

# SEAFARERS LOG



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

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No. 25

## Senate Group Hears Hawk On Coast Guard

WASHINGTON, June 20—The SIU followed up its offensive against Coast Guard control of the Bureau of Marine Inspection and Navigation today as John Hawk, SIU Vice President, testified before the Senate Judiciary Committee. The Committee is considering the President's Reorganization Plan No. 3, which provides for permanent transfer of the Bureau to the Coast Guard.

Hawk's testimony before the Senate group followed by exactly a week his heated diatribe against Coast Guard jurisdiction before the House Committee on Executive Department Expenditures.

His testimony last week brought immediate and tangible results. Rep. William A. Pittenger of Minnesota, a member of the Committee, took the matter on the floor of the House, quoting Hawk at length in a speech in opposition to the Reorganization Plan.

He said in part:

"I call attention to Mr. Hawk's testimony because members of Congress whose districts border on the Great Lakes of the mid-west, as well as those whose districts border on the Atlantic and Pacific Seaboards and the Gulf Coast States, are all very much directly concerned in connection with this problem.

"Speaking very frankly to the committee, Mr. Hawk stated that the Executive Order which took the sailors from the jurisdiction of the Department of Commerce and put them under the Coast

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### Attention Members!

#### Seafarers Sailing As Engineers

All members—retired members and former members—of the Seafarers International Union who are now sailing as licensed Engineers: Please report as soon as possible to the Seafarers Hall at 51 Beaver Street, New York City. Your presence is necessary in a matter of great importance.

## SIU Walks Out When Operators Ask 1920 Terms

NEW YORK, June 19—The Seafarers Negotiating Committee walked out of contract conferences with the shipowners yesterday after the operators had capped their weaseling counter-proposals with the suggestion that ABs on ships paying \$155 a month take a \$10.00 a month cut.

The operators said such a cut would "stabilize contracts" and provide a working base for all operators in the contract negotiations.

The Seafarers Committee flatly refused to even sit in on negotiations until it was understood that all wage adjustments must be revised upward.

The remainder of the operators' counter proposals were equally absurd. The committee turned them down in their entirety.

#### NO PRECEDENT

The Seafarers spokesmen said the SIU had no intention of going for the proposed wage increases, which the operators admitted were taken from the results of the recent Washington meeting of the CMU.

Here is the summarized counter-proposal of the operators:

1. Wage increases ranging from \$12.50 to \$24.50 per month. (The SIU asked a 30 percent wage increase.)
2. Overtime rates at \$1.00 an hour. (The Union had asked overtime rate increases ranging from 48 cents to \$1.20 per hour.)
3. Overtime in port after eight hours a day, with overtime

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## Careful Planning, Militant Action Responsible For Seafarers' Growth

By PAUL HALL

NEW YORK—The Seafarers is now engaged in a tough game, playing for the highest stakes in the history of maritime organization.

The present negotiations are the culmination of eight long hard years of continuous struggle, during which the union has grown from a small, loosely operated outfit to a strong, streamlined organization recognized as the most potent labor factor in the maritime industry.

Particularly in the past few years has the Union emerged from semi-obscurity to its present strength. These years have not been idle ones. Starting under the handicap of war-time government bureau suppression, the Seafarers laid down a program of expansion and organization that has been adhered to at all times—regardless of obstacles.

The first step was getting out of the inadequate, poorly equip-

ped halls and acquiring Union-owned buildings representative of the progress of the Union. In line with this was the unifying of the Union apparatus, streamlining the Union structure and creating a uniform operational and business system.

The halls that were acquired are something the membership can be justly proud of, a home for the Union member ashore. Recently, business experts surveying the Union apparatus acclaimed it as being comparable to the most efficient systems in use anywhere. The Union structure of today can no more be compared with that of a couple of years ago than an old sailing ship fo'c'sle with a suite in the Waldorf-Astoria.

#### STRUGGLES AIDED

During the war the shipowners took full advantage of government WSA operation and Coast Guard persecution to harass the Union in every possible manner. To meet these attacks a counter-campaign was launched.

A Seafarers member facing Coast Guard charges in any port found that he always had capable representation with the result that the great majority of these cases were won.

Any shipboard dispute whether it amounted to only a few hours overtime or a falsified log was given the full attention of the Union and fought to a finish. The use of job action put to a stop stalling tactics of the operators. In one case of a falsified log on the Lou Gehrig, job action at the point of production resulted in over \$25,000 being collected for the crew.

Prompt and decisive action resulted in manning scales being increased from time to time. Hardly a day passed without heated beefs with the shipowner, during which the agreements

were clarified to bring greater benefits to the membership.

During this entire period the Union kept the question of government bureau, and Coast Guard control in the forefront, and never ceased the fight against them even when other maritime unions were patting them on the back and preaching cooperation and playing stooge for the Washington bureaucrats.

These struggles created the solidarity and confidence necessary to prepare the organizational drives and developed the organizers to do the job.

#### ISTHMIAN CAMPAIGN

At this point the necessity for Union expansion was obvious—the necessary plans were made. The Isthmian SS Company was selected as the chief organizational objective for two reasons. First, because it was the largest inorganized company and sec-

(Continued on Page 4)

## Seafarers Gets \$2200 Beef For Blue Ridge Victory Men

NEW YORK — The militant SIU way of handling beefs paid off again this week when the Stewards Department of the SS Blue Ridge Victory collected more than \$2200.00 in disputed overtime from the Calmar Steamship Company.

The beef arose over the question of payment for extra meals served by the Stewards Department. The Company contended that because the ship was anchored in the stream off Southampton, it could not be considered in port and therefore overtime regulations did not apply.

This maneuver fooled no one, and the Patrolman insisted on the payment of the full amount

of the legitimate overtime authorized by the Department head.

Although the vessel arrived in this port on June 13, settlement was not arrived at until June 17. And the settlement was a clear cut victory.

"It was a good victory," said Patrolman Ray Gonzales, who handled the beef, "and the men really deserved the money. Only a bunch of sea lawyers would try to get away with saying that if a ship is anchored in the stream, it is not in port. That's plain silly!"

The men affected by the settlement are pretty happy, too. \$2200.00 is a lot of cabbage to be collected by one Department.

## Coastwise Branch Meetings Approve SIU Strike Vote

Positive action to enforce the Union's demands for improved wages and working conditions was taken by the Seafarers International Union in regular coastwise meetings, Wednesday, June 19. This action, made necessary by the realization that the shipowners are not prepared to accede to the Union's proposals,

came in the form of a resolution to take a strike vote as soon as possible.

In all ports of the Atlantic and Gulf Districts, resolutions were overwhelmingly passed to take a strike vote during the month of July so that a strike can be called "in the event a satisfactory agreement on wages and working conditions cannot be reached."

The resolution also authorized

the Union to notify the United States Department of Labor of the intention to strike, in accordance with the Smith-Connally Act.

The demands which the SIU is making in the present negotiations with its contracted companies are much better than the wages and conditions won by the Committee for Maritime Unity.

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# SEAFARERS LOG

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**SEAFARERS INTERNATIONAL UNION  
 OF NORTH AMERICA**  
 Atlantic and Gulf District

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

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**HARRY LUNDEBERG** - - - - - President  
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**JOHN HAWK** - - - - - Secy-Treas.  
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## We Serve Notice

The shipowners, their pockets swollen with money made during the war, are attempting to give the Seafarers ridiculous concessions only slightly better than those which were accepted by the Committee for Maritime Unity.

This constitutes downright arrogance since our contracted companies were notified time and again that the agreements reached in Washington would in no way be considered binding upon us.

Our demands are, of course, much better than those made by the CMU, but that is nothing new. The SIU has always had the best wages and working conditions in the Maritime Industry, and we intend to keep it that way. This is not false pride; we are only asking for decent wages and conditions so that seamen can live as comfortably as their shoreside brothers.

Seamen, who traditionally live a dangerous life, are not satisfied with less than the conditions enjoyed by other workers. And it is not necessary for them to be further deprived of a fair working day and an adequate wage.

The 21 billion dollars which the shipowners made out of the suffering of the world, really belongs to the merchant seamen who delivered the goods and were the first to fight. Instead of this, we are faced with smug bosses who answer our just demands by throwing them into the wastebasket.

On the other hand, however, the shipowners are not worried over the fact that most of the profits they made during the war were actually plunder.

In fact, even now, they are making plans to buy ships from the War Shipping Administration at prices far below the actual present value of the boats, just as they sold them originally to the WSA at over-inflated values.

This may be good business, but it is certainly not patriotism.

The present negotiations, being conducted directly between the Union, and the Mississippi Steamship Company, representing the other operators, is now temporarily deadlocked. Unless the Company shows a willingness to meet the reasonable proposals of the Union, they will remain deadlocked. And that will mean a strike.

This entire situation may well turn out to be the biggest battle in the Seafarers' history. It is a tribute to our solidarity and militancy that we are prepared for anything that can possibly turn up. If the operators want a scrap, we are the men who can give it to them.

