

SEAFARERS' LOG



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

Vol. VIII.

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No. 22

Attention Maritime Unions: Defeat The Coast Guard Now!

Representative William A. Pittinger of Minnesota has introduced a bill in the House (H. R. 154) that will defeat the President's Reorganization Plan No. 3 which would put the Bureau of Marine Inspection and Navigation permanently under the Coast Guard.

The Bill is now before the House Committee on Executive Expenditures.

If the resolution is not passed by both Houses of Congress within 45 days, the merchant marine will be handed over to the Coast Guard lock, stock and barrel. The Brass will then sit in kangaroo-court judgment of seamen at every turn.

To defeat the Coast Guard grab for power, members of all maritime unions should immediately write or wire their congressmen to support passage of H. R. 154.

Seamen must act now to free themselves from military shackles!

SIU Protests Transfer Of Marine Bureau To C. G.

A request for a public hearing and a review of the plan to put the Bureau of Marine Inspection and Navigation under Coast Guard jurisdiction was transmitted to President Truman in a letter sent out May 28 by SIU Vice President John Hawk.

The President submitted an executive order to Congress last week to make permanent under the Coast Guard the functions of the Bureau. Prior to the war the Bureau had operated under the Department of Commerce. The executive order comes within the scope of the President's Reorganization Bill, as passed by Congress recently.

Hawk's letter expressed surprise at the action of the President in putting the executive order before Congress without holding public hearings where interested parties and organizations could express their opinions.

Hawk has written to the President on several previous occasions, requesting a public hearing on the matter.

Each time his letters were passed on to the Bureau of the Budget, which has no real say in the matter, but operates by directive from the President, pursuant to Congressional approval.

OLD FIGHT

The opposition of the Seafarers to placing the Bureau under the Coast Guard is well known. The SIU has carried the ball in opposition to the Coast Guard for some time. Recently, Hawk appealed to other maritime unions to present a united front opposing the action which would place brass hats permanently over seamen. Some answered, pledging

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SIU Streamlines Apparatus For Future Action

The Seafarers are preparing for the struggles ahead—regardless of what they may be. The membership went on record at the last meeting to instruct the organizing staff of the union to "streamline the union apparatus so that it can be changed from normal operation to the point where it can be turned over night to one of either strike action or whatever type of action that may be necessary to preserve the life and welfare of our Union."

In an open discussion it was pointed out that the Seafarers is going to be in for what may be the most critical time of the Union's life. Further, that regardless of what we would like to see happen—it must be prepared to take the offensive if the shipowners or finky government bureaus have any ideas or plans about giving the Seafarers a bad time.

Organizational Director Paul Hall, who has been working in conjunction with Earl Sheppard, Atlantic Coast Co-Ordinator, Cal Tanner and Lindsey Williams, field representatives, on these plans for the past week announced

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Seafarers Won't Cross Picketlines, CIO Maritime Unity Committee Is Told

NEW YORK, May 28—The Seafarers International Union, Atlantic & Gulf District, will respect the picket lines of the Committee for Maritime Unity, but will sail contracted ships provided members do not have to cross any picket lines to do so. This information was passed out on May 28 to the Committee for Maritime Unity, composed of five CIO Unions and one independent, and to all of the ship operators with which the SIU is contracted in letters from SIU Secretary-Treasurer John Hawk.

The SIU, Hawk also said, will not sail any struck ships which are reallocated.

The statement of policy was made in view of the projected strike action which the Committee for Maritime Unity has called for June 15.

COMPOSITION

The Committee is composed of the American Communications Association, CIO; the Inland Boatmen's Union, CIO; the International Longshoremen's and Warehousemen's Union, CIO; the National Maritime Union, CIO and the National Union of Marine Cooks and Stewards, CIO.

In his letter to the CMU, Hawk said the policy of not crossing picket lines was traditional with the Union, and would be carried out in every instance, "despite the instances prior to and during the war when the SIU was condemned for strike action to enforce its contracts and improve wages and working conditions by member unions of the Committee for Maritime Unity."

NO PRECEDENT

One specific instance, to which Hawk had reference was the occasion of the major bonus strike of the SIU in 1941. At that time the headquarters of the NMU and MFOU went on record to deem this a bum beef and to man ships which the SIU had operated and struck.

Then Hawk demanded that no picket lines be established at docks where only SIU contracted ships are concerned.

Provisions to make this step unnecessary and out of order were taken by Hawk in a letter to the ship operators, in which Hawk told the companies they must arrange that all vessels operated by them are not berthed at any pier where the unions on strike have one or more strike-bound vessels and picket lines established.

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THE VOTING BEGINS



Scene in New York Hall as balloting on referendum on changes in Union Constitution and Shipping Rules gets under way. Voting will continue until June 26. HAVE YOU VOTED YET?

'Draft Strikers', Truman Asks In New Strikebreaking Move

WASHINGTON—In a message which went far beyond the wildest expectations of the industrialists, President Truman on Saturday asked Congress for emergency powers which will, if enacted into law, pave the way for a return to the days when labor had to beg for the crumbs of its existence.

The restrictive measures which he requested were no doubt the deciding factor in forcing the striking railroad workers to settle the strike on the President's original terms.

Mr. Truman appeared before a joint session of the Senate and the House of Representatives, and his speech was marked by great applause. Such ovations have not been accorded Mr. Truman in his previous appearances before Congress to request the passage of liberal legislation.

The emergency powers which

the President requested would provide him with powers which no previous Chief Executive has ever enjoyed.

He made it clear that the measure which he advocated was of temporary nature and should last for only six months, after the official end of the war, nevertheless, he followed this up with the proposal that the whole subject of labor relations should be studied afresh, and that long range legislation which will reduce labor's need to strike should be recommended.

The President stated that the emergency powers for which he asked would be invoked, "In such situations where the President has requested men either to remain at work, or to return to work and where such request is ignored."

In such cases he asked for au-

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SEAFARERS LOG

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 Atlantic and Gulf District

Affiliated with the American Federation of Labor

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HAover 2-2784

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

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

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Again, And Again

Any one who has ever trusted the so-called "friends of labor" got a rude shock this past weekend.

Elected with support of a large segment of labor, and having labor backing in the carrying out of his domestic and foreign program, Harry S. Truman bit the hand that fed him, and showed himself to be a front man for reactionary big business.

"Friend" Harry obviously had no thought in his mind other than to coerce labor, and to intimidate labor leaders. No other reasons can be given for the authority, which the President wants, to draft striking workers into the armed services of the United States; to deprive workers of their seniority rights if they strike, *without good cause*, against the government; and to prevent union leaders from encouraging or inciting members of the union to strike or remain on strike.

Restrictive measures such as these are not proposed by people who believe in a free and independent labor movement.

It is not an easy thing to write harsh words about the President of the United States. The very nature of his office makes it difficult to evaluate him in common terms. But one must be named for what one is—no matter how big the office may be.

Harry Truman today stands condemned before the American people.

He stands condemned because he has yielded to the pressure put upon him by the press, owned by big business and a willing servant of the most reactionary aspects of our economic life.

He accepted the support of labor; he was elected as a servant of the people. He proved false to his supporters, and to his people.

Mr. Truman is also guilty of playing around with the truth when he says that, "This particular crisis has been brought about by the obstinate arrogance of two men."

The readiness with which the railroad workers left their jobs, and the reluctance with which they returned to them when their just demands were not met, proves that they were heart and soul behind the actions of their leaders.

Attempts to split workers from their leaders is a favorite trick of those who would enslave labor.

The responsibility for what occurred rests entirely with the President. He could have brought pressure to bear on the owners of the railroads so that they would have bargained fairly on the issues. Mr. Truman chose the easy way out.

The working rules which the railroad workers wanted changed are inhuman. The changes which they advocated are basic, and are standard in other industries. These rules will not be changed now, and Mr. Truman gave the operators another year to think up reasons why the working rules should not then be changed.

The railroad workers will not soon forget the author of their continued bad working conditions. Organized labor must not forget that the friends of labor are too often the servants of the bosses.



Men Now In The Marine Hospitals

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

GALVESTON HOSPITAL

HOLLOMAN
 R. V. JONES
 TROMBLEY
 HAYES (SUP)
 WALZAK
 WILLIAMS
 MORRISONS
 DYKES
 CLARK
 RIENZE (SUP)
 STINTS
 WITT
 BANTA
 WILLIAMSON (SUP)
 VAN AIKIN
 WILLIS
 BUCKNELL (SUP)

NEPONSIT HOSPITAL

E. VON TESMAR
 P. CORTES
 B. BRYDER
 J. SPAULDING
 J. S. CAMPBELL
 E. CARRILLO

ELLIS ISLAND HOSPITAL

D. McDONALD

BALTIMORE HOSPITAL

AMIEL MITCHKE
 LOUIS SMITH
 ROBERT SMITH

JOHN STEBIN

DONALD LE BOAEF

SAN JUAN HOSPITAL

R. GAUTIER
 P. PAGAN
 B. DEL VALLE
 P. PEDROSA
 T. C. LOCKWOOD
 J. VANDESSPOOLL

STATEN ISLAND HOSPITAL

V. PAINTER
 R. M. BROWN
 R. L. OLIVERA
 AL LONGUIDES
 H. C. HENRY
 W. G. H. BAUSE
 R. G. MOSSELLER
 W. B. MUIR
 M. J. GODBOUT
 L. KAY
 JOHN DALY
 W. W. McCLURE
 L. L. MOODY
 L. R. BORJA
 E. B. HOLMES
 G. H. STEVENSON
 C. G. SMITH
 T. E. LEE
 G. L. PERRY
 G. KUBIK
 L. A. HORNGY
 H. NIELSON
 J. L. JONES

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.)

G. JANAVARIS
 R. A. CENTRIC

BRIGHTON HOSPITAL

A. CHASE
 T. DINEEN
 L. BRIAND
 V. ALEXANDER
 H. STONE
 T. FORTIN
 T. R. BOURQUE
 R. FRENCH
 L. W. GRAY
 A. VOLODKEVICIUS
 E. JOHNSTON
 G. PHINNEY, JR.
 H. GILLAN
 H. W. PORTER
 J. COXWELL
 S. F. PUZZO
 J. HANLEY
 P. CARALINUAVO
 HANS O. HANSON
 STEVE SCHIAVONE
 PAUL CARTHCART
 S. KELLEY
 I. FLAHERTY
 S. SCHOFIELD
 R. FRENCH
 F. HOHENBERGER

MOBILE HOSPITAL

W. CURRY
 S. JOYNER

SIU Maintains Lead In Isthmian Elections; Final Victory Will See Drive In Other Fields

By EARL SHEPPARD

Voting within the Isthmian Fleet passed the three-quarters mark this week with the SIU holding its commanding lead over the opposition and company vote. Through their ballots, Isthmian seamen are decisively expressing their preference. The full representation and beef settling, militancy, and non-political democracy of the Seafarers International Union is what they want.

Isthmian seamen who have sailed the ships of that company for any length of time have certainly seen how the chiseling tactics of the company and their anti-Union activities cost the seamen plenty of cabbage when compared to the wages and conditions prevailing aboard SIU-contracted ships.

These men have been through the fire, learned the score, and know what they want now in the way of a union to fully represent them at all times.

These same Isthmian seamen have had ample opportunity to see the Seafarers in action, read and compare SIU contracts, and find out how superior SIU conditions are to their own.

They've also had the chance to see the opposition in operation — especially their goon squads and price-tag unionism — read some of their contracts, and see how much inferior they actually are to SIU contracts.

SIU THEIR CHOICE

On the basis of their observations, unorganized Isthmian men have made their choice. Although the actual counting of the votes does not take place until the last Isthmian ship has voted, accurate estimates of the crewmembers and observers show that their top-heavy choice is the SIU.

The final push on the Isthmian organizing drive requires continuation of the SIU's all-out effort. Crews on all SIU ships should continue to contact Isthmian ships in any and all ports. Isthmian men who have taken out books in the Seafarers should remain on Isthmian, and show Isthmian newcomers what the actual score is.

Even though the election is almost over, keep talking Isthmian, keep sailing Isthmian, and keep thinking Isthmian until the contract is signed. That's the way the SIU will keep Isthmian strong for the Union, and make the company sign an agreement as good as or better than other SIU contracts.

BALANCE OF POWER

Winning the Isthmian election means much more than bringing the largest unorganized cargo carrying company into the Seafarers' family. It definitely means that the balance of power in the marine industry will rest with the SIU.

Today, with the exception of better wages and conditions, there is actually little difference between the SIU and other maritime unions as far as total number of jobs for the members is concerned. Possibly, one other union has a larger membership. But it doesn't have more jobs available. In fact, it has much

fewer jobs for its over-inflated membership on a per capita basis.

Proof that the SIU provides more jobs for its members lies in the speed with which jobs on the dispatching boards in all ports are turned over.

Compared to members in some other maritime unions, Seafarers have little of their time wasted waiting for jobs to turn up on the board. This is due mainly to SIU farsightedness during the war period in not being dollar hungry, and not taking into membership a lot more seamen than could be absorbed on peacetime jobs.

DOLLAR HUNGRY

This was not the case with some other maritime unions, which grabbed all the dough they could manage to mulct from prospective members without regard to whether they could provide jobs for them after the war or not.

These outfits were dollar hungry, and not in the least interested in providing for their members future welfare.

As a result of this, winning Isthmian means that the SIU will now have the balance of power. This places the Seafarers in the most powerful position in the marine industry.

Another effect of the Isthmian victory will be the additional prestige that the SIU will achieve as a result. Everyone likes a winner, and that holds true especially when the odds encountered are tough. Certainly, no one can claim that it was a cinch to organize Isthmian when the NMU tried for more than five

years, and couldn't get enough pledge cards to petition for an election.

FUTURE EXPANSION

Today, with the inclusion of many trained men who acquired their training through actual experience, the SIU is much stronger than at any time in the Union's history. These men are ready and able at the conclusion of the Isthmian voting to move into the many fields within the marine industry which are today unorganized or only partially organized. That's the job which lies ahead.

Several large and medium-sized tanker companies remain unorganized, and offer a fertile field for expansion. Their ships have sailed the seas too long without the benefits of union organization, and with the expending of some time and energy the job can be accomplished in short order.

Many tugs and towboats, both inland and coastal, need unionizing as their seamen are among the poorest paid in the industry. On the Great Lakes and the large navigable rivers there are many freighters, ferries, tugs, towboats and barges which need organizing, and can be organized with little effort.

With the unionization of these ships, and the continuous need for consolidation and solidification of deep sea vessels, the pattern for the future is clearly before the Seafarers. These outfits need organizing, and the SIU is the Union that can and will do the job.

