	22.63
Leonard, Roger R.	2.79	Overland, T.	2.20
L'Heureux, G. A.	.25	Owens, James K.	.04
	1.27	Paige, Waldo	2.42
Lithe, Frank D.	.88	Patch, Artuh	2.79
Loenhorst, William	.33		.84
Logie, Kenneth G.	4.43	Patterson, Ernest O.	1.58
Lund, Frank O.	1.30	Peckham, Dale O.	.54
Lynch, Albert P.	22.39	Pederson, Leon V.	2.98
Malecki, V.	5.79	Perpente, Edward J.	13.48
Makko, Victor	.62	Perritt, Charles J.	.45
Maliegros, Joseph	4.98	Picou, John	19.91
Marchant, Douglas	.23		20.07
Marks, Alfred A.	1.27	Pihl, Royal P.	11.28
Martin, Donald	2.02		1.44
	.75	Pizzeck, Guido	2.45
Martin, Herbert W.	.35		77.92
Martin, Joseph J.	4.36	Polansky, Mannie	1.34
Mathews, Fred J.	2.75	Pold, Valdeman	5.43
May, Charles M.	.26	Pollock, Abraham	7.23
McBride, Clarence J.	1.88		1.32
McBride, Fred	.24	Pound, Earl F.	2.19
McCarthy, Carroll	.10	Powell, Harry B.	1.63
McCoy, Patrick	19.41	Price, Gordon K.	21.16
	5.88	Prichard, Ralph D.	1.25
McCulloch, Thomas L.	.23		



PHILADELPHIA

SS Robin Locksley—\$7.00.
R. Smith, \$1.00.
Robert C. Thomas, \$1.00.

HOUSTON

INDIVIDUAL DONATIONS

L. English, \$1.00; J. W. Marrs, \$1.00;
C. Q. Cooper, \$1.00; T. Shadden, \$5.00;
J. M. Taylor, \$2.00; G. Knietz, \$1.00;
J. B. Celling, \$2.00; J. T. Watt, \$3.00;
C. Tullia, \$3.00; H. B. Vann, \$2.00;
D. T. Huffman, \$2.00; C. D. Salter,
\$2.00; H. S. Knowles, \$2.00; J. Ran-
kin, \$1.00; W. J. Marjenoff, \$1.00;
C. S. Williams, \$1.00; H. W. Burk-
hardt, \$3.00; T. MacCaskie, \$2.00.

GALVESTON

SS Council Crest—\$8.00.
SS Half Knot—\$11.15.
SS Hastings—\$17.75.

INDIVIDUAL DONATIONS

H. T. Miller, \$2.00; E. M. Flesher,
\$2.00; I. A. Telford, \$10.00; J. Beller,
\$2.00; D. Fuschillo, \$1.00; H. V. Vil-
larreal, \$1.00; T. D. McLemore, \$1.00;
Lim Koa, \$1.00; H. Bagley, \$5.00; T.
D. Newberry, \$1.00; M. V. Horton,
\$3.00; C. R. Johnson, \$1.00; A. T. Dor-
man, \$1.00; J. B. Aderhold, \$2.00; S.
H. Cooper, \$2.00.
R. D. Hanks, \$2.00; C. P. Ode, \$2.00;
N. Goresch, \$1.00; D. M. Baum, \$2.00;
R. Brett, \$2.00; E. Braswell, \$5.00;
J. Miranda, \$5.00; R. Swegart, \$5.00;
I. H. French, \$5.00; L. Santa Aana,
\$2.00; J. E. Hanley, \$1.00; A. A. Tur-
lington, \$3.00; Bombin, P. \$1.00;
C. A. Ebanks, \$1.00; R. C. Harvasz,
\$1.00.
S. C. Hanks, \$2.00; J. W. Caston,
\$1.00; T. J. Hoffman, \$1.00; S. A.
Johnson, \$2.00; G. Laura, \$2.00; J. L.
Veal, \$2.00; W. R. Bates, \$1.00; W. C.
Ivy, \$1.00; J. A. Johannesmann, \$2.00;
B. R. Gibson, \$1.00; F. W. Walker,
\$1.00; L. B. Lott, \$1.00.
J. McClurg, \$1.00; L. W. Clanahan,
\$5.00; C. A. Hancock, \$5.00; J. L.
Findley, \$2.00; F. Schutz, \$1.00; S. H.
Word, \$1.00; M. J. Daila, Jr., \$1.00;
J. B. Lawson, \$1.00; J. W. Cain, \$1.00;
H. J. Bishop, \$2.00; J. L. Exun, \$1.00;
H. E. Faletti, \$2.00.