The coming strike vote will serve even more notice on the bosses and the Government strikebreakers that we don't scare easy. Seafarers solidarity will win this battle just as it has won in the past.



## Men Now In The Marine Hospitals

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

### NEW ORLEANS HOSPITAL

EDWARD CUSTER  
 WILBUR MANNING  
 J. W. DENNIS  
 W. F. LEWIS  
 R. M. NOLAN  
 JOHN R. QUINN  
 G. W. WIGGINS  
 LEROY DAVIDSON  
 HENRY UGLIS  
 RAY D. LUSKO  
 JESUS AMAYA  
 E. LADINER  
 AXEL HENRIKS  
 EMERY SIMMS  
 JAMES SNELL  
 W. T. HUNTER  
 SHERWOOD PINER  
 AUSTIN GRAHAM  
 JOHN ROY GOMEZ  
 LUKE HOLLAND  
 HENRY LOWERY  
 HAROLD CLODIUS  
 RAY FITTS

### BRIGHTON MARINE HOSP.

VINCENT JONES  
 T. FARTIN  
 WALTER CAHILL  
 T. DINEEN  
 ANTHONY KELLY  
 R. R. GAYECKA

ED. JOHNSON  
 H. GILLAN  
 P. CASALINUOVO  
 HARRIS O. HANSEN  
 AUSTIN CHASE  
 G. PHINNEY, Jr.  
 STEPHEN KELLEY  
 W. SILVERTHORN  
 GERALD GOODWIN  
 R. FRENCH  
 J. COXWELL  
 HOWARD STONE

### STATEN ISLAND HOSP.

J. E. TUCKER  
 H. NEILSEN  
 A. NELSON  
 L. KAY  
 L. A. CORNWALL  
 G. ORPILLA  
 R. G. MOSSELLER  
 W. H. G. BAUSE  
 W. B. MUIR  
 J. M. DALY  
 J. L. WEEKS  
 L. R. BORJA  
 L. L. MOODY, Jr.  
 G. P. RAEBURN  
 L. A. HORNEY  
 C. A. MILLER  
 M. J. FORTES  
 W. J. GEIGER

## 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.)

W. G. ROBERTS  
 E. WEINGARTEN  
 G. KUBIK  
 C. KUPLIKI  
 H. BEAKMAN  
 E. B. HOLMES  
 R. SAVIOR  
 G. JANAVARIS  
 C. G. SMITH  
 D. J. MULCAHY  
 C. BENESCH  
 R. MORCIGLIO  
 G. H. STEVENSON

### ELLIS ISLAND HOSPITAL

D. McDANALD  
 J. W. RUBEL  
 M. BAILEN  
 H. KARLSON

### BALTIMORE MARINE HOSP.

HOWARD NEAL  
 ROBERT MILLER  
 ELMER BROWN  
 CHARLES STANCLIFF  
 WALTER BENDLE  
 JAMES HANCHEY  
 WILLIAM REEVES  
 VAN WARFIELD



## CAPE DOMINGO CREWMEMBERS



Part of the crew from Isthmian's recently acquired Cape Domingo. Kneeling (left to right): Joe Lissner and Tex Roberts. Middle row: Frank Cole, Fred Schoenborn, S. Neilson, Arthur Johnstone and George Peteusky. Back row: William Kavitt, Douglas Laning, John Shepanski, George Palmer and Chas. Steinberg.

## Educational Job Must Be Done To Correct Public On Seamen

By EARL SHEPPARD

Recently the shipowners ran a series of full page advertisements in the leading newspapers portraying the seamen as a high-paid worker whose wages were all "take-home pay."

The main thing that they failed to tell was that even in the most prosperous times, with shipping at its highest peak, a steady working seaman could only look forward to working an average of eight months of the year.

Another thing they failed to state is the great expense a seaman must undergo to maintain his family while he is at sea and the extra travel expense he has to bear in order to be with them during the brief periods he is ashore.

A married seaman with no children joining a ship on the East Coast and paying off after a three months trip on the west coast is faced with quite a problem if he wants to enjoy a brief period of normal home life.

### COST OF LIVING

If he stays on the ship his only out is to send for his wife. This involves roundtrip coast to coast transportation and hotel bills for her visit and in the meantime the cost of maintaining his east coast home goes on.

If he has children the problem becomes even more difficult as their care will have to be arranged for, or much additional transportation involved if his wife brings them with her.

Add these costs to the allotment the seaman must make to provide for his family while he is away and the result is the old ropeyarn payoff. The old army song.

"All we do is sign the pay-roll, and we ne'r get a g—d—cent" really applies to the seaman.

Figure in the high cost of clothing, medical expenses, etc., and the slave conditions a seaman lives under are evident.

The shipowner likes to portray the seaman as a drunken, care-free, brawler instead of a work-

ingman with greater responsibilities than are found in any other group.

One of the Seafarer's greatest organizational tasks is to break down this opinion and let the public know just what type of men go to sea, what their problems are and what they are doing to solve these problems.

The Union literature has helped greatly in this. Educators, social groups, clubs, schools and other unions all over the world have requested and received copies of this literature but at its best this is only scratching the surface of public relations.

The best medium of public relations is personal contact. The Seafarers is a Union that every member should be proud of and each member should do his utmost to let the world know about it.

The general public sees a union through the columns of Westbrook Pegler and other union-haters. The way to offset this opinion is to talk unionism at home, in the neighborhood and with friends.

### UNORGANIZED SEAMEN

A large percentage of the seamen sailing unorganized ships today started to sea during the war. Many of these have had no contact with the union whatsoever. They came right out of the maritime schools and were dispatched directly to an unorganized ship from the WSA shipping halls.

Many of these men were dispatched to Panamanian flag ships and think the conditions prevailing there are those of all seamen. The Union's job is to reach these men and the best and most effective way to do this is by personal contact.

### ISTHMIAN SEAMEN

Because of the intensity and concentration on ships of the Isthmian fleet, the men sailing Isthmian know the score and have evidenced it by voting SIU overwhelmingly.

On many Isthmian ships the

work of one or two conscientious rank and file SIU ships organizers has resulted in the ship voting 100 percent SIU. Unorganized seamen who were doubtful and suspicious of all unions have themselves become volunteer ships organizers after a visit to the SIU hall.

The Union is judged by the conduct, ability and activity of the membership. The SIU member on an unorganized ship who knows and does his job well is a good shipmate; he who is always ready to discuss ship problems and the Union is the organizer who brings the ship home with a majority SIU vote.

## Isthmian Nicaragua Victory Follows Seafarers Policies

In line with other Isthmian ships which are rapidly adopting Seafarers policies and habits, the Nicaragua Victory held a shipboard meeting on May 3rd while at sea. Details of the meeting were enclosed in a letter written by Seafarer William Murrell from Alexandria, and dated May 14th.

Brother Murrell stated that the Nicaragua's crew was attempting to follow SIU policies in all respects, and "We are trying our best to run and adjust every problem we meet in the SIU manner."

Murrell continued, "Had it not been for the men who were working at the time of the meeting, there would have been 31 men present instead of 23 as indicated in the minutes."

"Everyone is well satisfied," wrote Murrell, "and enthused over the way the SIU meets and solves various problems ashore and on the ships."

Don Kennedy was elected as chairman, and Kuhn as recording secretary. Reports were sub-

## Industry-Wide Strike Must Be Well Prepared

By STEELY WHITE

NEW ORLEANS—The time is up on us when every member of the Seafarers must use his head for reasons other than to hang a sou'wester over — each Seafarer must use every ounce of logic, cold reasoning and common sense that he possesses.

We in our organization are caught in a whirlpool of economic strife, in which we could easily be engulfed and destroyed. This can be prevented, if we:

1. Use intelligent analysis of problems by recognizing factors and conditions of fact and admitting them as such.
2. A cautious formulation and execution of program.
3. Avoid open battle until we honestly exhausted all reasonable means of reaching agreement otherwise.
4. In the event we are forced to, strike some or all of our operators—grab our best hold and fight like hell with everything we are big enough to swing.

Many Seafarers have never physically witnessed nor participated in a strike. Many who have participated in previous strikes came into direct contact with only certain factors of these strikes.

A simple definition of a strike or lockout between a legitimate labor organization and management could be defined as "a fight between parties who are mutually dependent, each enabled to bring pressure upon the other but refusing to cooperate."

### NOT SIMPLE

But, for us in the maritime industry it is not nearly so simple. A general strike by, or a lockout of, the SIU-SUP would be a very complex and complicated affair, if we expected to come out with any degree of success.

There is a great deal more to

a strike than souping a meeting up to fever pitch and making a motion to "hang the hook," or "packing your bag and falling down a gangplank."

A union's strength and the intelligence of its leaders is not determined or measured by how quick we will strike, or how long we may be able to stay out on a strike, or how hard we may be able to shut the industry down.