Staff Officers Assn Opens Drive To Unionize East Coast Pursers

By TOM HILL

The time has come when Pursers must choose for themselves a bargaining agent to represent them. There are two organizations to choose from:

1. THE AMERICAN MERCHANT MARINE STAFF OFFICERS' ASSN. (affiliated with the SIU (AFL), which is strictly a Pursers' organization.
2. The NMU (CIO) which handles only unlicensed personnel.

We, the Staff Officers' Assn., are certified by the NLRB as the exclusive bargaining agent for Pursers on the west coast. Through the efforts of our Association, for the first time overtime payments were provided for in our collective agreements.

The NMU at one time attempted to represent Pursers, but after so many false promises, which were never fulfilled, the Pursers withdrew and planned an organization of their own. Pursers on the west coast and east coast who have been sailing a number of years are credited with setting up the AMMSOA. Through their continuous efforts and foresight the present standards of the AMMSOA have been attained. We now have a membership of more than 1800 pursers. We ask you to support these fellows who

have supported you these many months.

We have recently opened an office for you here in New York. It is located at 21 Bridge Street, Room 508. The Phone is BOWling Green 9-5245. Come in and talk it over with us.

On The Ball



This Seafarer is casting his vote, his own personal opinion, on the proposed changes in the Union Constitution and the Shipping Rules—and proves himself a good Union man. HAVE YOU VOTED YET?

Voting Continues On Constitution And Shipping Rules

The referendum balloting on amendments to the Seafarers International Union Constitution, and changes to the shipping rules, continues in full swing.

From all ports comprising the Atlantic and Gulf Districts, reports are being received which indicate that all members of the SIU possible are taking advantage of their right to vote on changes in their constitution and the shipping rules by which they ship.

The proposed amendments to the constitution and shipping rules were drawn up by the recent Atlantic and Gulf Districts Agents Conference and include recommendations to change the present probationary and trip card system and also change the sea service requirement of candidates for Agent or Joint Pilotman.

These recommendations were approved by coastwise membership meetings, and are now being offered to the membership to accept or refuse in keeping with the democratic principles upon which the Seafarers International Union has been built.

The voting period which started on May 22 will extend through June 26.

The Sea Stallion Goes Seafarers

According to reports sent to Log office, Isthmian ships organizer C. M. Charnes, with the cooperation of a few crewmembers aboard the Sea Stallion, really did a yeoman job in organizing that vessel.

Results of the election held at Savannah, on May 4th, bore this out when the SIU secured 51 percent certain votes, with a few doubtful out of the 39 total—which could bring the SIU total above 60 percent—this on a ship which the NMU had openly bragged that they would take by a big majority!

An organizer for the NMU, Martin by name, boarded the Stallion from a tug at Savannah, issuing free NMU shirts to anyone who would accept them and trying to get the crew to pose for a picture. However, only a few men responded, and they were NMU book members.

Charnes stated that, while the Stallion was at sea, they had received a couple of cables from the NMU in which that outfit claimed to be winning the Isthmian election. With the Seafarers securing 75 percent of the total vote, this wild claim was really a laugh.

Coal Operators Are Indicted For Conspiracy

While the nation's daily press seethed with fury over the coal strike, less than a handful of papers in the entire country could find space for a federal indictment charging 13 soft coal corporations with violations of the anti-trust laws.

Handed down in Boston, the indictment accused the coal firms of "conspiring to fix arbitrary and noncompetitive prices and to monopolize the sale and distribution of coal within the Greater Boston area." Asst. Atty. Gen. Wendell Berge said that the effect of the conspiracy was "to eliminate all competition as to price, customers and tonnage on soft coal" consumed in the area.

IRONING IT OUT



Officials of New York Branch are shown at their regular weekly meeting, at which time they iron out any difficulties that may come up. Unfortunately, the camera was unable to focus on all present at this meeting and some are either left out or indistinct. Those visible are, left to right: Jimmy Sheehan, Howard Guinier, Paul Hall, Ray Gonzales, Salvador Colls, and Jimmy Purcell.

Seafarers Will Always Respect Picketline, Unity Committee Told

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On the Pacific Coast, the letters said, the SIU, A. & G. District, will man such ships as have been declared "free" by the Strike Coordination Committee, and all ships docked at piers where International Longshoremen's Association—AFL members—regularly work and where contracts now exist.

Following is Hawk's letter to the Committee for Maritime Unity, which quotes the letter to the ship operators in full:

May 28, 1946

Mr. Joseph Curran, Chairman
Committee for Maritime Unity
604 Montgomery Street
San Francisco 11, Calif.

Dear Sir:

In line with the traditional policy of the Seafarers International Union of North America, I should like to advise you that the SIU of N. A. Atlantic & Gulf District, will respect any picket lines established in front of ships to which your affiliate unions are contracted in the event of strike action to improve their contracts and will not sail any struck ships which may be reallocated during the strike.

This policy will be carried out in every instance, despite the instances prior to and during the war when the SIU was condemned publicly by certain member unions of the Committee on Maritime Unity for SIU strike action to enforce its contracts and improve wages and working conditions.

The SIU, A. & G. District in laying down this concrete policy in regard to the projected strike action, in turn demands that no picket lines be established at docks where only SIU, A. & G. District contracted ships are concerned.

Officials of your member unions in various ports stated that picket lines would be thrown up in front of SIU Halls and SIU, A. & G. District contracted ships in the event your demands are not met and strike action results. I should like to call your attention to the fact that members of the SIU, A. & G. District while respecting valid picket lines will not tolerate picket lines contrary to the policy outlined herein.

To carry out the letter as well as the spirit of our picket line policy we have written to all ship operators with whom we are under contract, advising them that we will not cross lines thrown up in front of your contracted ships and will not man reallocated ships. The letter asks them to berth ships at piers where no struck ships are involved.

My letter to the operators contracted to SIU, A. & G. District follows:

"Several of the CIO and independent maritime unions which have contracts with the Pacific-American Steamship Owners Association and with various East Coast ship operators have decided on a program for strike action, to become effective on June 15, 1946 to improve their present contracts.

"I should like to advise you that the Seafarers International Union of North America, Atlantic & Gulf District, will respect picket lines that may be established during this particular strike in front of ships contracted to those

unions. Further, the SIU will not sail any struck ships which may be reallocated during the strike to companies with which it has contracts.

"However, the SIU membership has not voted for strike action; as a consequence, it will not participate in this strike, if and when it is called.

"Therefore, ships operated by all companies under contract to SIU, A. & G. District will not be affected provided:

"1. That the companies arrange that all vessels operated by them are not berthed at any pier when the unions on strike have one or more strike-bound vessels and picket lines established. This policy to apply to vessels that are in any Atlantic or Gulf Coast port.

"2. On the Pacific Coast the SIU, A. & G. District, will man such ships as have been declared 'free,' i.e., troop ships, relief ships and other ships declared non-

struck by the Strike Coordination Committee. It will not man ships picketed by the maritime unions or the International Longshoremen's & Warehousemen's Union, except ships docked at piers where International Longshoremen Association — AFL members regularly work and where contracts now exist.

"In order to avoid confusion I suggest that you notify your Agents in all ports."

I believe that the foregoing statement of policy and the quoted letter to the operators speak clearly of the intentions of the SIU, A. & G. District. We now request a statement of the position of the Committee for Maritime Unity on this policy, so that our actions may be governed accordingly.

JOHN HAWK,
Secretary-Treasurer,
Seafarers Intl. Union
of North America
A. & G. District.

SIU Protests Transfer Of Marine Bureau To C.G.

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their support; others did not even answer.

Hawk's letter to the President follows:

May 28, 1946

To The President of the
United States
White House
Washington, D. C.

Dear Mr. President:

We wrote a letter to you under date of January 14th, 1946, expressing our position on the subject of the transfer of the functions of the United States Shipping Commissioner and of the Bureau of Marine Inspection and Navigation to the United States Coast Guard. For your convenience, we attach a copy of this letter, identifying same as "Exhibit 1."

This letter apparently never came to your personal attention and was referred to the Bureau of the Budget division of the Executive Office of the President, because we received an answer to this letter under date of January 25th, from this Department, signed by Mr. F. J. Lawton, Administrative Assistant. A copy of this letter is attached and identified as "Exhibit 2."

Not being familiar with the routine of your office, we wrote our letter of March 8th, 1946 to the Bureau of the Budget, attention of Mr. F. J. Lawton. Copy of this letter is attached and marked "Exhibit 3." In this letter we expanded upon our position and requested that you, the President, arrange for a Public Hearing, so that the views of all parties concerned could be presented and in that manner aid you in forming a final judgment.

In response to this last mentioned letter of March 8th, 1946, we received a letter dated March 27th, from the Bureau of the Budget, signed by Mr. F. J. Lawton. This letter is attached hereto and marked "Exhibit 4."

Although none of the letters received from the Bureau of the Budget promised a Public Hear-

ing, we were not advised that such a hearing would not be held and we deemed it almost incredible that summary action would be taken by the Office of the President without consulting further the views of the Maritime Unions representing the great number of men who have rendered such valiant service to the Government during the war.

Accordingly, we were somewhat shocked, to put it mildly, when we were advised that Part 1 of Re-organization Plan No. 3 of 1946 had in fact been submitted to the Congress on May 16th, 1946. We were not advised in advance of the intention of the Bureau of the Budget to submit such a plan, nor were we officially informed that the plan had been submitted.

The law permitting the President to submit plans of re-organization is somewhat unusual in that it limits the powers of Congress in passing upon the proposed plans of re-organization.

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SIU Prepares For Future

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ced, "We are rapidly rigging a set-up that will guarantee that the Seafarers will be able to use its strength in any way necessary."

Brother Hall further reports that the membership should get set for a tough brawl in the near future.

"We've been accused by our enemies from all sides," he stated, "with being a bunch of goons and thugs.

"But at no time," emphasized Brother Hall, "has our strength been used in any way other than to protect ourselves as a Union. We are prepared to do that now.

"The entire strength of our organization is ready to fight and to fight the hard way, if anyone should get ideas."

HERE'S WHAT I THINK...



QUESTION:—What is the dish that you like to prepare?



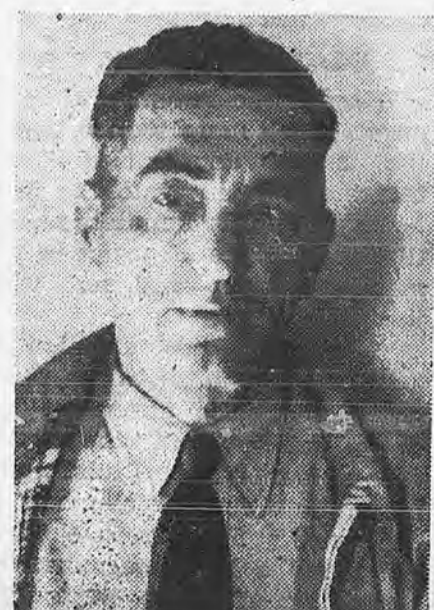
R. C. HALLMAN, Steward:
No question about it, steak is the favorite. I like to prepare it, and the men like to eat it. It's one food that the men can't seem to get enough of. Steak goes well with anything. I like to serve it with potatoes and green peas, and that makes a meal fit for a king. Seafarers are now used to good food, and any Steward who can't furnish good food finds himself on the carpet mighty quick. On the other hand, they appreciate fine meals, and they will cooperate with the Steward if he does his best.

W. C. VANDERSALL, Steward:
A Steward who serves breaded pork chops is a popular man on the ships I've sailed on. I don't know what it is, but every time I serve breaded pork chops, the men eat so many that I think it's going to come out their ears. Pork has to be prepared well, or else it tastes like an old shoe. I guess I know how to make it, because they eat up every last chop, and then they tell me how good it all was. If you like food, it is easier to prepare; you sort of have your heart in it.



R. R. MOË, Baker:
My favorite dish is lemon meringue pie, you know, what the men call "lemon syringe." It tops off a meal swell, and it seems to suit everybody. Very few men ever turn down a helping of good lemon meringue pie. It takes a lot of patience to make a good pie, but it's worth it in the long run. Too often you meet men who say that they don't like lemon meringue pie. Usually, that is because they haven't really tasted a good one. I never have any complaints, and I have been baking a good long time.

L. ALLEN, Steward:
My answer is steak every time. You don't have to worry about preparing too little because you can always broil a few more without any trouble. It makes me feel good to see the way the men put away the steaks after I prepare them. Next to steak, I prefer to serve ice cream and cake. Men have a sweet tooth, and good ice cream and cake hits the spot with most men. When I have steak, and ice cream and cake, on the same menu, then the men are really in for a fine treat.



Freddie Stewart: All-Around Union Official

ALMOST anyone who's ever shipped out of the New York Hall knows Freddie Stewart. If they haven't come across him acting as secretary at a Branch meeting, they've gotten mail or luggage from him in the baggage room. Or else, as Patrolman, he's paid them off aboard ship.

Brother Stewart is the SIU's all-around official.

He should be. He's a charter member of the Union, and he had a long record of militant collective bargaining action before the SIU came into being.

Freddie recalls the days when seamen got \$31 a month on some ships. He remembers the time when his galley was rationed to one pound of coffee a day. He asked for more because the men didn't get enough. He was promptly fired.

One job action Freddie led was the occasion of a man being put on cent-a-day wages because he missed the ship at Rio and joined it a day later at

Santos. Freddie called a strike at B. A., and the Consul made the Captain put the man back on at full wages.