BOSTON

Crew of J. Slocum—\$4.00.
Crew of SS Cardinal Gibbons—\$15.00.
Crew of Muncie Victory—\$4.00.
SS New Echota—\$11.00.

SS STONES RIVER

V. C. Guy—\$2.00.
Ernest Belkner, \$1.00; F. Lisk Jr.,
\$3.00.

NORFOLK

B. C. Wiggs, \$10.00; W. Hicks, \$10.00;
W. Browning, \$10.00.
J. Porter, \$2.00.

NEW YORK

SS AMERICAN PRESS

SS American Press — Deck Dept.,
\$5.50.

SS LOOP KNOT

H. Woods and Crew—\$14.00.

SS R. TUXFORD

S. Calleja, \$1.00; J. L. Thompson,
\$3.00; D. E. Jessup, \$2.00; A. Soto
and Crew, \$27.00.

SS GRANDE RONDE

R. Pedroza, \$2.00; James L. Hart,
\$2.00; H. L. Herron, \$1.00; R. L. Fow-
ler, \$4.00; C. F. McDowell, \$2.00; Isa-
dore Flaherty, \$2.00; Jimmie Roberts,
\$2.00; Charlie Kent, \$2.00; James A.
Roberts, \$2.00; A. E. Steffek, \$2.00;
L. M. Steffer, \$2.00.

SS MALDEN VICTORY

Ernest L. Magers, \$1.00; Wm. Mur-
phy, \$1.00.

INDIVIDUAL DONATIONS

W. Roberts, \$1.00; Ed P. Peterson,
\$1.00; Clyde Maytum, 50c; L. Kristan,
\$2.00; Luis Ramirez, \$2.00; Virgil Al-
len, \$2.00.
C. A. Camacho, \$1.00; Charles Chand-
ler, \$2.00; Wilbert E. Moll, \$1.00; T.
Hedlund, \$3.00.

Retroactive Pay Waiting

NEWTEX SS CORP.

Russel R. Jones—Voyage No. 5—from 4/1/46 to 4/1/46.
Russel R. Jones—Voyage No. 6—from 4/2/46 to 7/22/46.
Rufus Choate—Voyage No. 8—from 4/1/46 to 6/14/46.
Rufus Choate—Voyage No. 9—from 6/15/46 to 8/7/46.
Rufus Choate—Voyage No. 10—from 8/9/46 to 9/19/46.
Cape San Blas—Voyage No. 12—from 5/7/46 to 7/29/46.
Coastal Liberator—Voyage No. 1—from 4/1/46 to 7/7/46.
Coastal Liberator—Voyage No. 2—from 7/8/46 to 8/4/46.
Coastal Liberator—Voyage No. 3—from 8/5/46 to 9/1/46.
Coastal Skipper—Voyage No. 7—from 7/12/46 to 7/28/46.
Coastal Archer—Voyage No. 6—from 6/24/46 to 7/14/46.
Coastal Archer—Voyage No. 7—from 7/15/46 to 8/11/46.
Coastal Archer—Voyage No. 8—from 8/12/46 to 9/8/46.
Edward S. Hough—Voyage No. 5—from 7/24/46 to 9/14/46.
Grover C. Hutcherson—Voyage No. 5—from 5/9/46 to 7/22/46.
Bernard L. Rodman—Voyage No. 5—All Vouchers Mailed Out.
Bernard L. Rodman—Voyage No. 6—from 7/2/46 to 9/6/46.
John Gibbons—Voyage No. 7—from 4/1/46 to 4/4/46.