It is measured by how much we are able to accomplish without a strike or before we have to go on a strike.

A strike of any determination or duration not only cripples the operators but its puts a terrific strain on the union as an organization and its members as individuals financially, physically, psychologically and morally.

### FIRST TO FIGHT

The SIU, since its inception, and the SUP before the SIU was born, has always been the first to fight and win new and better conditions from the operators.

If any further conditions are won we will be a controlling factor in winning them. We have today conditions that no other Union in the world can match. How did we get them? We got them by:

1. Being a trade union and sticking strictly to trade union principles and procedure.
2. Stalemating any foreign policies that were tried to be injected into our program.
3. Fighting the operators throughout the years with strikes, job action or anything we could lay hand to, to execute the programs that had been created by democratic trade union policies.
4. Denouncing and fighting all phony programs injurious to the sailors' welfare be they sponsored by government agencies, operators, political opportunists, or a combination of all three.

If the membership of the SIU-SUP contemplated striking tomorrow, they would be immediately faced with:—

1. The direct pressure, created by the operators, the government and government agencies to break not only our strike but our Union as well with everything from machine guns up.
2. Added political pressure for laws to run us out of business.
3. Control of newspapers (which are all anti-labor) to turn the public's sympathies to them.
4. A split and prostituted maritime labor front.

Exclusive of the non-union men in the industry today, the officialdom of the CIO Maritime Unions, especially the Communist Party-dominated NMU and ILWU, are either infested or entirely controlled by officials whose purpose and aims are of a political nature, and means the working man no good other than to promote the aims of their selfish political ambitions.

These people have sabotaged the working stiff time after time and will do so again (the strike in the '30s and collaboration with government agencies to

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## Militant Action, Planning Responsible For SIU Growth

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ond, because it had the greatest open shop apparatus.

The entire Union apparatus was mobilized and its whole energy thrown into the drive. Regardless of all this, however, nothing could have been accomplished without the wholehearted support of the membership. This support was forthcoming from the very first day of the drive.

Members by the hundreds volunteered for the task and haunted Isthmian docks and offices until they managed to get a job. Aboard the ships these men endured non-union conditions in order to build the Seafarers and organize Isthmian crews.

The rank and file volunteer organizers who are responsible for the Seafarers success to date in the Isthmian line are now seasoned veterans and will be the leaders of the future struggles of our Union. The job they have done will always stand as one of the greatest achievements in the history of maritime organization.

### PROGRESS EVERYWHERE

Although the main organizational emphasis and concentration was placed on the Isthmian drive no other field was neglected.

A quick tugboat strike in Mobile, Alabama, started the ball rolling in that field on the Gulf and resulted in substantial wage increases and Union agreements for the tugboatmen.

The best tow-boat contracts ever known were signed on the East Coast and the Hampton Roads ferry boatmen were organized.

In Philadelphia and New York prompt and militant action by the Seafarers defeated attempted CIO raids on AFL maritime unions.

Fighting a lone and tough battle the Union killed the wartime riders of the WSA and forced the shipowners to accept a rider drafted and voted upon by the Union membership. In this beef job action tied up 112 ships in New York alone. The crews showed their solidarity by standing fast and victory was won.

These were but a few of the many fights that were fought and won.

### OUT TO WIN

The SIU-SUP stop work meeting showed the world that the Union was in the fight to win better wages and conditions and was prepared to fight to the finish regardless of consequences.

The shipowners and government bureaus who had been stalling both the "unity" negotiators in Washington and the Seafarers, suddenly awakened to the fact that here was one outfit they couldn't bluff. The Seafarers made it plain that negotiations would have to be between the owners and the unions without any government interference. The result was that the Washington side show was hurried to an end and real negotiations started in San Francisco and New York.

The Seafarers moved into action by threatening to declare a general strike if the government seized and sailed any single ship. We forced Truman and the Washington fakers from their avowed purpose of taking over the industry.

This Seafarers action was an ultimatum to the owners and to

the government to quit stalling and as a result the biggest battle in the Union's history is now being waged.

### THE BEST CONTRACTS

The Seafarers have always enjoyed the best wages and conditions in the industry—wages and conditions not handed out on a silver platter but fought for and won in Union style. The present negotiations are aimed at keeping the Seafarers on top, on winning the best agreements yet known.

Our Union always keeps in good trim and goes into every fight prepared. When the work stoppage was called and the shipowners given an ultimatum, the Union had a complete strike apparatus set up and the machinery established for converting the entire Union to strike purposes. This apparatus consisted of everything from picket cards to soup kitchens and is still ready for use whenever it may be required.

The negotiations preparations have been conducted in the same manner. All angles have been covered and all points discussed over and over in open group meetings of negotiators and the membership. This thoroughness is the thing that will bring the negotiations to a successful conclusion.

There has been nothing spectacular in the growth and development of the Seafarers. Every step forward has been the result of planning designed to better the conditions of the membership.

Every thing that has been accomplished to date is part and parcel of the Union strength that has made the Seafarers the most democratic, strongest and best maritime Union, a Union that can well serve as a model for all unions everywhere.

The goal of the Seafarers is full and complete organization of the entire maritime industry. To accomplish this the AFL maritime unions have formed a joint council for mutual cooperation and support. Joint problems will be discussed and an unbeatable solidarity established.

**With its fighting, courageous membership at the helm the Seafarers cannot lose.**

## New Bill Includes Seamen Under Social Security Act

Elimination of a glaring inequity in the Social Security Act appeared possible as the House Ways and Means Committee this week accepted in principle a proposal to extend unemployment compensation coverage to maritime workers.

The committee is disposing of a series of proposed major changes in the Act which at present excludes seamen from the old age and survivor's insurance provisions as well as from unemployment benefits.

The protection for maritime workers was provided for in a bill sponsored by Representative Lynch of New York, a member of the committee. The amount and duration of the unemployment compensation for seamen would be determined by the regulations of the State in which the workers reside.

Details for the plan to cover seamen under the provisions of the Act will be determined by the committee later.

## MEET THE SEAFARERS



## Branford N. Hunt

Having started as a messman on the John Scully at \$10.00 per month, Branford N. Hunt, Chief Cook, can see how much organization has done for seamen since 1908.

He well remembers the days when seamen were at the mercy of the shipowners and the ships' officers, and he is glad that those days are over for good.

"Thanks to the Union," he says, "we have decent wages and hours. The shipowners would never give us anything—we had to take it."

When Hunt first went to sea in 1908, he never thought that it would become his life's work. He only wanted to get the wanderlust out of his blood so that he could settle down to a quiet life ashore.

Now he says, "I love the sea and I know I can't be happy any other place. I've tried, and it can't be done. In fact, even my ten-year-old son has developed a love for the sea from hearing me talk, and he wants to be in the merchant marine when he grows up."

### EARLY JOINER

Hunt joined the Union in 1910, when belonging to a union was an invitation to be put on the blacklist. He took an active part in building up the union for seamen, and when the 1921 Strike was called, he served on the picketline with the rest of the militant unionists.

From 1929 to 1939 he worked ashore. He held positions as Chief Cook at many of the better New York City hotels and restaurants, and was busily establishing a career for himself. But when war came in 1939, he felt it his duty to return to the sea.

"The merchant marine needed trained men then," he recalls, "and so I figured that I ought to do my part. Of course, now that the war is over, the operators have forgotten the part we played in winning the war, but a lot of other people remember."

### WAR RECORD

Hunt really saw a great deal of the war. While he never lost a ship from under him, he was bombed "in every continent" of the world, as he puts it.

"It was all bad," he says, "Suez, Casablanca, the Mediterranean, but the worst time was D-Day at Omaha Beach, during the Normandy invasion. The Nazis hit us with everything they had. I thought sure that I was seeing the last day of my life."

Now that it is all over, Hunt hasn't forgotten the terrifying days of the war. He says, "I hope my son never has to go through that. Men shouldn't have to kill each other—we ought to be able to live together without fighting."

After 38 years of following the



BRANFORD N. HUNT

sea, Branford Hunt has retained his militancy. "The Union brought better conditions for the seamen, and I'll fight for the Union anytime it's necessary. And I mean it, any time and any place."

## Coastwise Branch Meetings Approve SIU Strike Vote

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The Seafarers refuses to be bound by the agreements entered into by the CMU, and it is therefore necessary "to have an affirmative strike vote in the hands of your (negotiating) Committee in order to be in a position to strike, if necessary, to enforce our demands."

Voting on the referendum ballot will commence on July 1, 1946, and will terminate with the regular meeting of Wednesday, July 31, 1946.