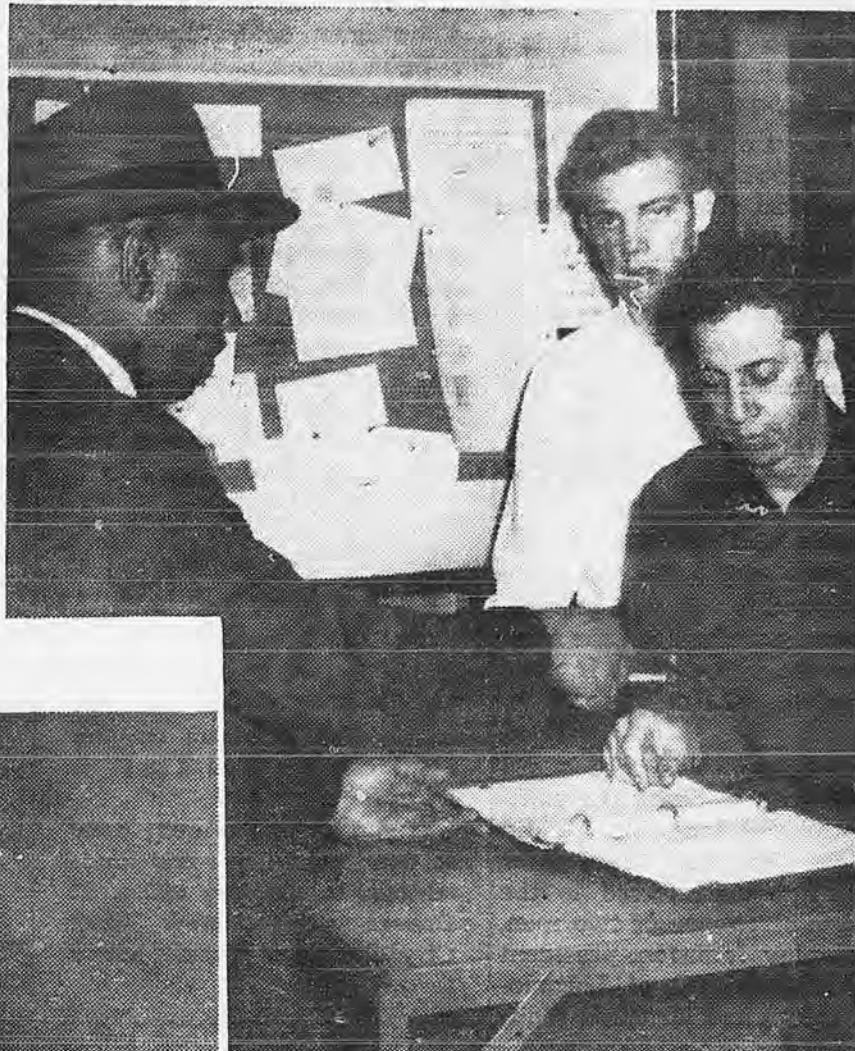
Back in 1936, Freddie and another oldtimer, Acting Patrolman Howard Guinier, participated actively against the finky leaders of the old ISU. It was about that time that they pulled a crew off a Bull Line ship at San Juan, Jacksonville and New Orleans before they got their beef settled. That was when Bull was laying men off on weekends in Puerto Rico to avoid paying them for the time. Men were homesteading on the ships; they were afraid someone else would get their jobs if they got off. Unjust firing was a common occurrence.

Freddie, Howard Guinier, Claude Fisher, William Hamilton and a few others were instrumental in bringing the Stewards Department men into the SIU. They've never regretted it. Times sure have changed since the Seafarers took over.

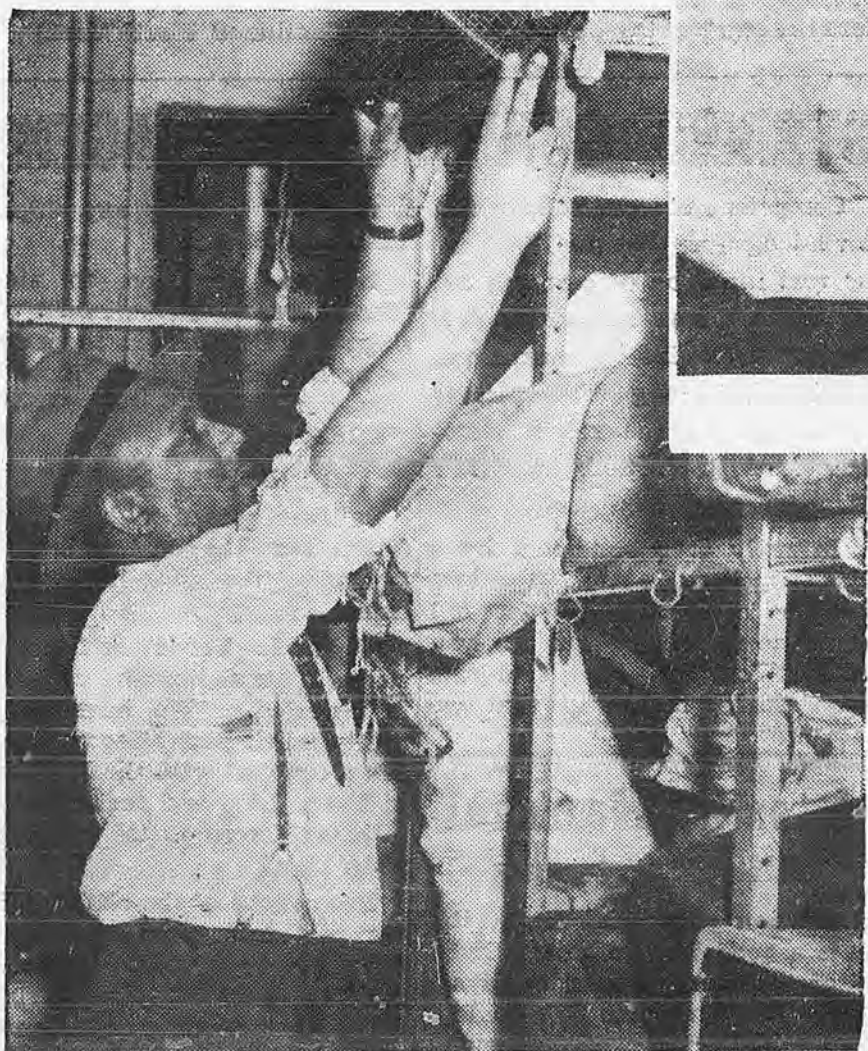


FREDDIE and Patrolman Howard Guinier talk over old times across the coffee pot which figured in the 1941 major bonus strike. The Union set up a canteen and Freddie kept the pot going all the time. His card shows that he worked 13 days straight, sleeping at odd moments, to keep the strikers provisioned. The coffee pot's still ready for any similar situation.

~ ~ ~
WHEN you received your copy of the Log in the mail, Freddie Stewart had a hand in sending it out. Your ship's minutes were received by Freddie Stewart, who saw that they were prepared for presentation at meetings. When you got a mimeographed statement of some Union activity, it was Freddie Stewart who ran it off. Want to store some luggage at the Hall for a while? See Freddie Stewart. Mail? Freddie Stewart has it. For some of his activities, look at the pictures on this page.
~ ~ ~



EVERYTHING happens here. This is the registration desk in the baggage room. This is where Freddie's grief comes in—in the form of baggage, mail, complaints, new addresses for the Log to be sent to and all of the other multitudinous items that come up. All day long they keep coming, except during the hour from noon to 1 p. m. when the counter is closed for lunch.



BAGGAGE is one of Freddie's big jobs. Here he hoists a valise up to the top of a riser. Some days Freddie handles a couple of thousand pounds of baggage, and all of it must be placed within easy reach for seamen about to make a pierhead jump. The assorted gear runs into some amazing articles: bar bells, banjos, guitars and other musical instruments; even bicycles. "I wonder sometimes what seamen plan to do with all of this truck," Freddie says, "but they always come back for it."



FREDDIE Stewart runs off a notice to the membership on the mimeograph machine in the baggage room. A girl cuts the stencils, and sometimes when he's rushed someone else will handle the crank, but Freddie is responsible for the operation—one of his many duties. He's a tireless worker, and never complains.



SORTING the mail is a job Freddie welcomes: it gives him one of the few opportunities of the day to sit down. This is a big job, too, even for someone who's ben doing it for a long time. For one not familiar with it the task would be monumental. The letters and packages come in from every port in the world, from every state in the Union. They bear a collectors' assortment of foreign stamps. Some lie around for months before they're called for. This is PO Box 1 for seamen.

'Draft Strikers', Truman Asks In New Strikebreaking Move

(Continued from Page 1)

thority to do these things:

Authorize injunctive proceedings against any union leader forbidding him from encouraging or inciting members of the union to leave work or to remain away from work.

Deprive workers of their seniority rights if they, without good cause, strike against the Government. Provide criminal penalties against employes and union leaders who violate the provisions of the act as it is passed.

Authority to draft into the armed service of the United States all workers who are on strike against the Government.

PROPOSALS BLASTED

While Mr. Truman stated and reiterated that his proposals were not designed to cripple labor, responsible labor leaders immediately blasted the proposals as "fascistic in nature" and asserted that the passage of this legislation would "turn back the clock of progress and democracy."

The strike which Mr. Truman's action helped break was precipitated by the refusal of the railroad operators to bargain in good faith on the subject of working conditions.

At no time in his speech did the President castigate the owners of the railroads, but he did single out the union leaders for attack when he referred to the "obstinate arrogance of two men, Mr. Alvanley Johnston, president of the Brotherhood of Locomotive Enigners, and Mr. A. F. Whit-

ney, president of the Brotherhood of Railway Trainmen."

Following announcement of the end of the strike, engineers and trainmen reluctantly returned to work. Service was resumed within a short space of time, and within 24 hours trains were running at close to a normal rate.

The news was received with mixed emotions by the men whose strike was broken by Presidential action.

A spokesman for Local 731 of the trainmen said, "Troops are for fighting purposes only, and not for railroad scabs."

Others voiced the opinion, "Whitney says we're licked, but our turn will come."

Mr. Whitney's message to his men expressed his deep appreciation of the cooperation which they extended to him, and ended with the hope "that the day will come when democracy will reign again in America and when labor can assert its right without being shackled by government."

GET THE LOG

The Seafarers Log is your Union paper. Every member has the right to have it mailed to his house, where he and his family can read it at their leisure.

If you haven't already done so, send your name and home address to the Log office, 51 Beaver Street, New York City, and have yourself added to the mailing list.



In June of 1941, the first American ship was torpedoed. The Robin Line ship "Robin Moore," carrying both passengers and cargo and manned by a 100 percent SIU crew, was sunk by a German submarine in the South Atlantic with part of the crew landing in South Africa and the remainder in South America.

The SIU responded immediately and launched an all out fight for more adequate bonuses and insurance protection.

Carrying the fight to Washington, the SIU forced an agreement with the Maritime Commission and the operators that any agreement reached would be retroactive to the signing on of any ships involved.

The Maritime Commission, carrying out their role of finkery inherited from the old U. S. Shipping Board, offered a proposal that bonuses and insurance for seamen would come under hull rate insurance thus giving the shipowner-controlled Maritime Commission full control of the situation.

To accomplish this they held a secret conference with the representatives of the licensed officers and then announced that part of the industry was sewed up.

"NO STRIKE" CURRAN

The SIU representatives turned the proposal down flat but Joseph Curran, representing the NMU played the usual role of stooge

and confusionist by stating that the NMU wanted time to consider the proposition.

Curran wanted "time" when American ships were being sunk and American seamen dying. Time was what the maritime Commission wanted, time to figure new ways to throttle seamen.

On September 13, 1941, the SIU, fed up with Maritime Commission stalling and evasion, took action. Crews "hit the bricks" and picket lines were established.

The SUP supported the strike 100 percent. Rank and file NMU members, fed up with the vacillating position of their leadership, joined the SIU picketlines in defiance of Curran's "no strike" edict.

The NMU leaders publicly labeled the strike "a bum beef" and attempted to ship replacements aboard struck Alcoa ships



at Weehawken, and were prevented from doing so by the militant picket lines.

The Maritime Commission with all its resources was able to man only three ships. The result of the strike was that the operators and the Maritime Commission were forced to bargain with the SIU.

In October, less than thirty days after the first ship was struck, the Maritime Commission and the operators yielded and the bonus payments were substantially increased. Even before the entry of the United States

into the war, the SIU was able to increase the bonus pay for the Suez area.

This was only a stepping stone—the SIU continued to fight for and get wage increases, gaining for their membership the highest pay and overtime rates in the industry.

BEST OF ALL

Our pioneer rank and file leaders stayed on the job. Look around your Union Halls today and you will see them, they are the men you have selected to represent you.

They stayed in the fight with both hands swinging until they freed our union of the fakers and secured the wages, and conditions we have today—the best Union, highest wages, finest conditions and the most loyal and union-conscious membership in the maritime industry.

Movements have come and movements have gone and with them the leaders of those short-lived spurts. The Maritime Federation of the Pacific, created with the good intention of uniting all maritime and allied workers into an unbreakable front has vanished and is almost forgotten.

This because the selfish interests of opportunist individuals and the Communist political clique were held in greater esteem than the interests of the membership.

Who remembers Roy Hudson or Harry Jackson? A decade ago they were so-called "great leaders" of the seamen on the east and west coasts respectively, but today their name is known only to a few communist cohorts because of their betrayal of the seamen.

"Who but a few grey-beards can name the old fakers?" None—because they have been discredited and pushed aside.

(Continued Next Week)

Meet The Seafarers: ALFRED STEWART

From messboy to Chief Steward is the success story of one of the real SIU oldtimers. Born in Jamaica 56 years ago, Alfred Stewart always wanted to go to sea, but he didn't achieve his ambition until 1910 when he was 20 years old.

Since then he has made innumerable voyages, and he figures that he has been around the world at least ten times.

Stewart really loves his work. As he says, "I love cooking, and next to that I love eating."

As Chief Steward he has to know the job of every man in his department. He has to be able to tell the butcher how to cut meat, the baker how to make bread and cakes, the cooks how to prepare the various dishes, the waiters how to wait on tables. He must even be able to supervise the work of the wine waiter on large passenger ships.

VERSATILE MAN

Stewart can do all these things. For a long time he was Chief Steward of vessels flying the flag of the Luckenbach and the Clyde-Mallory Lines. Stewart prefers passenger ships because it gives him more opportunity to use his cooking and planning ability.

Like many other seaman, Stewart has on occasion left the sea. For a time he worked as dining car Steward on the railroad, and at other times he served as Chief Cook at various clubs and restaurants. But each time the lure of the sea proved too strong for him, and he always returned to his first love.

Stewart knows a good thing when he sees one. He joined the SIU on December 19, 1938, right



after the Union was organized, and he holds one of the oldest books around, Number 764.

"I remember the days when seamen were slaves," he says, "and now they are free men. The one factor that made the difference was organization. If we let up for one minute, the shipowners would tear us to pieces. We'll stick together, though, and that means that we will make gains together."

Brother Stewart is right. The newcomers to the Seafarers can

learn a great deal from him. He has been prominent on picket lines in every major action undertaken by the SIU. He took part in the Seatrain strike, and in the 1941 Bonus Strike.

"Alfred Stewart is a fine type of union man," one of the oldtimers said recently. "In all his years of going to sea, he was always patient with the new people. He taught them how to do their jobs, and most of all, he showed them how good union men act."

STRIKES CONFUSE NMU AGENT

Competent observers have felt for a long time that the NMU has no real intention of carrying out its strike threat, no matter how the present strike vote turns out. That this feeling is correct is borne out by the recent statements of R. J. Sullivan, NMU New Orleans Port Agent.