Vouchers for the above Vessels are at Pier No. 42 North River and must be signed by each crewmember entitled to retroactive pay in order to collect money due.

MONEY DUE

Those crewmen of the SS Abel Stearns, Bull Line, which was turned over to Japan the first part of 1946, who never collected their repatriation money, can get it by writing to the A. H. Bull Steamship Company, New York City. It amounts to \$90.00.

SIU HALLS

BALTIMORE14 North Gay St.
Calvert 4539
BOSTON276 State St.
Bouddin 4455
BUFFALO10 Exchange St.
Cleveland 7391
CHARLESTON68 Society St.
Phone 3-3680
CHICAGO24 W. Superior Ave.
Superior 5175
CLEVELAND1014 E. St. Clair Ave.
Main 0147
CORPUS CHRISTI1824 Mesquite St.
Corpus Christi 3-1509
DETROIT1038 Third St.
Cadillac 6857
DULUTH531 W. Michigan St.
Melrose 4110
GALVESTON305½ 22nd St.
2-8448
HONOLULU16 Merchant St.
58777
HOUSTON1515 75th Street
Phone Wentworth 3-3809
JACKSONVILLE920 Main St.
Phone 5-5919
MARCUS HOOK1½ W. 8th St.
Chester 5-3110
MIAMI1355 N. E. 1st Ave.
MOBILE7 St. Michael St.
2-1754
NEW ORLEANS339 Chartres St.
Magnolia 6112-6113
NEW YORK51 Beaver St.
HAnover 2-2784
NORFOLK127-129 Bank Street
4-1083
PHILADELPHIA9 South 7th St.
Phone LOmbard 3-7651
PORT ARTHUR909 Fort Worth Ave.
Phone: 2-8532
PORTLAND111 W. Burnside St.
Beacon 4336
RICHMOND, Calif.257 5th St.
2599
SAN FRANCISCO105 Market St.
Douglas 5475-8363
SAN JUAN, P. R.252 Ponce de Leon
San Juan 2-5996
SAVANNAH220 East Bay St.
8-1728
SEATTLE86 Seneca St.
Main 0290
TAMPA1809-1811 N. Franklin St.
M-1323
TOLEDO615 Summit St.
WILMINGTON440 Avalon Blvd.
Terminal 4-3131
VICTORIA, B. C.602 Boughton St.
Garden 8331
VANCOUVER144 W. Hastings St.
Pacific 7824

PERSONALS

DEANE H. SUNDERMAN

Your mother requests that you contact her as she is anxious to hear from you.

HERBERT G. WHITE, FWT

Get in touch with Matthew J. Peters, 746 East 4th Street, South Boston, Mass.

JUAN E. VASQUEZ

A communication from Carmen Iris Tomez says that she has important news for you. The note urges that you get in touch with her at 565 West 174th St., New York City as soon as possible.

GEORGE F. CURRAN

Your brother, John Curran, wishes to know your whereabouts.

GEORGE G. SMITHERS

Your mother, Mary Smithers, has recently changed her address from Brisbane to Townsville. She is very anxious to hear from you. Write to her at Carr St., Hermit Park, Townsville, North Queensland, Australia.

ANTHONY METALICA

Your seamen's papers, etc. were found in the New York Hall. They may be picked up at the mail room on the 4th floor.