The body of the resolution, as it was approved by the membership, follows:

### STRIKE RESOLUTION

WHEREAS: At the present time the Seafarers International Union of North America, Atlantic and Gulf District, is engaged in negotiations with our contracted companies for improved wages and working conditions, and

WHEREAS: The Seafarers International Union of North America, Atlantic and Gulf District, has always won the best wages and working conditions in the Maritime Industry and we intend to maintain that record in our present negotiations, and

WHEREAS: Although we have stated for the record to the Public, the Government and to our contracted companies that we will refuse to be bound by any agreements entered into in Washington by the Committee for Maritime Unity, our contracted companies have attempted to use that agreement

## Russia Bars AFL Agent

The Soviet command in Vienna has refused permission to the American Federation of Labor's European representative, Irving Brown, to visit a trade union school and youth hostel in Martenstein in the Russian zone of occupation, it has been reported by the N. Y. Times.

Brown was given the invitation to visit the two union projects by the Austrian Confederation of Labor, with whom he has been discussing plans for the resumption of relations between the Austrian trade union movement and trade unions in the United States.

There was no explanation given for the refusal, Brown said. However, the Russians had also rejected an invitation to attend a dinner for the AFL representative. It is evident that the Soviet attitude is in the nature of retaliation for the AFL's opposition to Communists.

Brown said that an attempt would probably be made by the AFL to work through friends in the Austrian Labor Committee in carrying out the plans to dispatch relief directly and for giving the Austrian workers full access to international trade union literature.

as a pattern in their dealings with us, and

WHEREAS: The conditions which we are demanding in our contract negotiations are much better than the demands that were made by the Maritime Unions affiliated with the Committee for Maritime Unity on their contracted companies, and

WHEREAS: It may be necessary, as negotiations progress, to have an affirmative strike vote in the hands of your Committee in order to be in position to strike, if necessary, to enforce our demands,

NOW THEREFORE BE IT RESOLVED: That the Secretary be instructed to prepare a Strike Ballot immediately in accordance with the Constitution and

BE IT FURTHER RESOLVED: That the body of this Resolution be printed on the face of the Strike Ballot with the following question: "Are You in Favor of Authorizing Your Secretary-Treasurer to Call a Strike in the Event a Satisfactory Agreement on Wages and Working Conditions cannot be Reached?"

AND BE IT FURTHER RESOLVED: That the voting on this ballot shall begin on July 1, 1946 and shall terminate with the regular meeting of July 31, 1946,

AND BE IT FURTHER RESOLVED: That the actual date of calling the strike be left open for the membership to decide upon at a later date which will be contingent upon the progress of our negotiations with the operators,

AND BE IT FINALLY RESOLVED: That we notify the United States Department of Labor immediately of our intention to strike in accordance with the Smith-Connally Act.

## ATTENTION, MEMBERS!

### SEAFARERS SAILING AS ENGINEERS

All members—retired members and former members—of the Seafarers International Union who are now sailing as licensed Engineers: Please report as soon as possible to the Seafarers Hall at 51 Beaver Street, New York City. Your presence is necessary in a matter of great importance.





**QUESTION:**—In talking about a forty hour week for seamen, a shipowner said, "What would the men do with extra time at sea or in port." What will you do with your extra time when the four watch system is instituted on ships under contract to the SIU?



**WILLIAM BADGER, FWT:**

More free time would give us a chance to do a lot of things that we never had time for. A lot of us have not had too much schooling and we could take books with us to study from. If one man is well educated, he could run classes for the others. Free time would come in handy for doing laundry, reading books, writing letters, and a hundred other things. Sometimes we finish a trip without really knowing one another, but if we had time off, we could all get better acquainted.

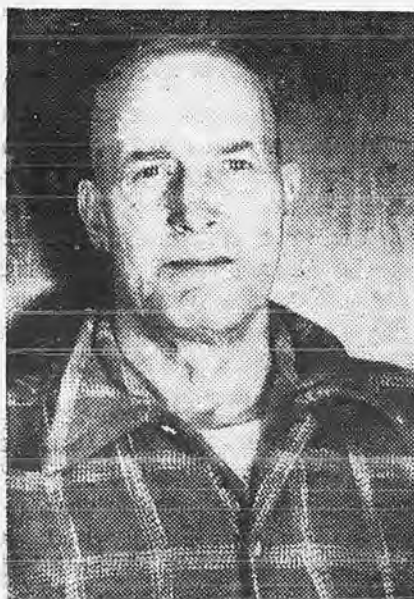
**ALLEN BELL, Second Cook:**

That man didn't know what he was talking about. I never heard of a seaman who couldn't use more free time. We could check up on certain things that we ought to do. And if it only gave us a little more time to relax, it would be worth it. Maybe then we would not wear out so quick. This shipowner, who has probably never sailed on a ship as one of the crew, can't realize how tiring and wearing the work really is. We need time to rest and time to relax. It looks like we're finally going to get it.



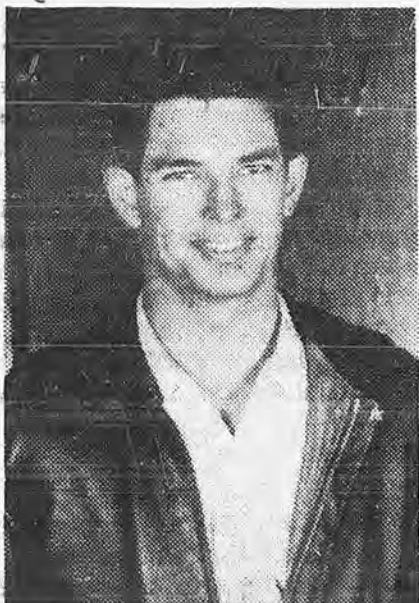
**MATHEW CARSON, Wiper:**

Working 56 hours a week is damned rugged. I'll bet the shipowner who made that statement doesn't do 56 hours of real work a year. If I had more free time, I would write letters, read some good books, and it would give me time to do a good job on my laundry. The way things are now, we have to hurry everything we do. That's no way to live. And anyhow, it's none of that guy's business what we do with the time. All workers have a forty hour week. That's all we want. We're not asking favors.



**JACK HAYS, OS:**

I've always wanted to develop a hobby, but I've never had time. Now if the four watch system is started, I could take pictures (I'm a camera bug), and really be using my leisure time to good advantage. Besides that, I want more time so that I can read, and write letters to my family. Sometimes we are on a trip for a few weeks without touching land once. It would not hurt to start the idea of having movies on board, in the crew messroom. We should have entertainment because we work hard and need relaxation.



## Senate Committee Hears Hawk Testify Against Coast Guard

(Continued from Page 1)

Guard was to terminate six months after the end of the war.

"He said the men all wanted that order terminated, that they had been satisfied with the Department of Commerce and wanted to be returned to its jurisdiction. I had occasion to listen to the testimony and in my opinion Mr. Hawk's argument should prevail and Reorganization Plan No. 3 be defeated."

Hawk's follow-up of the initial promise of victory on the House side of the Congress was well received by the Senate Committee and is sure to bear weight when the matter comes up for a vote. The SIU has supplied opponents to the Reorganization Plan with valuable and well-documented information which they will put to use.

The text of his testimony before the Senate Committee follows:

Mr. Chairman and Gentlemen:

In expressing the opposition of merchant seamen to Coast Guard jurisdiction over the Bureau of Marine Inspection and Navigation, as provided under the President's Reorganization Plan 3, Part 1, I should like to start off with an illustration.

The railroads bear the same relation to the U.S. Army that the Merchant Marine does to the Coast Guard and Navy. For purposes of supply the Army must have the railroads at its disposal.

But if the Army operated as the Coast Guard did during the war, and has since, and will perpetually if the Reorganization Plan goes through, railroad men would be examined for fitness to serve by a board of Army officers.

Any infractions would be tried by special Army hearing units, superimposed on the management of the railroads. Railroad men could be blacklisted from all railroads, and not allowed to work on any of them for periods of months or years if the Army hearing units saw fit.

### NO EXAGGERATION

That is the situation of the merchant seamen under the Coast Guard, gentlemen. The illustration is without exaggerations; I merely put it in that way to point up the picture.

It is because this situation exists that every licensed officer in the merchant marine, and every unlicensed seaman opposes continuation of Coast Guard jurisdiction. The shipping companies join in the opposition. They, as we did, could see the necessity for military controls during the war, but there is no reason for them in peacetime.

The President's Plan points out that the Bureau of Marine Inspection and Navigation operated successfully under the Coast Guard during the four years of the war, and thus has proven itself. But the Bureau was created by Congress in 1884, gentlemen, and operated under the Department of Commerce successfully, and with no opposition by seamen or shipowners all during the 47 years that preceded the war. There has been plenty of opposition to the Coast Guard since it took over.

Four years of wartime opera-

tion certainly are no criterion, as compared with 47 years of peacetime operation. And remember, these are years of peace from now on!

### CIVILIAN CONTROL

The very nature of the Bureau demands that it be under civilian control. One of its major functions is protection of the seamen through the offices of the U.S. Shipping Commissioners.

A Master's word is law on shipboard. If a seaman misses a day's work, the Master can fine him two days' pay. If the infractions are more serious, the Master takes it up before the Shipping Commissioner and local Steamboat Inspectors, and the seaman is brought up on charges.