In reply to a statement by a WSA spokesman that it might become a problem to get full crews to man the ships, Sullivan said, "You can advise anyone who thinks that way that we

have never held up any ship in this port."

Sullivan went on to state, "Strike or no strike, we'll sail ships for UNRRA so there will be no suffering abroad. If necessary, our men will sail gratis on UNRRA ships."

CONDEMNNS MINERS

Sullivan agreed with WSA officials that the coal strike was typing up the ships in New Orleans.

"John L. Lewis' selfish coal strike is strangling the country," he asserted. "We have felt it pretty much here already. NMU has a contract with the Mississippi Barge Line and that company is being forced to tie up barges right now."

The actions of the NMU during the past few years has left its mark on Mr. Sullivan. But even so, attacking the legitimate strike of another section of organized labor is carrying things a little too far. Collaboration with the shipowners gets to be a habit that is hard to break. The next step will be for the NMU to send its Port Agents and Organizers to a school to learn how to be militant for seamen's rights, instead of for the poor operators.

Attention Members!

All Departments

When your ship docks, it is a good idea to have a list of necessary repairs to give to the Patrolman. This will help in letting the company know exactly what has to be done to get the ship in tip-top condition.

Seafarers don't have to sail beat-up ships. Do your part to make every ship a clean, well kept vessel.

AROUND THE PORTS

These Sixteen Rules For Ships Delegates Will Make Trip Easier

By WM. (CURLY) RENTZ

BALTIMORE — Through the voice of the Log, which can reach you a lot better than I, I am saying "hello" to the men of the SIU, especially the men who sail from the Port of Baltimore.

Shipping has slowed down quite a bit here due to the coal strike. But I, for one, say that we can well afford to stay on the beach a few more days if it will help the miners, who have been underpaid for years, and who have the worst existing conditions to work under, to get what they are fighting for.

If the operators did go ahead and mine the coal with scab labor, we, as good militant union men, could not, and would not sail the cargo. When the miners do go back to work with their wants granted this port will be very busy once again.

DUTIES

Fellows, a good point to bring up at this time is the duties of a delegate when he goes aboard a ship. Bear in mind that it is the duty of all good book men to see that there is a ship's delegate on each and every ship that leaves port, with a delegate in each department.

Here, then, are the delegates' duties:

1. Collect all shipping cards as soon as the men come aboard.
2. Find out what vacancies there are on the ship and see that they are called into the Hall through the proper channels.
3. Check each man's book as to dues and assessments.
4. Study the agreement with the members of your department so you will know what you are talking about when you present overtime to the mate or engineer.
5. List your overtime in the proper way so you can't be beat for it.
6. Keep a list of everything you think is for Union betterment throughout the trip.

SET THE EXAMPLE

7. See that order is kept in your department by setting an example.
8. Check all stores on the ship so you have ample supplies for the trip.
9. Hold at least one meeting before you sign articles. Call the Hall and have a Patrolman aboard when you sign on.
10. See that meetings are held every week while at sea, and that they are run in Union-like fashion.
11. Have all overtime, both good and disputed, ready for the Patrolman when he comes aboard your ship. Give the standing of each man and how much he is going to pay on his book.
12. If you have any charges



present them at this time to the Patrolman and to the accused, so they can be held at the next meeting. This will eliminate having to lay up on the beach waiting for a trial to come up.

13. Give the Patrolman a list of the men getting off.
14. See that a list of repairs is given to the Captain and the Patrolman so that they can be taken care of through the proper channels.
15. See that nobody pays off until all beefs are settled to the satisfaction of all concerned.
16. Last, but most important of all, is for you and your fellows to be sober.

I think that if these rules are followed, you will find that you have a better payoff and that everybody will be happier all around.

HOSPITAL DONATIONS

Donations were received here from the crews of the following vessels: SS James M. Gills, \$15; SS Walter Christiansen, \$19.00; and SS R. Lennier, \$7.50.

The \$42.00 was turned over to the following men, hospitalized in the Baltimore Marine hospital, each man receiving \$3.00: Arthur C. Vipperman, Joseph B. Toussaint, W. M. Fields, Albert Mitikke, Ralph Chappell, Wm. P. Rumboll, Moses Morris, James E. Kelly, I. Iversen, E. J. Dellamano, William Ross, F. Paskowski, Paul Combs and Walter Pearson.

The crew of the SS Nathaniel Macon contributed \$21.00 to the hospital fund, with \$1.75 being turned over to the following men: William Fields, Joseph Toussaint, Arthur C. Vipperman, Conrad F. Williams, William Rumbol, Moses Morris, Paul Combs, James Kelly, E. J. Dellamano, I. Iversen, William Ross and Robert Smith.

Seamen Sailing Calmar Ships

Payoffs are to be held on board ship from now on. Under no circumstances are men to agree to payoff in the company office.

If the company representative insists on paying off at the company office, notify the Union Hall immediately.

NO NEWS??

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

- CHARLESTON
- MOBILE
- NEW ORLEANS
- GALVESTON
- PORT ARTHUR
- PHILADELPHIA
- BOSTON
- SAN JUAN

Norfolk Getting Boneyard Bait

By RAY WHITE

NORFOLK—Things are humming here as far as business is concerned, but shipping has been slow. The reason for this seemingly contradictory situation is that most of the ships paying off in here are boneyard bait. Indications are, however, that shipping will pick up this week.

The Waterman outfit has two ships—a Victory and a C-2—paying off this week. Besides these they have four boneyard jobs. This will probably clear the Hall for a few days.

There are also quite a few ships coming through from other ports to load cargo. Most of these are Waterman specials from Mobile.

MUTUAL LIKING

The SS John Ward of the South Atlantic line paid off in

Norfolk last week and prepared to join the idle fleet. The Patrolmen who boarded her found one of the best ships that they had worked in quite some time. There were no beefs aboard the vessel. The Captain had really given the boys all the breaks during the voyage.

After the payoff, when the Patrolmen were in the mess room collecting dues, in walked Captain Ignatz and the Chief Mate. They both threw ten bucks on the table as donations to the Log.

"This is to show that we had a first class crew," they said.

Feelings of the crew were mutual in this respect.

As the final stage of the Isthmian drive is not too far off, let the membership be reminded that our fight with Isthmian has just begun.

The NMU - Communist Alignment

By LOUIS GOFFIN

JACKSONVILLE — We note from the May 17 issue of the Log, in the "Here's What I Think" column, that some of the members would like more news regarding the NMU. Well, writing articles about this commie outfit is the type of work we really enjoy doing. Not because we like to lambast them, but because we feel that we are doing labor a service by unmasking these labor fakers.

It is now common knowledge that the NMU was formed for the purpose of furthering Communist political program in this country. The few gains the NMU has made for its members have been incidental to the real task.

RED ORIGIN

The NMU is an offshoot of the old Marine Workers Industrial Union, of the Communist International of Seamen and Harbor



Workers. There is little doubt of the commie affiliations of the present leadership of the NMU.

Several of them are admitted members of the Communist Party, and as such their interest lies solely in the betterment of the Soviet Union, not in the betterment of the rank and file NMUers.

For the benefit of those seamen who have never sailed on an NMU ship, we can tell you, without fear of contradiction, that once aboard an NMU scow, under NMU wages and conditions, a decent, self-respecting, seaman would head back to the tall timber rather than sail under such conditions.

TRUTH HURTS

Yet the misleaders continue to shout to the membership that they are winning for them the best wages and conditions on the waterfront. When the truth is

pointed out, they rant and rave, and claim that everything is a frame-up. They resort to the old tactic of calling all who oppose them "fascists."

We of the SIU and the SUP have consistently pointed out that the NMU leaders follow the Communist Party line too closely for it to be a coincidence.

We say that the poor misled NMU membership has been sold a bill of goods by these commie fakers, and we believe that now is the time for them to be given the boot.

It is not too late for the rank and file membership of the NMU to rise up in arms, and get rid of the men who have become a mill stone around the neck of organized labor.

The Patrolmen Say—

Working Together

It is very encouraging to note the spirit of cooperation that exists between the three departments today. It is a far cry from the day when everyone seemed to think that it was open season on the Chief Steward and his department. That, to say the least, was a dividing, and therefore weakening and demoralizing policy.

In the very near future we are going to need the full strength of this organization. It is therefore increasingly clear that we cannot tolerate any divisionist tactics by any person, or group of persons, within the structure of our Union.

This business of Steward-baiting has got to stop. Those who continue to practice it will be looked upon as suspect. It has never served any purpose other than as a means for some gazoony to show how militant he is.

Let us from now on attack the bosses—our common enemy—instead of dissipating our strength within our own ranks. Our rallying cry from now on should be "Unity of all three departments against the common foe."

Howard Guinier

Happy Family

The crew of the SS Rufus Foster, Mississippi Steamship Company, was like one big happy

On Union Responsibility

By PAUL GONSORCHIK

There are some permit members in the SIU who think that they are getting the worst end of the bargain. This is a selfish view because it does not take into consideration the fact that there are some 60,000 full book members in the SIU.

Look about you, you can see them: your sidekick over there, that former shipmate across the room—all full book members.

These men, young and old, are the men who make the SIU; they make the constitution and the changes to it. They make the shipping rules, and the various changes in the shipping contracts with the shipping companies.

They, and they alone, make the Union more progressive because they understand the hardships they had to go through to get them where they are today. They know they have the best Maritime Union in the world—bar none.

BOOKS EARNED

When, and if, you get your full book, don't think that that automatically makes you a good union man. Any good union man will tell you that you have a constitution, shipping rules, and company contracts, and living up to all of them is what makes you a good union man.

If the Union wanted to sell SIU books, they could sell between ten thousand to fifteen thousand a month. Everybody knows what an SIU book means; but this book has to be earned, not bought.

Membership in a labor organization means responsibility. Decide now whether you are going to be a good union man and abide by the SIU by-laws; and live up to the SIU principles; or if you intend to ride on someone else's shoulders and let the work be done by others.

family when I went aboard the boat for the payoff on May 17.

All hands donated \$2.00 each to the Log, and the Chief Engineer donated \$8.00. The unlicensed personnel, and the officers, were unanimous in their praise for the Seafarers Log.

Claude Fiab

MCS Rank And File Very Unhappy About The Spot They're Put On

By SONNY SIMMONS

TAMPA — Things here are going along as usual. We had several ships in the past week and shipped several men, but all of these wagons were in transit—nothing whatever resembling a payoff.

The Brandywine was in during the week. She is supposedly going back on this run, and several of the oldtimers on her are keeping here pretty well lined-up.

We hear here through the various channels that the NMU has the backing of all the maritime unions. We have been asked about this on several occasions, and think we have been able to impress all hands that we aren't having any.

We saw this same outfit sail a ship from behind a picketline not more than three weeks ago; and



if this bunch of supermilitants will sail a picketed ship in April, we have no doubt but what they will sail the same ship again in May or June.

VERY UNHAPPY

Several of the oldtimers from the MCS were in last week and these guys aren't all happy over the way the leadership have got them in the position to have their Union gobbled up.

They came into Ft. Lauderdale on a West Coast wagon and came to Tampa. We offered our condolences, but that is about all we can do. If they, and some of the other oldtimers got together they might be able to bring things to a head.

If they oust their leadership it will be better than the present set-up: no leadership is better than they have now.

Yard Bird Roberts went to work today, after he had been only seven months on the beach. Some of these guys never take a vacation. If he isn't careful he will be overworked.

He asked the old man for a draw after a hard day's work and was refused. Brother Roberts became very indignant and we look for him to take the vacation that he has been looking forward to.

FIVE BUCKS

There are very few men on the beach at this time. We have just four registered in all departments.

The only Steward on the list,

Canadians Collect

Most of the crew of the Grover C. Hutcheson, Overlakes SS Company, were Canadian seamen, and so we had to collect transportation for them back to the West Coast and to Canada. Well, we got it all, plus over 300 hours in disputed overtime. When the payoff was completed, there were no beefs pending.

James Sheehan
R. E. Gonzales

Brother Tony Sosa, has taken a Quartermasters job on one of the local cabs. He will get rich if he charges all fares as he did the Agent here—five blocks, five bucks; he said he was making dues.

The RR strike has us slowed down to a walk. All of the phosphate trains have been stopped, and that is about all we get here now.

WITH THE SIU IN CANADA



VANCOUVER — The Hai Ho, one of the vessels transferred to the Chinese, recently sailed from Honolulu for Shanghai. Up to now, it appears that things are satisfactory on this wagon. The boys report conditions good, and a swell crew all around. We hope that it stays that way.

Brother R. Maundrell, on board the Hai Ping, states that conditions are terrible in Shanghai, and that there will be plenty of beefs when he gets back to Frisco. This is a tough break for a Brother who has just completed service in the British Navy. He deserves a better break.

The seamen in Fiji have recently applied for membership in the SIU, and are determined to organize. This, they believe, is the only answer they can give Sir Walter Carpenter, for the treatment they have received at his hands. With a start like this, we know that success will crown their organizational venture.

FINE VICTORY

We recently had calls from two Greek ships, in port under Panamanian Registry. Wage, overtime, working, and living conditions were bad and unsatisfactory to the crew.

We checked over both ships, and lined up the crews. Then the battle between the SIU and the Greek owners began. We won the first round, and the seamen have received the following advantages:

1. Both ships to be fumigated and cleaned.
2. Fresh milk and sufficient stores and linen to be supplied to both ships.
3. Wage rates increased in amounts varying from \$17.50 to \$37.50 per month. Overtime rate increased from 70c to 85c per hour.
4. Agreements signed embodying all conditions of work, wages, overtime, and living conditions. Also included is first class transportation, wages, and subsistence back to port of engagement at termination of the voyage. All earnings to be paid in U. S. currency.

Both crews are very happy, but we fear that the Greek shipowners are not too well pleased about their run-in with the SIU.

TAINTED MEAT

While the vessel Maiden Creek was in port here, a complaint was received from the ship's delegate in regard to the tainted meat.

The U. S. Consul and a public health officer were taken aboard to inspect the refrigerator and the perishable stores.

The report of the health officer was, "Meat is tainted from var-

DRAFT NOW TAKING MEN TO 30

Congress has extended the Selective Service Act until July 1; 18 and 19 year olds are now excluded from the draft call, though they still must register.

President Truman has, therefore, authorized the removal of the top limit of 26 years for inductees which has been in effect since Japan's surrender.

This action makes all men between the ages of 20 and 30 years liable for induction—and this goes for seaman, too!