H. F. LONRENBURG

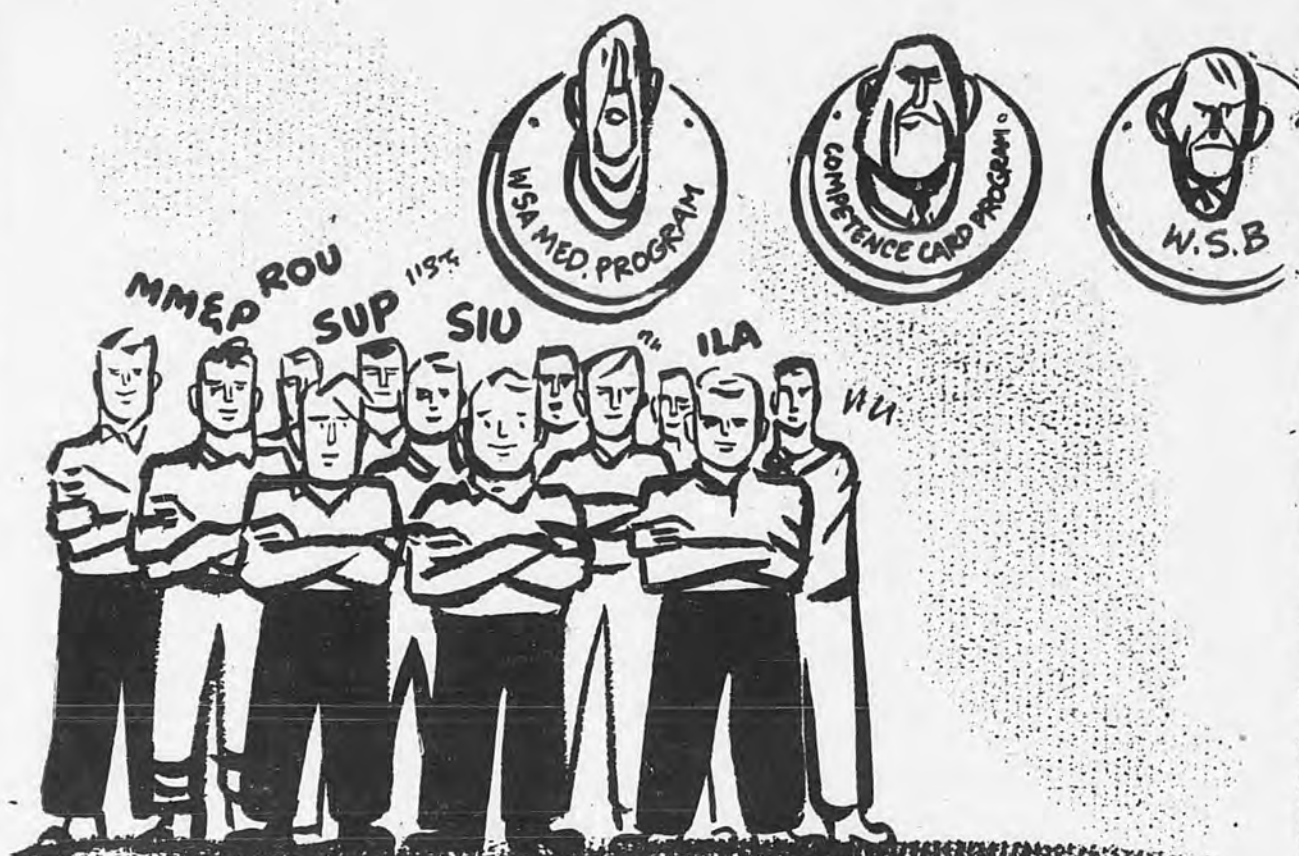
Please contact E. Harold Teague, West Coast Patrolman, immediately.

NOTICE!