But in addition to punishing the seaman, the Shipping Commissioner protects him from overbearing officers or venal shipping companies. If the Master's ruling is deemed too harsh, the Shipping Commissioner—who knows the law governing seamen, may lessen the punishment if he sees fit.

But under Coast Guard control, the seaman has faced double jeopardy for any infraction of shipping rules. Let us say that a seaman misses a day. He is logged for two days' pay by the Captain, which seems punishment enough. But in the eyes of the Coast Guard sea lawyers it isn't.

When the ship puts in, Coast Guard officers look over the log book. They see that a seaman has missed a day. They call him before one of their hearing units—which in reality is nothing more than a kangaroo court.

In addition to losing two days' pay he is deprived of his papers for 30 days or more. This hypothetical case has happened hundreds and thousands of times. Seamen are on the beach, then, for 30 days, deprived of making a living, because of Coast Guard misuse of power.

### NO OVERLAPPING

The President's Plan speaks of "overlapping duties" of the Bureau of Marine Inspection and Navigation under the Department of Commerce and the Coast Guard. I challenge anyone to show me where the Coast Guard's normal peacetime duties

overlap or conflict with those of the Department. The inspection of merchant ships does have to do with their safety, at sea, of course, but there is no overlapping of duties between the inspectors and the Coast Guard patrol boats.

Actually, there's much more overlap, more wasted government funds under Coast Guard control than there was under Commerce. When the Bureau was shifted by executive order in 1942, the entire civilian personnel of the Bureau went along with it.

Coast Guard officers merely supplemented from the top, and threw in some enlisted personnel at the bottom level. The actual work of the Bureau was continued by the old civilians. Where is any saving effected there?

### WHY, INDEED?

There's another point I would like to make. The Congress has appropriated nine million dollars for continuation of the seaman's training program under the Maritime Commission. Might I ask why more seamen are trained when the Coast Guard is busy depriving trained seamen of their papers every time one of them comes before them?

The case against the Coast Guard's control is a strong one from any angle, gentlemen. I urge this committee to report favorably on the bill to defeat Reorganization Plan 3—so that the seamen and others who are affected by it will at least have a chance to be heard before they are saddled with the Coast Guard forever.

## Attention Members! Seafarers Sailing As Engineers

All members—retired members and former members—of the Seafarers International Union who are now sailing as licensed Engineers: Please report as soon as possible to the Seafarers Hall at 51 Beaver Street, New York City. Your presence is necessary in a matter of great importance.

## Seafarers Walks Out Of Meeting When Operators Weasel On Terms

(Continued from Page 1)

for Saturdays, Sundays and holidays.

4. At sea, overtime to be paid for all work done on Sundays—this to include men standing watches. (The Seafarers had asked for a four-watch system, a six day work week for day men ashore and in port, and a six-hour work day for men in the Stewards Department.

Here, then, is the way the operators knocked down the basic demands of the SIU:

They counter-proposed wage increases roughly one-third or less than demanded.

### ABSURD OFFER

They proposed an overtime increase of 10 cents an hour, about one-fifth to one-twelfth lower than the demands.

They refused to consider the

four-watch system, the six-hour day in the Stewards Department, and the six-day work week for day men at sea and in port, proposing instead a 44-40 arrangement.

They said they couldn't go for the longshore work demands, proposing to pay the crew the same rate that longshoremen in that port are paid, with a \$1.00 an hour minimum. The SIU had asked an increase to \$1.50 an hour for the deck watch; \$2.25 an hour for the watch below.

They made no counter proposals for the standby and tank cleaning rate increases.

All in all, the operators seemed to be primed to resist the SIU's equitable demands, to quibble and to split hairs. The Negotiating Committee walked out when this became apparent through the operators AB wage cut proposal.



# SIU, Longshoremen Beat Company Stall In Mobile

By CHARLES KIMBALL

MOBILE—Teamwork between the Seafarers and the Mobile Longshoremen brought a quick end to a dispute here last week.

The entire situation came about through the actions of one man, the Skipper of the SS Cape Falcon, Waterman Lines. His tyranny finally brought about his undoing when he handcuffed an Oiler in the stack all one night.

This, on top of the other small beefs which had been building up, blew the lid off, and the crew decided to leave the ship until something could be done to square the Captain away once and for all.

When the suitcase parade started off the ship, the Longshoremen wanted to know the story. They were told in detail,

## Foolish Questions Drive Dispatchers Stark, Raving Mad

By PAUL GONSORCHIK

Although it may not be apparent, the men who work in the Dispatching Department are sometimes pretty well overworked.

Lately, our Registration man, Benny Gonzales, has been even more rushed and that is the fault of the men.

All Registration men have a tough job, but in New York it is much tougher than any other place. Registrations run high here and average close to 100 per day. And there is where the trouble starts.

Practically every man comes up to Benny's desk asks two or three questions. That means between 200 and 300 questions a day. Answering is part of his job, but boy, some of the questions are dillys.

### FOOLISH QUESTIONS

Here are some samples:

"Did you hear from Joe, I can't remember his last name, but he is about so high and has brown hair?"

"Has Al So-and-So stopped going around with that girl down in New Orleans?"

"Did Pete's wife gave birth to her baby yet? Was it a boy or a girl?"

How can the Dispatcher or the Registration man know any of the answers to these questions when most times we don't even know the people being asked about?

### OTHER HEADACHES

Please, fellows, confine yourselves to questions that are about the issue at hand. Otherwise our nice congenial dispositions start to disappear, and that makes a tough job harder.

Phone calls from your wives, sweetheart, or families, are another headache. They want to know your whereabouts, and they don't know your rating or department. So we have to search through the files, and take time from other duties.

If all men will cooperate by not asking unnecessary questions, and by telling their families where they are, we will be able to do a better job, all around.

## Make Isthmian SIU!

and their subsequent actions are in the tradition of good unionism.

### FIRST MOVE

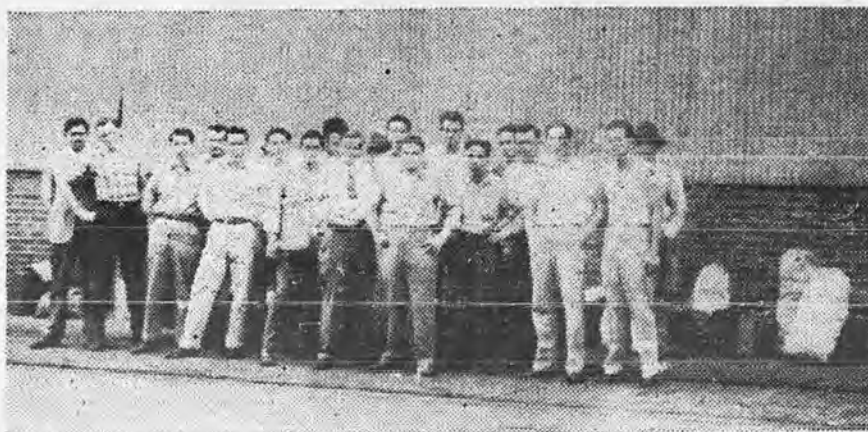
Right off the bat, they covered up the hatches of the Cape Falcon and told the Company that they were going fishing until the sailors' beef was settled to the complete satisfaction of the SIU.

Following this, the officials of the Mobile Longshoremen's Union met with the Mobile Agent of the SIU and a program was worked out to bring matters to a head as soon as possible.

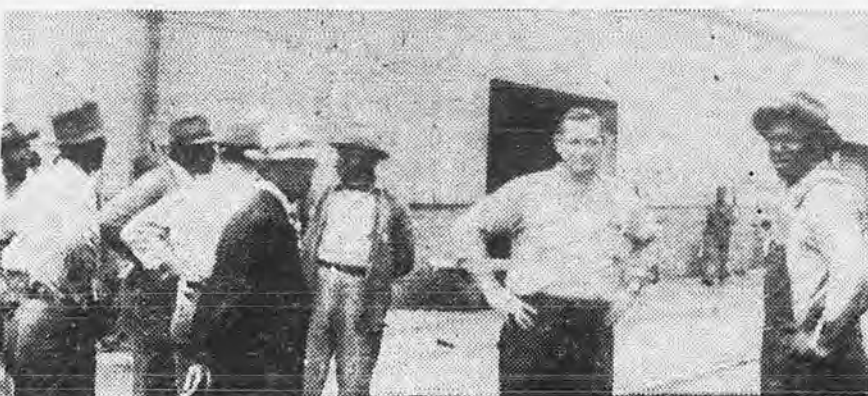
By this time the Company realized that as long as the dispute was unsettled, there was no possible chance of sailing the Cape Falcon. So they came to terms, and a satisfactory settlement was arrived at.

Members of the crew were not surprised that their beef was squared away so rapidly. They know that the militancy of the SIU, plus the cooperation of their AFL Brothers, is a combination that cannot be beat.