A merchant seaman still needs 32 months of sea duty to be eligible for the certificate of continuous service to be officially exempt from the draft. The 18 and 19 year olds lacking this certificate face induction when they reach the age of 20.

Seafarers within the draft ages must be alert in their shipping and be careful not to overstay their leaves, or they'll be changing their quarters from the fo'c'sle to a tent.

nished racks, rendering meats unfit for human consumption. I hereby recommend that all meats be removed, racks replaced with plain or specially treated racks, and compartments thoroughly cleaned and disinfected with hypochloride."

This report has been forwarded to the SUP Agent at San Pedro where new racks will be ordered.

HIGH STANDARD

The vessel Philae, which has been in this port for the past five months undergoing repairs and having new engines installed, recently called for a new crew preparatory to making ready for her trials and for sea.

All conditions of work, wages, and overtime were settled to the satisfaction of the crew. The working conditions are comparable to the SIU and SUP in the United States, and an increase of \$45.00 per month was won for all classifications.

The overtime rate was increased from 70c to 85c per hour. Any cargo work required to be done by the crew is to be paid for at the longshoremen's rate prevailing at such point where the work is done, but must not be less than 85c per hour.

First class transportation, as well as wages and subsistence back to the port of engagement, is also included in the agreement. All monies are to be paid in U. S. Currency.

Hugh Murphy



1st Patrolman's Report:

The biggest headache we have now is trying to organize some of the younger generation on our coast boats. Some of us know what the conditions are like on the B. C. Coast Steamship Service (C. P. R.), Canadian National Steamship Service, and Union Steamships Limited.

It is certainly disgusting how some of the seamen carry on.

NOTICE!

To Stewards Of Ships In Port:

As soon as your ship anchors, order sufficient milk, bread, and vegetables for all the men on board.

If this does not arrive, notify the Union Hall.

When the food is delivered, it is to be put into the ice-box immediately. The Deck Department is to cooperate in this work.

They have no idea what a Union is for. And then you have some who beef like hell in their mess-room at meal hours, instead of holding a meeting aboard ship, or coming to their Union meetings at the hall.

They put a big load on the Patrolman by asking him so many irrelevant questions; they must think he is a travelling encyclopedia. No wonder patrolmen want to go back to sea!

I fell sorry for some of the ship's delegates on the B. C. Coast Steamship Service (C. P. R.), Union Steamships Limited and Canadian National Steamship Service, as they certainly have their hands full.

It would be much easier if the crew members would cooperate with their delegate, and act like Union men, and not like babies whining all the time.

The CSU is certainly using the same tactics the NMU did on the American ships. They are running around buying beer for the boys and giving them membership in their phony outfit gratis. If any of you gas-hounds want a bellyful of beer and free membership in the Canadian Seamen's Union, now's your chance.

Hurry up and get on the bandwagon before they run out of funds. The old members should get a refund of their initiation, and get in on some of the beer.

P. Lucas



2nd Patrolman's Report:

I have just started as 2nd Patrolman and, of course, have run into many beefs; that is natural on this job. The main headache is that on about half the beefs I have settled, the crews have waited till the last day or two before saying anything, which puts us on the spot. Usually the Old Man has the same excuse all the time saying, if the beef had come up earlier, he would have had it cleared away to the crew's satisfaction, but that now the crew will have to wait until the next port, which may be in China, India, or Limey land, where it is impossible to settle any beefs. So remember Brothers, in the future bring your beefs up the first chance you get.

In the past couple of weeks, we have signed agreements with three Panamanian ships. These agreements weren't the best in the world, but they were a hell of a lot better than you will find on many other ships because the crewmembers backed us up one hundred per cent against the shipowner. So remember, Brothers, always stick together 100 percent, and you can't lose.

Tony Bossi

Great Lakes Sec'y-Treas. Reports

By FRED J. FARNEN

DETROIT — On Monday, May 13 the Detroit Agent, William Stevenson, and I met with the representatives of the Great Lakes Transport Co. We reached an agreement with the Steamer Westcoat with the following wage scale per 30-day month:

Wheelmen and Oilers.....	\$229.00
ABs and Firemen	225.00
Second Cook	215.50
OS, Porters and Wipers....	176.50
Steward	315.00
Pumpmen	253.50

The overtime rate is to be \$1.10 per hour, plus a ten percent seasonal bonus on total earnings. This wage scale has been accepted by the ship's entire crew. The agreement is retroactive to March 1, 1946.

HAVE HAD BETTER

I received a telephone call from the attorney for the Ashley Dustin Steamer line, William Granse. He stated that his company was willing to pay the same wage scale as the D & C outfit. I do not believe that we should accept this offer as we have already signed several contracts with the higher wage scale.

The Bob Lo Excursion company's pay adjustment for 1945 is now ready at the company's offices.

Results received of the NLRB election conducted in the Bradley Steamship Co., at Rogers City, Mich., reveal that the "no-union" men won out. It seems that everytime the Lake Carriers sense some union activity they grant their men a small increase. Then these guys feel they have no further use for the SIU. They can't see any further than their own noses. There will be a day when their bosses won't toss them a few paltry bucks—but will take them back—and then they'll come running to the Union begging for aid and backing.

FINAL DISPATCH

The death benefit has been paid to the wife of Herman Franson, Book No. 2224, a member in good standing, who died of heart failure April 29.

Brother Charles C. Brown, Book No. 4240, died in the Marine hospital in Cleveland on April 16, 1946. We are waiting for a copy of the death certificate before paying the death benefit.

Another death benefit was paid to Elaine Lyon, daughter of Brother Paul Warner, Book No. 4310, who died aboard the Stmr. Scobell on May 13.

Good Payoff

I would like to thank the Engine and Deck Delegates of the SS Anson Burlingame for their cooperation and help in paying off this ship. It was sure a pleasure to come aboard and find the ship so clean and orderly. The men were all in a sober condition and that contributed a great deal to the clean, rapid, payoff.

Both delegates had a list made up of each man in his department. All beefs were listed and typed out. These lists were handed to me as soon as I came on board the vessel.

Every ship that cooperates in this manner is a credit to our Union.

James Sheehan

Stewards Dept. Gets Thirteen Men In Cattle Ships Manning Scale

By JOE ALGINA

NEW YORK—The poor ship-owner, whose exorbitant profits have been cut due to the war ending, is attempting to economize at the expense of the seaman. Their latest dodge is to take meat off a ship which is laying up, and place it aboard a ship that is just about to sail. They don't care that this meat may have been aboard the first ship for better than six months.

These companies, which have made and are continuing to make, large profits, expect the men to eat slop. Well, they won't do it.

Seamen are too smart to let the operators chisel them out of their rights. We have been settling these beefs as fast as they come up, and we have been settling them to the satisfaction of the crewmembers.

MORE CREW

We went around and around last week on a beef concerning the Manning Scale in the Stewards Department, on cattle ships. The company wanted to put only 10 men in the Stewards Department but we demanded at least 13, because cattle boats carry 32 extra men to take care of the animals.

This puts a lot more work on the Cooks and Messmen and it is only fair to increase the department to handle the extra work.

We finally won our beef, and all the boats that cleared from here carrying cattle had 13 men in the Stewards Department.

Say, I wonder where the companies get the men to nursemaid

same grade of oil. Seems like the Government does not get a wholesale price for large quantities; in fact it has to pay more for the privilege of buying a lot of oil.

When the big companies talk of patriotism, they obviously mean that they are ready to fight for the almighty dollar not for their country.

Shipping has slowed down a little, but there are plenty of ships around undergoing repairs. We are negotiating with the operators to change the crew quarters on the Liberty type ships.

This is supposed to be done when the ship returns from the cruise she is on. Like everything else, however, the only way to get anything from a shipowner is by economic pressure—right on his pocketbook.

Girls Like Life On Rolling Sea

Things are starting to look up for Canadian seamen. Especially SIU members sailing from Vancouver on the Philae. First they signed an agreement which has been said to be "comparable to the contracts of the SIU and SUP in the United States," and now, the first Canadian women ever to sign aboard a deep-sea merchant vessel will sail with them as shipmates.

Brunette Doris Vierin, and blonde Mary Peck, have been dreaming about sea adventures for a long time, and now they are going to do something about making those dreams come true.

"When we found out that there were two vacancies aboard the Philae," said Doris, who is 22 and pretty, "we didn't even ask where the ship was going, and don't care."

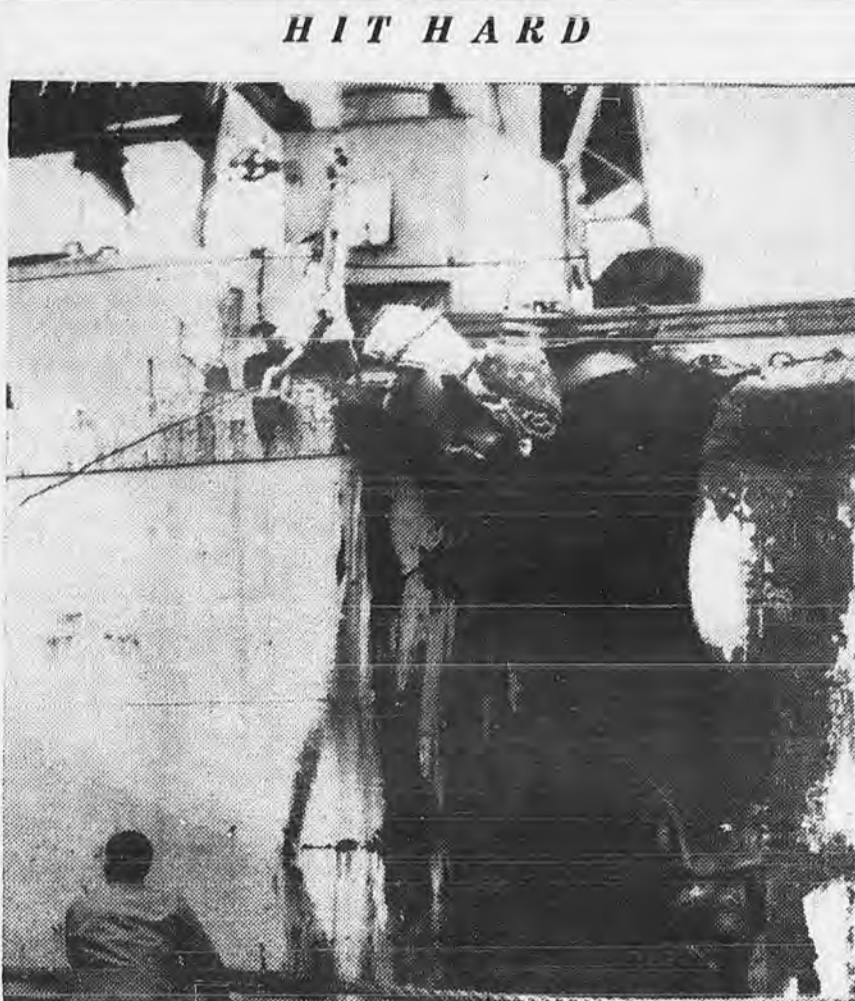
NO WOLVES

Shipping to sea with 40 men doesn't worry them, either.

"It's all right," they say, "they're a fine bunch of boys, and well disciplined."

Both girls are well qualified for their jobs, which will be in the Stewards Department, waiting on tables. Doris has sailed along the coast and on the Great Lakes, whereas Mary has put in some time on the Howe Sound run.

Oh, yes, both girls are good Union members.



This is what the Abraham Baldwin looked like after being rammed early Sunday, May 19. Oh, for the life of a sailor

Seafarers Halts WSA Illegal Ship Transfer

By ROBERT A. MATTHEWS

SAN FRANCISCO — Business and shipping very slow all over the West Coast for the past two weeks. We have had just enough business to keep us busy.

I had the SS Fairport, Waterman, in last week to payoff. This ship signed articles in Mobile, went to Shanghai, and then to Frisco where she paid off with transportation back to Mobile. When we informed the crew that upon acceptance of transportation they would have to get off the ship, they became very hostile.

The Steward Department refused to produce their books, and they refused to pay dues, so I preferred charges against them and I sent the charges to Mobile as these men were going back there. All of the disputes on this ship were settled.

The SS Nickjack Train, Los Angeles Tankers, signed articles in the Gulf and went out into the South Pacific where she was run aground. The crew was repatriated into San Francisco and paid off. All disputes were settled to the satisfaction of the crew.

WSA AGAIN

SS Thomas Wolfe—South Atlantic Steamship Company offers

one more example of the utter incompetency of the WSA.

This ship came in from a voyage and paid off in good shape. The first part of April she resigned articles expecting to make another voyage.

After laying on the hook for about a month, WSA decided to lay the ship up in the boneyard. Stripping preparatory to lay-up was almost completed, except for removing the gun mounts, when the WSA decided that they would use her for one more voyage, so all the stripping had to be undone and the ship put in readiness to make another voyage.

After getting the ship ready to make another voyage, the WSA decided to turn the ship over to another Agent, C. J. Stevenson and Company. This is an East Coast outfit which has a contract with the National Maritime Union.

When I learned of this move, I went to the Shipping Commissioner and upon digging into some old maritime laws, we decided that it would be illegal to force these men to sign off the articles. There is a law that states that "if the crew is improperly discharged before commencement of the voyage, the crew may be entitled to a month's pay, in addition to what they have earned, even though they

New York Plans Modern Port

New York's Mayor O'Dwyer has disclosed that he will in the near future appoint a port-planning commission to draw up specifications for modernizing the port of New York.

The Mayor asserted that "the maritime industry and related industries provide employment for thousands of men and women living in the metropolitan area. An industry of such importance to our economic life must receive all possible official assistance and consideration."

The commission is to be made up of representatives from the maritime industry and from labor. Present plans call for the commission to make a survey, and to recommend improvements for rehabilitating present port facilities. Suggestions for construction of new piers and terminals will also be made.

All members of the commission will serve without pay.



the cattle? I never heard of a Deepsea Cowpunchers Union.

LOST MONEY

On the floor of the Senate last week, the Maritime Commission asked for a grant of \$2,000,000 so that it could look for approximately \$8,000,000,000 that has been lost someplace.

That's a hot one! The Commission is responsible for the money, and now it wants more money to throw down the same hole. If it is really interested in finding the money, I suggest that it examine the books of the ship-owners. But that is the easy way, and we know it won't do that.

FAT PROFITS

Some of the contracts which the Maritime Commission has awarded would make the public sick if they ever came to light. The Teapot Dome Scandal would be mighty small potatoes in comparison with what went on in this war, and is going on even now.