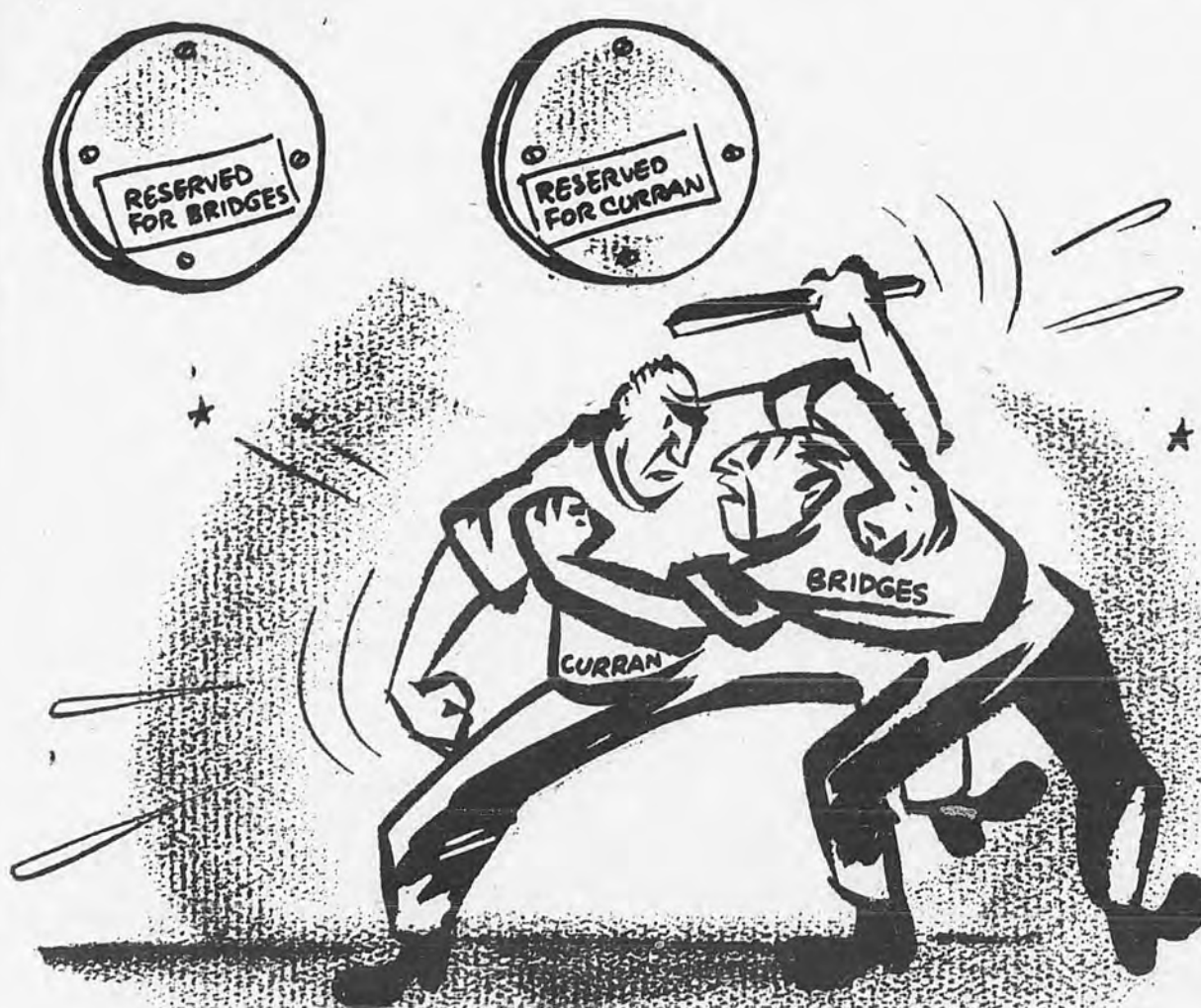
Brothers J. W. Baggett, OS; Harry Berg, Oiler; Robert C. Blair, Electrician, are requested to contact the Paymaster at Moran Towing, 17 Battery Place.

Will George F. Cooper, 1604 Fleet Street, Baltimore, get in touch with the Office of the Inspector, American Express, 65 Broadway, New York City.

UNITY MEANS ...



CMUNITY MEANS...



THE AFL MARITIME TRADES DEPARTMENT
HAS NEVER LOST A BEEF!