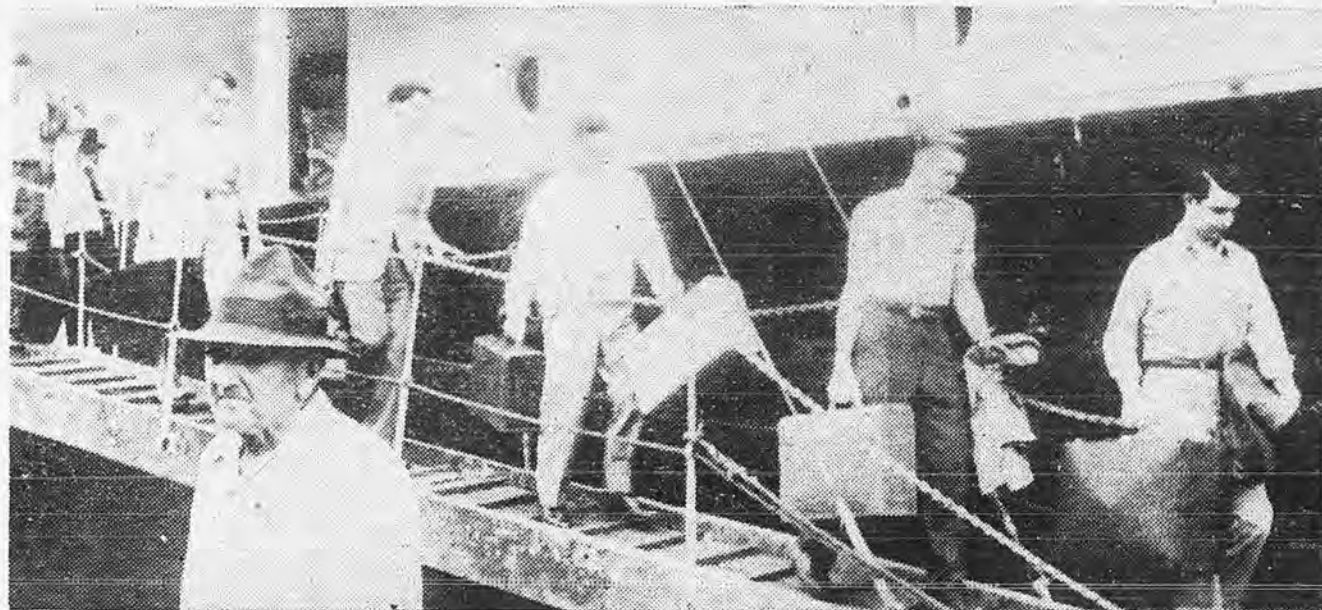
## MILITANT, UNITED ACTION PAYS OFF



This is the crew of the Cape Falcon on the dock bag and baggage. Their militant action won out against the bucko Skipper.



The Longshoremen ask the score, and get it from Blackie Neira. In the rear, Brother Neira is speaking to the president and secretary-treasurer of the Longshoremen. In the foreground is Charles Kimball, Mobile Agent.



The Cape Falcon crew begin their suitcase parade. The man in the foreground is a longshoreman, and he seems to be pretty wrou'it up over the Skipper's actions.

## Four Watch System A Must

By LOUIS GOFFIN

We note that the shipowners, using their usual propaganda methods, were putting full page ads in newspapers throughout the country. The ads claimed that the demands made by the maritime unions were impossible.

Of course, with their bulging war chests they could afford such ads, paid for out of the cabbage which they made during the war. Blood money, made out the sacrifices of seamen who gave their lives, and taxpayers who gave their hard earned money.

These people were under the impression that they were making sacrifices because it was the least they could do for their country. They did not give their lives and money so that the shipowners could pile up enormous profits, and then use these profits to try to beat down the seamen and the unions of their own choice.

### TOOK RISKS

While Mr. Shipowner was safe in his office, the men sailing the ships were in constant danger. We were known as "Heroes in Dungarees" and the shipowners basked in our reflected glory. Like ghouls, they gloated over the record made by the seamen who delivered the supplies and the men through war-torn seas. Many seamen died while shipowners piled up the profits.

Now that they are being asked to share their ill-gotten gains, they sit back and give us a great big "NO."

The war is now long over, and shipowners have short memories. They have forgotten our heroism; they think only of the fact that they will make slightly less profit if they give us a decent living wage.

With the resources at their command, they can convince the public that we are a bunch of overpaid, underworked bums. But the reverse is true, and if the public could only be made aware of the truth, they would be on our side.

No one could possibly think that our demands are exorbitant when all we want is what all workers ashore already have. There is no reason why an electrician, or a carpenter, or a machinist should work forty hours a week, while a seaman works fifty-six hours weekly, without the payment of overtime.

### DEMANDS JUST

This situation must be corrected, and the obvious solution is to start the four watch system. This would only mean an additional five men on each ship, and would create more jobs for American merchant seamen.

Mr. Shipowner claims that there is no room for more men aboard ships. We can all remember when college boys worked their way to Europe during the summer. The operators found room for extra hands then, didn't they?

There is plenty of room for the personnel that would be needed, but anything that takes profits away from these heartless bosses is out as far as they are concerned.

This issue is too important. We must do all we can to get the shipowners to accept the four watch system. We must be prepared for any action to press home our demands.

## Industry-Wide Strike Must Be Prepared

(Continued from Page 3)

tear down all the sailors' conditions after Russia entered the war on the side of the Allies).

### STRIKE BREAKERS

These people will destroy the trade unions of which they are members or officials to advance their political purposes. They have in the past, and will in the future, feed their memberships treacherous propaganda and lies in order to sabotage sailors' conditions and our Union.

They have approached our operators, when we were out on strike, and attempted to sail our struck ships for sell-out contracts. They have openly finked on the MM&P. They have finked on their own rank and file membership (the '39 tanker strike).

Can we afford to do business with people of this nature? They are lovey-dovey now—sure, they want us off our ships and on the picketline in support of their strike-pledged memberships, regardless of what our obligations may be.

We are in complete sympathy with, and 100 percent for, the working stiffs in these unions and whatever they want in wages and conditions, but we cannot play with fire and expect not to get burned.

They may have the support

of some commie-controlled unions in the foreign countries, but do not think for one minute that the SIU-SUP could get this support if we were on strike and the Commie Party gang was bucking us.

In the event we were out on strike and these people saw where they could take over our operators, provided the operators were foolish enough to dicker with them, on a sell-out contract and thereby gain control of the American Merchant Marine—do you for one minute think that they would not advocate and attempt to do this? Old Joe Stalin would personally subsidize the American fleet for that opportunity.

We must not overlook a prevailing condition that exists within our Union. Since the beginning of the war we have had to open our books to all comers in order to sail our ships. This circumstance created this condition:

1. When it took guts to take a job off the board, torpedoes took a terrific toll of our best men.
2. Many commies infiltrated into our ranks.
3. We have within our membership a number of class-conscious idealists who will advocate to a degree any mass

strike movement against capitalist management contrary to their better judgment, practical reasoning, and trade union principles.

4. We have a great many newcomers and green boys who are not educated or don't know the score in the complex maritime labor field.

Therefore, it is imperative that we deliberate thoroughly and democratically any proposed procedure we might undertake and not jump the gun on any supercharged proposals that would lead us into trouble.

We all make our living from the sea. The only bulwark between the seamen's conditions today and the conditions of '29-'33 are the SIU-SUP and the support we get from our affiliates, the Teamsters, the ILA and the MM&P, etc.

I do not want anyone to misinterpret my position. I want everything for the sailors that the industry will stand. I am not backward in pulling the pin on a ship, but, a word of advice to each and every member of our Union—when you get a beef, be it large or small—

1. Know that you are right.
2. Try convincing by arguing your opinion and position.
3. If you have to hang the hook, drop both of them.



# AROUND THE PORTS

## Reactionary American Legion Opposes Seamen's Bill Of Rights

By JOE ALGINA

NEW YORK—If it isn't one thing, it's another.

Besides battling with the Coast Guard, WSA, and the shipowners, now we have to take on the American Legion. This bunch is not satisfied to wear their uniforms and go on toots during their conventions; no sir, they have to stick their noses into our business.

The American Legion has taken a stand that merchant seamen, who served during the war, are not entitled to a "Bill of Rights" similar to the one granted to veterans of the Armed Services. They claim that the merchant marine is a voluntary civilian organization and that merchant seamen are not, and were not, subject to military discipline and hardships.

Don't laugh, fellows, they're really serious.

### GESTAPO CONTROL

Being under Coast Guard control doesn't mean military discipline according to these guys. And being torpedoed and bombed doesn't constitute hardships.

There are 6000 seamen who were sent to the bottom as a result of enemy action. They didn't die of old age. If that doesn't count as a hardship, what does?

Through their spokesman, Colonel John Thomas Taylor, the American Legion states that seamen were generally higher paid than servicemen and therefore do not need, and are not entitled to, a "Bill of Rights."