Of course, the big oil companies have no beef. The Commission awarded them contracts for oil at well above the price that civilians were paying for the

Clean Up Own Outfits, MCS, MFOW Men Are Told By SIU Agent

By ARTHUR THOMPSON

SAVANNAH — All our South Atlantic ships, except the Duke Victory and the James Swan have sailed. Crewing up these ships was a super-human job and, while we managed to get them out, a couple sailed short handed.

This is always a regrettable thing when there are Union members ashore waiting for a job. But these things do happen.

I believe we contacted every port except Boston for men, and we were supplied by most of these ports. I didn't purposely overlook Boston, but we didn't call them because of the time element.

NEW SHIP

The Duke Victory, which was just turned over to the South Atlantic, was previously a West

Coast ship with three Unions represented on board. When it was turned over, it was naturally our ship and all unlicensed personnel



who did not belong to us or the SUP had to get off.

Some of the these boys came to see us and wanted to ship out on trip cards. When I asked

them why they wanted to change, they said they were dissatisfied with the way their Union was functioning.

I told them if they were real Union men and not satisfied with their Union, it was their job to straighten out their Union, since it belonged to them, and not to run out and try to join another organization.

Of course, we also realize they had no intention of joining us in the first place, but merely wanted a job, but they got no satisfaction from us.

MFOW COOPERATION

The members from the MFOW &W gave up the ship with more or less good grace, but not so the MC&S. According to one report from Morris Burnstine, the SIU Steward now aboard, the MC&S did everything in their

power to sabotage this ship before they gave up.

They broke screens and locks from the storeroom and linen lockers, lost most of the dishes and silverware, practically put the galley range out of commission, and at least one tub of butter and two bags of sugar were missing from the stores.

The forecastles were left in an unspeakably filthy condition and the Steward and his gang are up to their necks in work trying to get the ship straightened out.

There was also talk of picketing the ship, but this fell through, probably because they couldn't get any backing since their beef was no good anyway.

Well, that's about all from Savannah, except that it's very quiet again. We hope it won't stay this way long.

SHIPS' MINUTES AND NEWS



No Leave At Ports In Arabia

Taking action on the report of a three-man investigating committee, the crew of the SS Shickshinny voted to make an overtime pay claim for the period they were denied shore leave while in several ports of Saudi Arabia.

The crew elected Brothers A. E. Lotzgessell, A Merlencz and G. W. Champlin to interview the United States consul to determine the cause of the shore leave denial to unlicensed personnel of American merchant ships calling at the Arabian ports.

The committee located the consul at Manama. Their questions were not answered satisfactorily and they were able to "gather only second-hand information" on the situation.

CANCELLED

At Manama, shore leaves were cancelled when a tanker crew got drunk one night. The committee was unable to learn who had issued the order forbidding sailors on shore.

At Ras Tanura which is a company town inhabited by officials and employees only, the



order came from the chief of police. The Captain and the Purser of the Shickshinny were one night entertained by Ras Tanura's police chief. They brought back to the ship a printed notice, dated Dec. 15, 1946, which stated that "due to violations of the Saudi Arabia government's regulations governing shore leaves for ships' crews, all such leaves were cancelled until further notice."

The notice also "enjoined ship captains from sending boats from ship to shore," and advised them to keep their men aboard their vessels.

Two provocations were responsible for the police edict in Ras Tanura. One was a bit flimsy. It was the same "drunken tanker crew" story that originated at Manama, though it was embellished a bit to fit the Ras Tanura scene.

CORRUPTS ARABS!

It was alleged that the tanker crew had done their drinking in the presence of Arabs who were thereby corrupted and their faith outraged. The only place beer is available is in company's clubhouses.

Another story advanced for the

SHIPS ON THE HOOK AT NORFOLK



This shot, made by the Bosun aboard the SS H. W. Grady, shows some of the 356 ships that were tied up in Norfolk Harbor recently.

MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

WILLIAM HARPER, Feb. 17—Chairman H. Fruge; Secretary Jim Case. Motion carried: To hold meetings every two weeks. Good and Welfare: List made of needed repairs to fans, bunk lights and galley stove. Recommended was the installation of an iron and ironing board, the reconstruction of fresh water tanks, replacing of old linen and the procuring of

proper face soap. Voted that any member caught leaving cups or night lunches around or throwing refuse on decks, etc., be fined, the proceeds to go to the Log. Night lunches said to be of inferior type. Steward will refer crew's request for ham in night lunches to Captain as the supply is insufficient to last out the trip.

(Continued on Page 11)

Chief Mate Is A Character, Plays Shakespearian Roles

One thing is certain: the crew of the SS has a sense of humor. Another item is probable: Brother Anthony La Torre, acting secretary aboard the SS is somewhat forgetful. He forgot to include the name of his ship when he sent in the minutes of the shipboard meeting he recorded.

To get back to Item 1.: The crew of the SS is harried. But the members caddy on. Stout fellas. They buck their Bucko with a quip and a smile. They record their grievances with a gag.

They refer to their "beloved Chief Mate," who, they say "would make Captain Bligh feel like a penny pincher." He struts about like Simon Legree. "All he needs is a bull whip."

The bucko also fancies himself in other roles, mostly Shakespearian. His language has an

Elizabethian flavor. Or perhaps it goes back even further, for he has a penchant for four-letter Anglo Saxon words. Chips was the object of his Jovian wrath one day. He told the Carpenter to perform a certain piece of work. Chips got all fouled up in the elegant phrasing of the command (commands, no less), and misunderstood. The Mate came charging down the deck like a threshing machine. "You dumb son of a bitch," he bellowed.

A Brother was being logged. He told the Captain he had nothing to say about it until he contacted the Union. The Chief

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Mate was present and jumped at the chance to ingratiate himself as a company man. "The Union isn't sailing these ships," he roared. "Their job is ashore."

Brother John Buzelski was chairman aboard the anonymous ship where the Mate, who we have decided most closely resembles Sir Toby Belch (since he has to be in Shakespearian character), holds sway.

Crew Of Hart Crane Votes On Job Action

Crew members of the SS Hart Crane decided on drastic action at their shipboard meeting on May 13 to bring into line a bucko Mate who was violating every rule in the book: they voted to hang the hook in Trinidad if he didn't come around.

The Mate himself attended the meeting, got tough and contrite by turns as he heard himself attacked from all quarters.

On the recommendation of all delegates, Brother Holland, the chairman, called for Chief Mate J. A. Arena to attend the meeting. The minutes say that he had to be called twice "before he would honor us with his presence."

First off, Mate Arena is a hog for work. He pitches in on deck any old time. The Chairman asked him whether he considered the Bosun competent. He did, but he considered only two other men on deck competent.

WHOOPS!

That brought all hands to their feet.

Members charged that the Mate only compounded confusion by his obfuscating orders. Brother Thompson, Deck Maintenance, said he never finished a job, because as soon as he started one the Mate would start him on another.

At this point Mr. Buckeroo got rather hostile. He said from now on he'd have everyone on deck working from bell to bell. He stormed around a bit.

"Look, Mister," said Chairman Holland, "this is a Union meeting. You will abide by the rules or get the hell out."

The Mate simmered down. The meeting got on with the charges.

Brother Little asked the Mate about the 15 minutes the men were supposed to have before turning to on overtime. He said he gave them an extra half hour for this. (This was found to be true on one occasion.) It was also charged that the Mate failed to provide receipts for overtime all of the time. The Mate said that were offered, but the men failed to come after them.

A WARNING

The Chairman said he had heard of the overtime bonus the Mates could get, and warned him not to buck for it on this ship.

Then came the matter of the Mate roaming all over the ship, entering the crew's quarters without knocking. The Mate said he had orders from the Captain to inspect the quarters every day.

Up spoke Brother Wall, the Steward:

"I'm responsible for the quarters of my men. I'm accountable only to the Captain. Keep the hell out."

Brother Holland followed through. He told the Mate the same deal went for the Engine Department quarters: If he wanted to inspect them he would have to be with the Chief Engineer or the First Assistant.

The Chairman followed this with a demand for a definite an-

swer on the matter of the Mate working on deck. He told Arena that if he didn't stay off the deck the Bosun would hand in his keys and that all hands in the department would turn in overtime on him.

Brother Herman came up with a more militant suggestion. He



moved that if the Mate didn't change his tactics that the members hang the hook when the ship reached Trinidad.

SERIOUS MOVE

The motion was put up for discussion. It was pointed out to the younger members that this was a serious move, and that if it were decided on all hands must stick together. An amendment was then put on the motion that the Mate be put on probation for 72 hours, and if the ship sailed before that time the action would be taken in the next port.

The Chairman then asked whether it was agreeable to the members present for the Deck Department to vote on the matter, and the other department to abide by their decision. It was. All members of the Deck Department were present except the man at the wheel, and he was to be informed of the discussion and vote later.

The count of hands showed that the Deck Department was 100 percent for the motion.

The minutes point out that the Chief Mate is the only officer aboard who is not considered competent and a swell fellow. Special mention was made of the Purser, who was accorded "plenty of hurrahs." His name, say the minutes, "is Charles M. Good, and he is that."

Brother Wall acted as recording secretary and sent in the complete and comprehensive minutes.



Digested Minutes Of SIU Ship Meetings

(Continued from Page 10)

EUGENE E. O'DONNELL, March 25—Chairman Edward Cole; Secretary W. F. Carraway. It was reported that the Captain and the Purser are charging 25 cents on a case of beer, with no beer to the crew if they don't pay the charge. Suggested that the whole slop-chest be investigated. Following suggestions were made: That Delegates see heads of their departments about having the passageway bulkheads cleaned; that the carpenter build a wooden bread box; that the wash room be kept cleaner; that, for the benefit of the Cooks and Messmen, the lifeboat leave at 6:30 for shore liberty, and that inquiry be made as to why Union paper has not been received lately.

Yo, Ho! Barbary Coast Days Are Back Again

Two trip-carders aboard the SS Edwin N. Moore, who claimed they were "practically shanghaied" in 'Frisco, at least have the satisfaction of knowing that their alleged "shanghaier" got a couple of cats in the bag.

From a shipboard meeting on the high seas, presided over by Brother Skinner, the minutes say that all trip-carders and permit men were recommended for membership with the exception of two. For the reason that the rest of the crew found them to be "poor workers."

The poor "poor workers" countered the charge with the "shanghai" claim and called on the Union to "watch that practice." They said that they were not satisfied with their jobs in the Steward Department, hence the laying down.

The matter will later be presented to a Patrolman, say the minutes submitted by Brother Bacchus, secretary.

EUGENE E. O'DONNELL, April 15—Chairman Edward Cole; Secretary W. F. Carraway. It was suggested that Mate be seen about getting smoke-bombs for cockroaches in fo'c'sles. Also suggested that users keep the washrooms cleaner, that the practice of stealing of light bulbs, from the washrooms, passageways and rooms cease. Victrola to be played only between 7:30 a.m. and 11 p.m., and recreation materials are to receive better care.

SIDNEY LANIER, Feb. 12—Chairman Glenon Jokerst; Secretary Thomas David. Motions carried: All depts. use heads specified for them; to have engine delegate obtain new quarters for Firemen because of noise; to keep recreation and mess halls clean; to have Steward keep sufficient amount of glasses and cups for crew's mess; 4-8 watch to clean recreation room in morning; to have men on watch fed first, day men second and men off watch last.

JAMES GUINN, Jan. 20—(Chairman and secretary not noted). All departments reported satisfactorily. Bosun Fred Mason claims that the Captain is always interfering with the work on deck; he paints quarters and passageways to save overtime. Rec-

ommended that a resolution be considered for presentation at next meeting proposing removal of Captain.

JAMES MILLER, March 2—Chairman A. King; Secretary V. Marcussen. Discussions on the following: Bunks aft should be placed in their proper fo'c'sle; all men signing off should leave fo'c'sle clean for next crew; all dirty linen to be returned to the Steward; overtime should not be refused by anyone unless for illness. Good and Welfare: the following suggestions were made: Main deck port holes should be equipped with glass ports; one chair be replaced and several repaired in the messhall; men using messhall at night should keep it cleaner; coffee urn to be kept clean by all and enough fresh coffee be kept out at all times. A motion carried to keep starboard passageway on main deck clean, work to be equally divided by Engine and Steward Depts.

F. M. QUINONES, March 20—Chairman Rhode; Secretary D'Ambrosio. Discussion on 3½ days overtime while anchored outside Oran without shore leave. Captain states we were not registered in port, therefore still out at sea and that men were put on day work, not watches. Motions carried: to take this overtime to dept. heads, if they refuse to okeh it, sheets will be turned over to Patrolman; to fine anyone 25 cents caught throwing butts, or spitting on deck, proceeds to go to men in hospitals.

JEAN RIBAUT, April 5—Chairman John Flanagan; W. J. Plauche. Locks in all fo'c'sles need repairs. Settled issue of who is to clean crew's washroom. Motions carried: mess, formerly used for gunners, to be converted to library, carpenter arranged several shelves for books; men to take responsibility of keeping things looking like home. Captain was told about glasses needed in port holes, and the need for a clock percolator and toaster in the messhall.

WARD HUNT, March 28—Chairman Thomas Kustas; Secretary John Dugina. Motions carried: Steward Dept. to use their shower and toilet on the port side, plus the spare toilet, since they aren't as crowded as these in the other depts.; that Ordinary Seamen, Utility and Wiper alternate each day in cleaning library; that radio in crew's mess be repaired by radio operator, or Delegate will see Captain on matter.

MURRAY M. BLUM, April 6—Chairman Kastivas; Secretary Hale. A silent prayer was offered for mariners lost at sea. Good and Welfare: Bosun complained about not getting what he ordered—got beef instead of pork. Cook agreed in future to give him what he wants. The crew's request for more bread in their night lunches was granted. Agreed that crew using night lunch is to clean up.

GEORGE H. DERN, Feb. 10—Chairman Al Stansbury; Secretary Al Kramer. Election of ship's delegates. One minute

of silence observed for departed brothers. Good and Welfare: Black Gang and Steward Dept. to share starboard side toilet. Motions carried: to make covers for mushroom ventilators in unlicensed personnel's quarters; to follow same sanitary rules as did last crew, with upping of fines; to have electric coffee urns repaired.

FRANCIS L. LEE, Jan. 27—Chairman James Babson; Secretary Ralph Jochem. Motion carried: To make a list of rules and regulations, including a list of fines for infractions thereof. Money collected to be donated to Baltimore marine hospital. Delegates to collect fines at end of trip. Good and Welfare: Black Gang to get one extra shower and toilet from Steward dept. Suggestion for change in night lunch.

They're Aft The Beam On Fore and Aft Problem

The pros and cons have been running fore and aft on the fore and aft question on the SS Governor John Lind but there is no news on a settlement yet.

The arguments were an outgrowth of announced "drastic" changes in Bull Line ships fo'c'sles to begin in May. The Captain, Mates and crew were making a verbal football of the situation.

The Deck Department is presently sleeping aft, Firemen and Wipers snoozing forward. The proposed change would have the Engine Department taking over the gun crew's quarters aft and would shift the Deck Department forward to make room for cargo.

Twelve crew members (from the Deck gang, no doubt) have written letters to the Union and the Bull Line. They said, in part, "We know a lot of you Brothers have slept forward and know what a hell of a time you have getting 'midships to go on watch in rough seas."

And "a hell of a time" it is.

KYSKA, March 10—Chairman Misha Sygall; Secretary Niel Nielsen. Motions carried: that each member donate \$1.00 to a flower fund to be used in decorating grave of deck cadet who was killed by fall into No. 4 hatch in Peru! that an iron be put in laundry room; coffee pot be furnished for watches; that everyone return used dishes and spoons to pantry when finished; that deck engineer and two deck maintenance men be separated into two fo'c'sles.

CHISHOLM TRAIL, March 16—Chairman Howard Percy; Secretary Frank Kerr. Dept. delegates reported on overtime and a few minor beefs that had been squared away. Ship's delegate reported on fines and asked crew members to continue turning in offenders. Chairman suggested general checkup of messhalls and icebox. Also suggested that gunner's mess be used for a library, that with water running low salt water be used for washing heads and alleyways, that all magazines be kept for others to use. Ship's Delegate discussed trip cards and books and read Union literature.

SEAFARER SAM SAYS:

YOU OLD-TIMERS
KNOW THE SCORE;
PASS IT ON!



MAKE EVERY TRIP
A COURSE IN UNION-
ISM. AN INFORMED
MEMBERSHIP IS AN
ALERT MEMBERSHIP.



CUT AND RUN

By HANK

Little Earl Hoffman has been in town for a few weeks. How do you like New York, Earl? . . . Oiler Paul Kita was down in Norfolk, shipping out . . . Steward A. A. Garcia is on a Victory ship, we're informed. Have you any Victory stew, Stew? . . . Bosun Dan McKinnon, Oiler Pete Hanson and "Chips" G. Marquardt are lucky to be on a ship at sea. They should be having better weather than the chilly and rainy days we've been having . . . Bosun Lou Collins (one of the best), John "Spatz" Hertling, Salvatore Frank and Deck Delegate Casey are on our oldtimer, the Schickshinny. This week will tell the story on whether she will be sold to Argentina, according to the rumor.

James McFarlane and Duane (Butch) Goodenough are trying to ship out right now. Steward Bill Hanold wishes you guys good luck fellas . . . Well, well. Blackie Susce is with us again. What's new with you, Oldtimer . . . Victor Seekman had a large lift weight sent to the hall so he can take it with him when he gets a ship. Say, Vic, why don't you lend lease that weight to some overtime chiseling Mate (if you happen to get one on the ship) who likes to work Deck Department work. Aw, maybe he would put in for overtime even for exercise, too.

J. Stevenson, N. Hernandez and N. Cairns are shipping out. Brother Cairns would like to say hullo to J. Arabasz, for old Brother "Woodsie" C. P. B. Do these initials mean, Central Park Brothers, by any chance? . . . "Shorty" Seavy is ready to sail out of New York for a long trip.

Patrolman Jimmy Sheehan got married last week and all of the Brothers who know him are shouting congratulations and wishing him and his wife lots of happiness . . . There's Bill Gale, with a Tampa smile, waiting to ship out . . . Roderick Smith, slowly recovering from his injury, was talking over old times with one of our best shipmates, Lucky Lee Luciano. Did you see Mike Rossi uptown, Lee? Smitty wants to know where Baldy Bollinger is right now? . . . John De Abreu has decided to use his horse sense with a Liberty ship soon, after a recent inflationary experience . . . Emil Geare is sweating it out as a Cook on a ship instead of in the Hall.

Jacksonville Item: Len Paradeau paid off there recently, then went to Norfolk. Wonder if he's still in Ray White's town? . . . Buster Moore and Harry Simmons, who sailed recently on the West Coast ship, the SS William Carson on a bauxite run, should be in New York soon . . . Charlie Lee, Gulf 70, shipped Bosun on a bauxite ship, the SS John Gorrie . . . Eddie Wilkerson, former Galveston Patrolman, just shipped on the SS Irvin Cobb to say hullo to La Belle France . . . E. Carlton and B. Sheely are standby Black Gang men, still standing by!

Ozzie Okray, who paid off in Baltimore recently after hitting good Russian ports, shipped out last week out of New York. Say, Ozzie, when do you think Leo Siarkowski will be back from the Pacific, on that China run he's on . . . Eddie Radzvila brother of that Smiling Cook, Frank Radzvila, is looking for a good long trip. Where's the Delaires, Frank . . . Chet Pye is a Isthmian volunteer organizer, we're informed.

THE MEMBERSHIP SPEAKS



CAPTAIN ABOARD BUTTON GWINNETT CAUSED TROUBLE

Dear Editor:

I enclose the facts on the happenings aboard the SS Button Gwinnett.

At the outset of this trip the Chief Cook had to do the Second Cook's and Galley Boy's work, as there were none aboard until four days after arrival. The Steward was always going ashore on company business. We finally got a Galley Boy and Second Cook and left for Galveston. Upon arrival the Second Cook decided to get off by mutual consent, as he was dissatisfied with conditions.

When the Captain saw his replacement finally arrive, he said to let him go, and said sarcastically that he wanted a baker, as he noted the man was young and apparently just out of school. The Port Steward told the Steward to give the boy a chance. The kid had come from New Orleans to get the ship and he was a very willing young man, but, as happens quite often, he got mixed up on his first batch of hot cakes, whereupon the Captain came from the salon and told him he might as well get off, as he didn't know his job.

Upon arrival in Houston the Captain and Steward went to the company officer and were told they couldn't get rid of the Sec-



ond Cook unless he would go off mutually, as the company would have to pay his transportation back to New Orleans.

At an earlier meeting the crew felt that the Chief Cook, who was drinking, was causing all the trouble and voted to have him get off. After the Steward had fired the Second Cook, I, as ship's delegate, went to the Houston Hall to see about the method used. The Agent and Patrolman came aboard the ship with the Second. We held a meeting at which the Steward said that if the man did not quit he would call in the Coast Guard to pull his papers. The crew, realizing that the Chief Cook was at fault, voted that he stay on. The Second said he didn't want to stay on under those circumstances, though. We got a new Second Cook and sailed for Italy.

From then on the Captain was after the Chief Cook, who was doing the work of the Steward as well as his own. The Captain was heard to say that he "would get" the Chief Cook before the trip was over.

The Captain also had the Purser make up my pay and ordered me fired. The Chief Engineer refused to agree to such a demand.

Arriving in Italy, the Chief the Bosun and a Wiper

THREE 'CAKIES' ON WHITE OAK



The anonymous Brother who sent this in says it was taken "on board the luxury ship White Oak." with, from left, Bob Wilson, now in England; J. Blufft and C. Devers. Too bad one of them isn't a Carpenter, so we could call him "Chips of the White Oak."

proceeded to drink. The Chief Cook got hold of some rotten liquor and one morning turned to, as usual, but took sick. He asked me to arrange for him to go to the hospital. I told him if he was really sick and not drunk I would see about it. I am willing to swear that he wasn't drunk, for there was no smell of liquor about him. I told the Steward and he said he would speak to the Captain. Later on two MPs came aboard and took the Chief away in a jeep. The next time I heard about him, I learned he wasn't taken to any hospital or doctor, but to jail and put in a dungeon.

He was kept there from Friday to Monday. I went to the Captain and asked him to put the Chief under my care. His answer was that he would be kept in jail until one hour before sailing time.

Meanwhile, the Bosun and Wiper — tripcard men — were drunk for three days and nothing was done about it.

I do not believe this should be allowed on our ships. Just because a Captain dislikes a man because he is a Union man, he should not be allowed to hang him. The Steward said the Union couldn't or wouldn't do anything. I think the Union should. There were no charges against the Chief Cook by the Army; they were merely acting on the Captain's orders.

I don't think we should let a Captain get away with this.

Bill Thompson,
Ship's Delegate



SKIPPER, MATE OKEH; THE FIRST SPOILED THE TRIP

Dear Editor:

We, the members of the William Maclay, wish to put in a good word for Skipper Pete Oberg and Chief Mate Jimmy King. They have proven beyond doubt, they are regular guys. It would be wise for the gang on the beach to watch for this pair because they give conditions, long dreamed about by all rope chokers. Draws were plentiful and needless to say, so was the rum and Senoritas down in Cuba and the other Rum and Coke Islands.

Conditions in the Engine Room were not so hot. The Second and Third Assistants are regular fellows, but the First (Worst) Assistant and the Chief are characters. They will bear watching. Many of the oldtimers remember Whiskey Wilson, the ex-Waterman hero. He is up to his old tricks—chiseling and conniving, as he did years ago. The Black Gang stayed in an uproar practically the whole trip due to the First's efforts and attitude. Just give him a few more years and watch his record.

Now for the Calories Department. The Steward and his entire staff that includes some old



timers, functioned well and their cooperation was always timely and here the crew wishes to thank them for same.

There seems to be one sore spot on plenty ships all through the war years and that was the Ship's Purser. Frank Dietlein, the Purser on the Maclay, is an exception to all rules. He played ball with the crew at all times, and the crew appreciated his work in their behalf.

Signed The Entire Crew

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

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

Maybe you've an idea for Union action, or a tip that will save your Brothers trouble. Surely, you and your ship-



mates, while plowing around various ports o'call, have run into things interesting or laugh-getting. Seafarers and ships—where they go, what they do, their laughs and their beefs—are news. Write 'em up.

SAVANNAH AGENT SUGGESTS SALE OF BOUND LOGS

Dear Editor:

I am writing this letter to obtain some information concerning the acquiring of the new leather bound volume of the Seafarers Log. I would like to get all of the back issues of the Log for the years 1944 and 1945. Do you have any left?

I thing if the Union would go on record to authorize you to print and bind all of the previous issues of the Log, that quite a bit of revenue could be obtained by selling these to the membership at a nominal fee or at cost anyway. Dut to the fact that the Log does not accept paid advertising, the selling of the back issues of the Log would pay for it going to press for a few issues at least. I realize that quite a few subscriptions would have to be sold before it would be profitable to go to press with the volumes.

Hoping to hear from you in the very near future regarding the back issues of the Log, I remain

E. B. "Mac" McAuley
Savannah Agent

(Editor's Note:

A limited number of volumes of the Log have been bound and will be sent to the Branches and will be put aboard SIU ships. The suggestion for selling them to members is a good one, except that the cost would be prohibitive, and the SIU doesn't want to make a profit out of its members.)



Log-A-Rhythms

Labor

Anonymous

I've builded your ships and your railroads,
I've worked in your factories and mines,
I've builded the roads you ride on,
I've crushed the wild grapes for your wines.
I've worked late at night on your garments,
I've gathered the grain for your bread,
I've builded the house that you live in,
I've printed the books that you've read.
I've linked the two great oceans together,
I've spanned your rivers with steel,
I've builded your towering skyscrapers,
And also your automobile.
I've gone out to wrecked ships in the lifeboats,
When the storm loudly cried for it's prey;
I've guarded your homes from marauders,
I've turned the night into day.

Whenever there's progress you'll find me,
Without me the world could not live;
And yet you would seek to destroy me,
With the meager pittance you give.

Today you may grind me in slavery,
You may dictate to me from the throne;
But tomorrow I throw off my fetters,
And am ready to claim what I own.

I am master of field and of factory,
I am mighty and you are but few,
No longer I'll bow in submission,
I am LABOR and ask for my due.

Dear Editor:

I came across this anonymous letter in a newspaper some time ago. I think it is especially pertinent right now.

John J. Hunt

DEAD SEAMAN'S MOTHER WRITES POEM FOR LOG

Dear Editor:

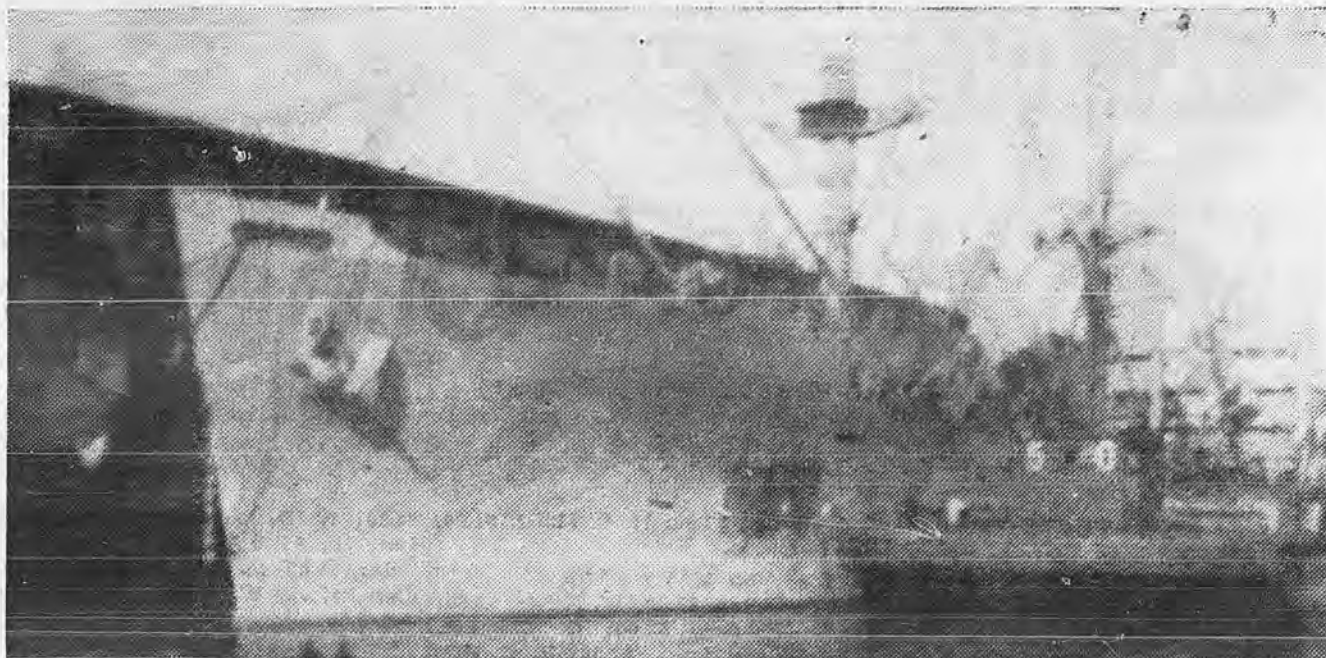
I wish to express my thanks to you for putting my poem and letter in the Seafarers Log so promptly. When I have another I will send it along.