### LITTLE PAY

This is complete hooley. Seamen were paid a little more than servicemen, but they had expenses that had to be met out of the money they earned, not through Government allotments. Seamen had to buy their own clothes, support their own families, and replace any personal belongings lost due to torpedoing or bombing.

As a result of all this, many seamen averaged less pay than servicemen, not more.

This is not the first time that the American Legion has taken a stand that is selfish and not in the best interests of most people. The organization has a long reactionary record, but they really went out of their way to pick on us.

We did our job during the war. We don't want special credit, just what others who served their country got.

### TOUGH SKIPPER

The Skipper of the Cape Faron, Moran Tugs, is probably a follower of Joe "No Coffee Time" Curran. Anyhow, he refused to give the night watch time for coffee, and the crew got a little bit mad about the whole thing.

I went down to see him, and he said that he didn't think the men deserved the time. The crew gave him about 24 hours to

think it over again, and this time he decided that coffee time is a very good idea.

Shipping is picking up here, but there is still room for improvement. Now that the commies have called off their maritime strike, I guess we'll have to carry the ball for the seamen as we always have. I still can't figure what the NMU got out of the settlement — from here it looks like Harry Bridges and his union got the gravy, and the NMU and the other unions got the leavings.

That's the way we had it figured all the time.

## NO NEWS??

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

- PHILADELPHIA
- BOSTON
- CHARLESTON
- SAVANNAH
- HOUSTON
- SAN JUAN

## The Patrolmen Say...

### Steward Praised

You could have scuttled my towboat when the crew of the Galen Stone, Eastern Steamship Company, sang the praises of the

Stewards Department.

It's not very frequent that the crew will single out the "Belly Robbers" for praise but that's exactly what happened. The Steward and Chief Cook explained it this way.

"Whatever we have," they said, "we put out. No man will ever go hungry as long as we have food to give them. Of course, we try to make everything taste good, and we serve it so that the men will enjoy the sight of the food as well as the taste."

Don't push, boys, this ship has only a small turnover.

By the way, the Skipper of the vessel took the opportunity to congratulate the Union on supplying such a good crew.

James Purcell

### Traditions Upheld

I had the satisfaction of seeing a good gang uphold the principles and traditions of the SIU when I paid off the SS B. Herman, a Weyerhaeuser ship.

When I came on board, I was met in the messroom by the Deck Delegate, Brother H. Muckner, and the rest of the Deck gang. Every one was sober, and there were no beefs.

All the rooms and lockers used

(Continued on Page 9)

## Jacksonville Wants More Ships

By LOUIS GOFFIN

JACKSONVILLE — Things in this port are as slow as ever, and prospects for the next few days are not much brighter. We have a few rated men registered and we will be glad to send them to any of the nearby branches that are in need of them.

We had it understood that the coastwise runs were going to be resumed, but the Bull Lines threw a bombshell at us when they announced that, although they intend to go back into the coastwise business, they do not plan to use this port for some time to come.

### PLANS CHANGED

Prior to the war, Bull had at least one ship in here each week, and we figured that with the resumption of the coastwise trade, they would operate as they did in the past. We are very

and the SS James Rumsey.

This scow signed on in New York for a trip to the east coast of South America, but she ran aground on a reef in the Bahamas and so she was towed into this port.

### OTHER VISITORS

Our other visitors during the week included the SS Amarillo Victory, which was here for one day discharging a little cargo, and the SS Cornell Victory, which was here for a few hours and then steamed out for San Pedro.

Since no regular meetings are held here due to the shortage of full book members, the men who are around express their sentiments that they are united behind the negotiating committee in whatever actions are necessary to get our demands from the shipowners.



hopeful that when the fruit season starts, the Bull Line will change plans and use this port again. A ship a week would keep this port on its feet.

Most of the ships that we have been getting here are SUP. Since we have jurisdiction in the Deck Department only on those ships, it doesn't do the members of the Engine and Stewards gangs any good. So, we ship ABs and Ordinaries fairly regularly, but we seldom have any jobs for the other two departments.

Jacksonville is mainly a port of call for SUP ships, just loading or discharging a little. But at the present time, we have the SS Terry Stephenson which has just signed on for the Bauxite run,

## Frisco Wins Overtime For Oilers

By W. H. (RED) SIMMONS

SAN FRANCISCO—No change of pace out here this week. Shipping continues to be somewhat slow as it has been for the past couple of weeks.

West Coast representative Bob Matthews is in New York covering the Engine Department in the current negotiations.

We settled what we believe might be a precedent in the way of beefs out here this week. We won overtime for the men tending the evaporators on sea watches aboard the SS Charles McDonnell, when the Mississippi Steamship Co. vessel paid off on May 31.

The following men come in for the specified sums as a result of the settlement; Edwin King, Oiler, (\$54.00 less \$10.80 taxes) \$43.20; Leslie Blanchard, Oiler, (\$196.20 less \$37.28 taxes) \$156.90; Alan Peak, Oiler, (\$64.80 less \$12.96 taxes) \$51.84; Louis Briant, Oiler, (\$270.90 less \$27.09 taxes) \$243.90; Vernon Weideman, 3rd Cook, has (\$57.60 less \$11.52 tax-

es) \$46.08 for doing work other than of a routine galley nature.

The overtime vouchers for these men have been sent to the Mississippi Company's office in New Orleans.

At the payoff here of the MV Wall Knott, three Oilers were paid an average of 200 hours each for tending the evaporators on sea watches. This Waterman ship was paid off here June 11.

## Attention Members! Seafarers Sailing As Engineers

All members—retired members and former members—of the Seafarers International Union who are now sailing as licensed Engineers: Please report as soon as possible to the Seafarers Hall at 51 Beaver Street, New York City. Your presence is necessary in a matter of great importance.

(Continued on Page 9)

## Mobile Demonstrates How Union Solidarity Will Settle Beefs

By CHARLES KIMBALL

MOBILE—This town saw one of the best demonstrations of unity when we had our special meeting and work stoppage on June 6.

We were compelled to hire a large hall for the meeting, and even that turned out to be too small, so we had to have a second meeting later in our own Hall.

The men in Pensacola also hit the beach but they were unable to get here in time to attend. We kept them informed about the goings on by telephone.

If this meeting and stoppage

didn't convince the people of Mobile that labor is united, the events of the next few days certainly have done the trick.

### FIRST BEEF

First off, the Ranier, Deconhil Steamship Company, came in with about \$4000 worth of logs; not bad for a four month trip. The Skipper immediately got the Gestapo, I mean the Coast Guard, to come on board, and they started holding a private Kangaroo Court.

We threatened to shut the ship down, and that brought the Port Agent to his senses. He asked us to have the cases considered in the saloon without the Captain, and to this we agreed.

To make a long story short, all the logs were cancelled, the charges were dropped, and the Company asked us for permission to keep the Skipper aboard long enough to square up his accounts.

The second illustration of solidarity came about on our beef with the Calmar Line. The SS Roy K. Johnson had 83 hours in disputed overtime, and all of it was legitimate. However, the Calmar representative didn't think so, and he flatly refused to pay it.

### EXTRA WORK

I sat down to talk to him, and pointed out that if he could show me how the work—defrosting and cleaning ice-box, sorting vegetables, sorting and bagging



dirty linen—could be done in the Steward Department's regular working hours, I would concede the dispute to him.

To this he replied he wasn't a seaman; did not know anything about ships, and would not pay the beef.

The crew refused to pay off until this was squared away. After offering them their money, which they would not take, the Calmar representative ordered the crew off the ship. This order was carried out to the letter.

Calmar thought that this would be a good time to dry dock the ship and work her over. However, the tugboatmen will not move the ship until the beef is settled, and the longshoremen have also told the Company that they will not work the ship until the company comes to terms with the SIU.

That's the way things stand now, but we are in hopes that the company will see the light soon so that the whole mess can be cleared up.

Other than these beefs, this port is running very smoothly. We can use rated men, especially ABs and Cooks, but I guess practically every port is in the same position. Business and shipping are very good—we hope the same rate continues.



# Florida Unions Work Together To Beat Finky State's Attorney

By **SONNY SIMMONS**

TAMPA—We are finally located in our new Hall, and while there are still some things to be done to make this place adaptable for our own use, nevertheless it is very comfortable. When we get everything squared away, we will have the finest Hall on the Gulf.

Our location is excellent since we are right in the center of all the union halls in Tampa. Of course, our Hall is one of the best, and we have nothing to be ashamed of.

At the present time all of the unions that own halls here in Tampa have filed an injunction against the Tax Assessors to prevent them from taxing the buildings. This is the latest move in a wide open campaign against labor.

## UNION BUSTER

The big shot of the drive is the Attorney General of Florida, a character named J. Tom Watson. He is admittedly out to break unions, and he hates them so much that when he gets up to make a speech against them, he



actually cries. I heard him make a speech to some finks here and this weeping phony was really a sight to see.