I enjoy reading the Log very much, since I married a merchant mariner 20 years ago and had three sons who were merchant seamen. One was lost on a merchant ship in 1942, and another was killed while serving in the Coast Guard.

Yours for service to the Merchant mariners.

Mrs. W. L. Knowlton

MORE ON BUNTLINE'S TRIP TO ICELAND AND BACK



NO, IT WASN'T MICHELET, SAYS BROTHER AT N.O.

Dear Editor:

A couple of weeks ago you ran a poem called Merchant Seaman in the Log-A-Rhythms column, said it sounded like Frenchy Michelet.

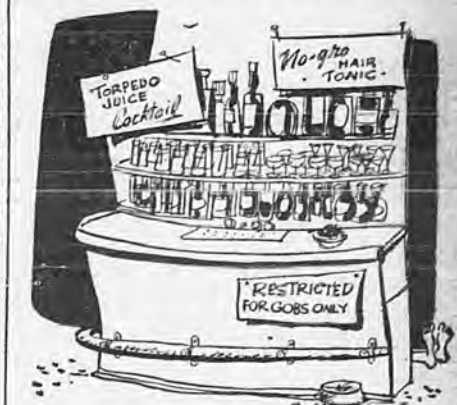
It did not come from the facile pen of Brother Michelet, but was adapted (that is, the meter rhythm) by our own Tommy Sweeney here in the New Orleans Hall. The kid doesn't look for personal aggrandisement, and is doing an excellent job as a sort of junior patrolman. He will probably want to shoot me when he finds out I have told you.

B. Sitton

'DRUNKEN SAILOR PHRASE?'

"As far as the Navy is concerned, heavy drinking is the exception rather than the rule. There are no peculiarities in Navy life that lead to excessive drinking. However, in the Merchant Marine alcoholism is much more of a problem. Dr. Robert G. Heath of the Merchant Marine Rest Center believes that men go to sea for the same reasons they drink—an escape from unpleasant life situations.

"Many sailors who are alcoholics ashore have no desire to drink



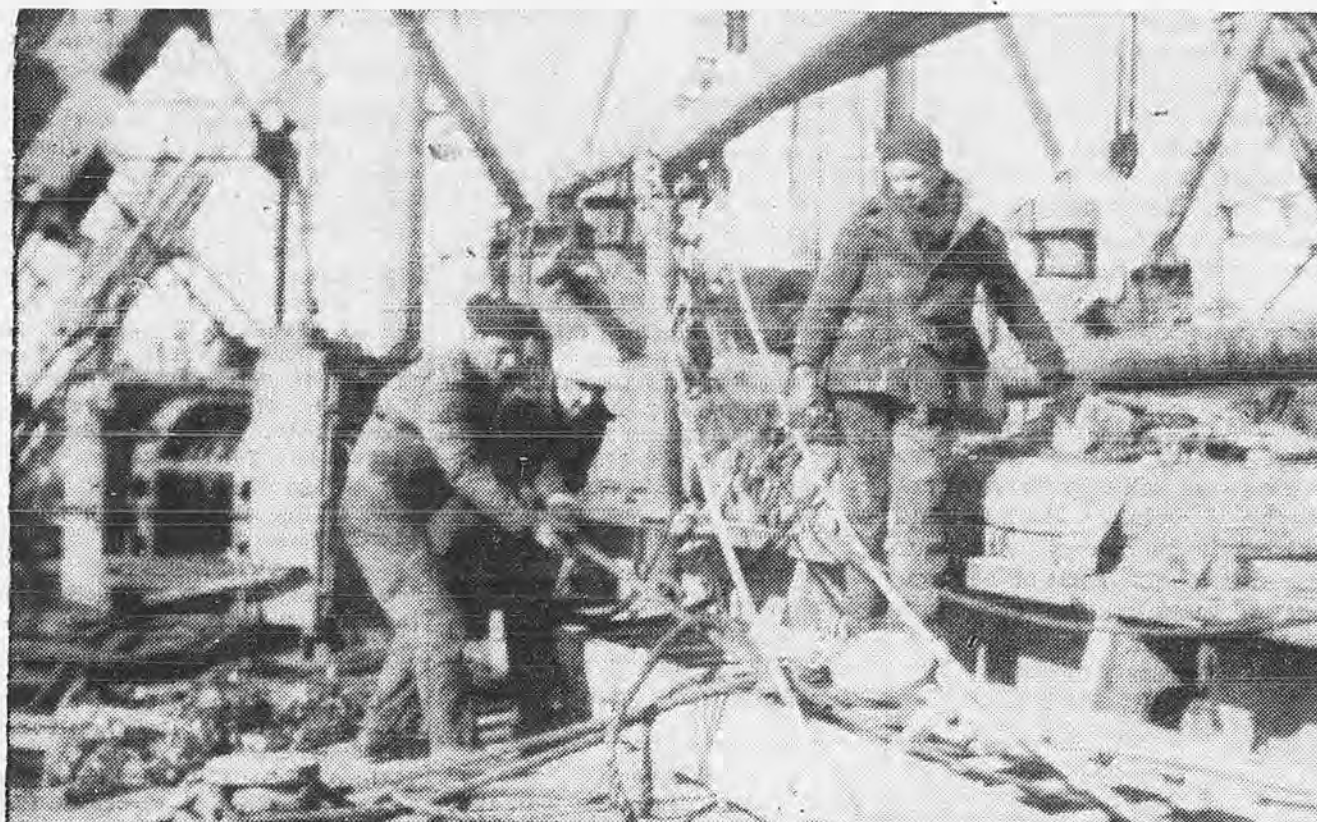
at sea, since life at sea fulfills the same purpose as alcohol."

I have known many Navy men who were chronic drinkers at sea as well as ashore. Some have gone blind from drinking torpedo juice. On a trip I made as a passenger on the West Point during the war from Sydney, Australia, two men were put into camisoles due to the performance they put on, while under the influence of hair tonic.

I would say the reason drinking in the Navy is not on the same par in the Navy as it is in the Merchant Marine is that it is more difficult to take liquor aboard a Navy ship, and the consequences if the person is caught.

H. J. Chesterfield

Last week we ran a couple of pictures Edmund Eriksen made in Iceland during the stay of the Buntline Hitch there. Here are some shots made on the way there and back: Top, The Hitch loads cargo at Halifax; center, Tom Santalucia, OS; A. Franken, AB and Pete Amadeo, OS, wear plenty of clothes as they secure gear going out of Halifax, and bottom, the grandest sight of the trip—the New York skyline as the Buntline put into New York Harbor.



POMPOUS PURSER IS PUT IN PLACE BY ALCOA CAPTAIN

Dear Editor:

Regards from every member of this crew. And as a gang goes this is one crew that is nearer the oldtime peace crews than ever was seen through the war.

All three departments pull together. They get drunk together, but when work is to be done all hands are on the job. The licensed personnel on the Alcoa cutter are all right as far as they go, up to the present time.

Only one difficulty arose through the mistaken idea of the Purser. He gave out such information as: "no money, no shore leave, no launch service," and we

few billions here and there, mostly there, he has not got around to the starving Americans.

I should like to say a word here about the personnel: everyone I have met, from the doctors down to the maids and orderlies deserve a vote of thanks and gratitude. Many a nurse, orderly or maid goes out of his way to please a patient. When you consider that these people all are overworked due to overcrowding, you cannot help admiring the way they carry on against heavy odds.

Now, dear "Ed", in behalf of some of the Brothers here, we wish to thank the Log for the interest shown us by taking our pictures and listening to our complaints. It was a great morale booster, since a man in here has little or no contact with the outside world.

We always look forward to the arrival of the hospital delegate, that smiling and cheerful Brother who delivers the Log, always friendly and helpful — our one bright spot during confinement here.

In signing off, I sincerely hope that our SIU, through its intelligent leadership and the power of the Log may attain the high standards we are fighting to obtain for our Brotherhood.

Bill Bause

MERCHANT SEAMEN DRINK MORE THAN NAVY MEN, HUH?

Dear Editor:

Here is an excerpt from an article that appeared recently in a popular magazine. Although it makes interesting reading I am afraid that I cannot agree with Dr. Heath.

Is there any truth in the familiar

LETTER TO LOG HELPED SEAMEN IN S. I. HOSPITAL

Dear Editor:

In my previous letter, which you published on May 9, I complained of insufficient and cold food here at the Staten Island Marine Hospital. I think the letter has done some good, thanks to the Log. The food is reasonably warm now, though the qual-



ity and quantity still are below the American standard.

That, of course, cannot be blamed on anyone but the authorities responsible for setting the rate per head—probably during the depression. And, of course, with Uncle Sam handing out a

MAYBE I'LL GET A WESTERN UNION UNIFORM



have been anchored out here at Maracaibo for about two weeks.

We three delegates trotted up to the Captain who denied issuing any such order. The outcome is that the pompous Purser has just gone ashore for passes and money, an errand he did not seem to relish. But he will learn.

We'd like to request that you send the latest copies of the Log to reach us at the Port of Maracaibo, Venezuela.

We hope to come in with a clean payoff.

Charles Cotton,
Charles Palmer,
Norman Hall



This space is devoted each week to the Seafarers' problems. If you have what you consider a legitimate beef against the Union, the company or any combination of circumstances, let us hear about it. We'll try to get the lowdown, and answer it here. Beefs must bear members' names and book numbers.

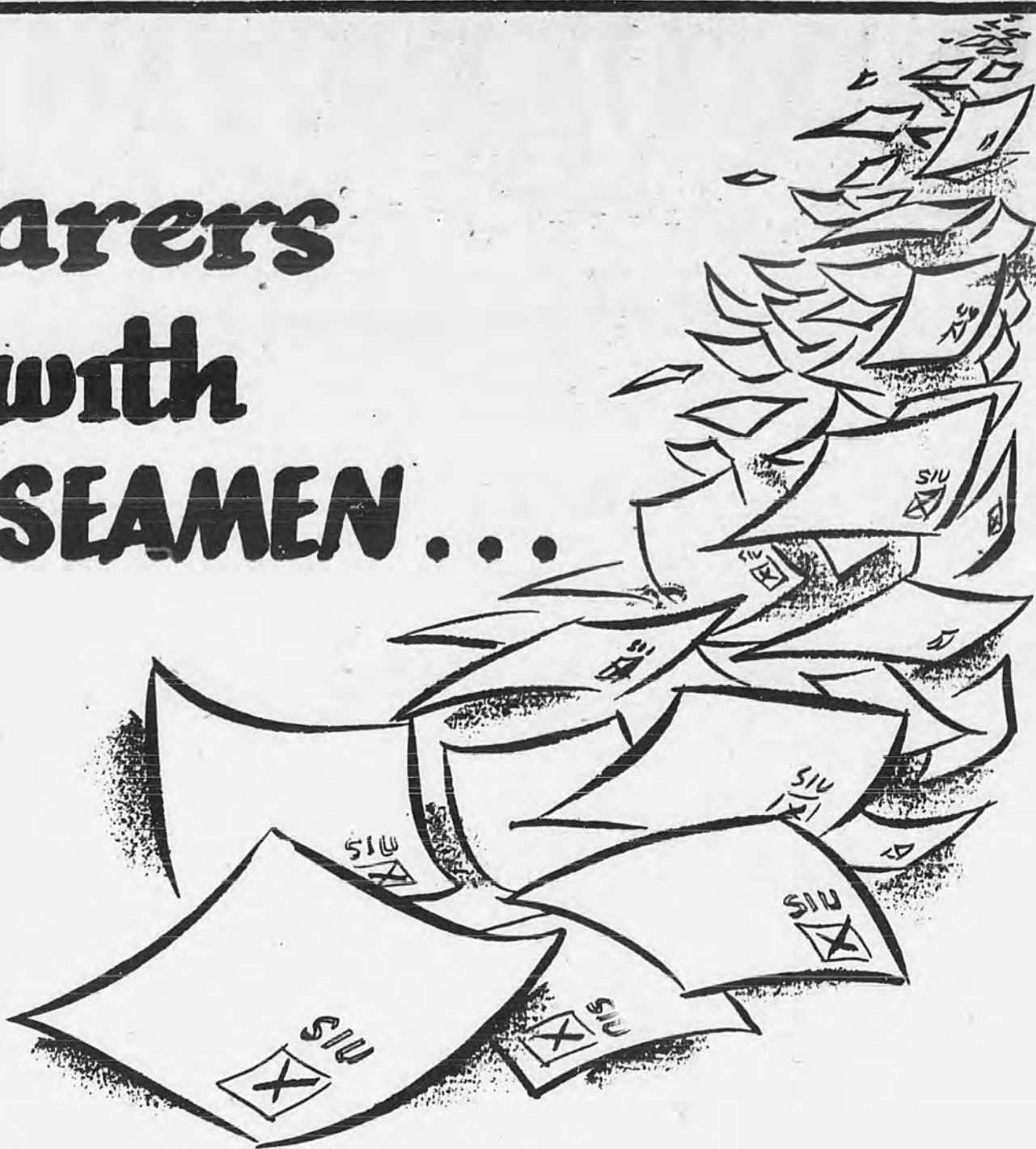
BROTHERS SEEK CLARIFICATION ON LAUNCH SERVICE IN PORT

I'd like to know whether the Alcoa Steamship Company, which operates the Alcoa Cutter I'm on, is supposed to furnish launch service when its ships are anchored out in the harbor of a foreign port. If so, for how many trips, and what is the penalty for lack of such service.

Charles Cotten, Deck Delegate
Charles Palmer, Engine Delegate
Norman Hall, Stewards Delegate

ANSWER: No, Brothers, under our agreement with Alcoa there is no clause affecting launch service in foreign ports. Several of our contracts provide for it, but not all of them. We're sending you copies of the agreement.

The Seafarers leads with ISTHMIAN SEAMEN...



...because...
the Seafarers leads on the waterfront



The SIU - and the SIU alone -
led in:

1. Getting the war bonus for seamen.
2. Getting wage increases.
3. Improving shipboard conditions.
4. Ending the WSA medical program.
5. Defeating the competency card program.

SEAFARERS INTERNATIONAL UNION