The tears were rolling down his cheeks, and he was sobbing to beat the band. We good union men down here would like to give him something to cry about.

One of the things he has done recently was to invite a fink herder named James Karam, and his phony Veterans Industrial Association, to Florida to set up shop. All labor is up in arms against this move, and we are not going to take it without protests.

## BEAT WATSON

Watson comes up for election soon, and all the labor unions are consolidating their strength to defeat this bum. I realize that

## LONELY SKIPPER

The Skipper of the SS John Gallup, Smith and Johnson Line, must be a very lonely man. At least, it sounds that way from the fact that he would not give the crew any liberty in foreign ports.

Or else, maybe he's just a tough guy who wants to show the crew who is boss. He would not exchange any foreign money that the crew had left over, and that made bad blood between him and the crew.

It is just such officers that make unlicensed men resentful of the authority given to the licensed men. We think that situations like this should be rectified by the shipping companies.

If anything like this happens on a ship that you are on, notify the Patrolman as soon as he comes aboard. There is probably something we can do about it.

**Ray Gonzales  
Salvador Cools  
Johnny Johnston**

taking part in local elections is not the best policy, but we have to do something to beat this scab-loving, fink-hiring, big business stooge.

There are lots of ships stopping here and at Boca Grande. The Luther Hurd and the Eleanor are in BG now and we sent replacements to both. The Port Agent for Waterman said that several of their ships are going on this run, and the first one, the Andrew Jackson, will be in this week.

The Bull Line is also starting coastwise runs on July 10, and that will be very good for us all.

Most of the fellows have shipped, and we are having trouble getting rated men. I hope this situation does not continue. If it does, I will probably turn gray.

# Operator Pays For Chiseling Try

By **WILLIAM STEVENSON**

DETROIT—While the Detroit and Cleveland boats were fitting out, the company had all members of the Stewards Department examined by the company doctor. This is a good way for a chiseling company to eliminate the militant crew members. And that is exactly what happened.

Because the people who were fired were good Union members, we were able to do something about it right away. We sent them up to the United States Public Health Service for an examination, and then had them taken back on the ships they were fired from.

## ALL COLLECT

Best of all, they collected full pay and subsistence for the time they had lost. I'll bet it will be a long time before this company tries to play games with the SIU again.

It is a shame to see the way some Canadian seamen work twelve hours a day for starvation wages. Canadian shipowners get the same freight rates as American operators, yet American seamen make three times as much money as Canadian seamen.

Now the Canadian shipowners are fighting tooth and nail against the eight hour day. We have a contract with the Grand Truck Car Ferry, under Canadian registry, and the seamen who work for that company have had the eight hour day for 27 years. Strange as it may sound to the other operators, the Grand Truck has made money and is still making it.

## FINKS SCARED

Last week the Noronic, Canadian Steamship Lines, tried to dock here after beating it away from Thorold, Ontario, with a finky crew.

I got together with the representatives of the ILA and the MM&P and we told the Captain of the ship to take her out of there. After we finished talking to him, he moved her upstream. We gave him a little help by casting the lines off.

Most of the windows on the ship were broken, and it was no better than the Skipper and the crew deserved. There is no place

VANCOUVER — A recent arrival here was the British freighter, the Samshee, just about the dirtiest rustbucket ever to hit this port. The crew was up in arms against their intolerable conditions, and at the bad treatment at the hands of the Skipper.

This character had the distorted idea that seamen are not human. However, the crew members had other ideas and they knew that they had only to contact the local branch of the SIU to get action to improve it a lot.

A hearing of the complaints of the crew was held in the Shipping Office, presided over by the Shipping Master, at which nothing

for finks in the maritime industry.

## SHIPPING GOSSIP

Shipping has been good in this port for the last month. We could use more rated men in all departments if they are willing to sail on unorganized ships.

Dave Walker, the Steward aboard the SS Cleveland III, gave the passengers a real treat on Mothers' Day. He had a big open house with ice-cream, cake, and a big orchestra.

Our Duluth Hall is opening this week with Brother Nordaas as the Agent in charge. If any of the Brothers get up in that neck of the woods, they should make it a point to drop in. The same goes for visitors to this Hall. We like to see you, so come on along.

# Waterfront Unions In Chicago Form Council

By **HERBERT JANSEN**

CHICAGO—On June 4 a meeting was held to form a Maritime Council among the Port of Chicago Waterfront Unions. This body will thrash out any marine problems that come up, and will also back each other up in the event of any trouble. There is no question that this Council will be a benefit to seamen in this port.

Shipping in the Windy City has picked up during the last week, and we have quite a few jobs on the board for coal burning Firemen and Oilers. We have a few ABs on hand now, but expect them to be gone in a short time.

## SIU GAIN

At the time of the writing of this report, we were able to place Wipers aboard the Theodore Roosevelt, the North and the South American. These ships have never before carried Wipers and this constitutes quite a gain for the SIU.

In operation out of this port at the present time are the Rockwood, the Gilbert, the North American, and the City of Grand Rapids. The Milwaukee Clipper is operating between Milwaukee and Muskegon, Michigan, on an all year schedule.

Waiting to go into a shipyard in Manitowoc, Wisconsin, is the Sand Boat American. She will be lengthened 43 feet, and has

ing whatever was decided or accomplished.

We went to work on this and had the health authorities check the ship and fumigate the crew's quarters. This was not entirely satisfactory, but the ship was cleaned up after a fashion.

## QUICK ACTION

We followed up on this action by petitioning the Government to centralize the health inspection service in this port, and protests have been sent to members of Parliament in regard to the deplorable conditions under which "Britannia Rules the Slaves."

Thanks from the crew of the Samshee is contained in a letter which was sent to me right before



fore the ship sailed. The letter follows:

"We, the crew of the Samshee, would like to extend to you our gratitude for the action you are taking in an effort to raise our so very low standard of living on the majority of British Freighters.

"In the first instance, never have we experienced such amazing results as attained by you in so short a period of time. We really think that this case will

be instrumental in raising our standards and also removing the menace of scab labor which is only made possible by the inhuman treatment of British seamen.

"In conclusion, let us add that your members must indeed be very proud to have such an efficient Agent in this port."

## GREEK SHIPS

Quite a number of old rust-buckets have been bought up recently by Greek shipping interests, which are making a real bid for some share of the fat profits to be made out of shipping. Who said a ship doesn't pay? Ask the man who owns one.

These racketeers must have learned the shipping business in Britain, as they have the same philosophy as the British shipowner. This feeling that seamen do not deserve decent wages and good conditions is one which we have to combat, and so far we have put a few of these Greek ships in order.

The shipowners don't like the idea of dealing with the Union, and they have tried every possible to dodge to avoid it. But the Phaeax II, which is crewing up here, is no exception and she will be dealt with before she clears.

In organizing seamen to fight for higher wages and better conditions, I am reminded of what Clarence Darrow said. He put it better than anyone else, so here it is:

"When you are organized, the boss will listen to you; the stronger your organization, the more attentively he will listen. As you become strong so will he become reasonable. Weaken and he will wipe you out."

already been converted from a coal burner to an oil burner.

## RUNS SET

The Theodore Roosevelt will start her operation on June 22. She will ply between Chicago and Benton Harbor, Michigan. She will be taking the place of the City of Grand Rapids, and

the City of Grand Rapids is taking the run which the Milwaukee Clipper had last year.

Sounds kind of confusing, but it's easy to understand once you get on to it. These ships need men, rated men especially, so if you want to sail from the Windy City, come right along.

# Bellyrobber Finally Takes Ship

By **JIMMY STEWART**

Well, he finally took a ship. You don't know who? Why Mr. Bellyrobber Hutchinson, of course. He took it under the one condition — that some one would scare up all the Chief Stewards to work for him.

After soliciting on the third floor he finally made it. He got old boy W. C. Vandersall for a Chief Cook, and the last we saw of Chief Steward Walsh he was counting and sorting soiled linen.

Hutch spoke of the good chow he was putting out on his tanker. Well—it may be true, but when he visited the recreation room, he was overheard sending Steward Joe Ryan for a liverwurst sandwich on the Q.T.

We all believe him, of course, but the good chow he talked about happened to slip out—10 crates of strawberries, 100 water-

melons and unlimited ice cream.

We wonder what he is going to do for his Bible while he is away. He can surely pick all the losers. Well, Hutch old boy, maybe better luck when you come back. Get a good roll this time; Saratoga will be open when you get here.

If the membership is wondering why it is so quiet in the recreation room, it is because the Big Wind, Bellyrobber Hutchinson, recruited all the Stewards, except an odd one or two, and took them on his tanker.

He has invited all hands to a turkey dinner on Sunday but here is the catch—you have to swim to get it as his tanker is on the hook at the Federal anchorage. Well, good intentions anyhow, Hutch.

You know, Hutch, the road to hell is paved with good intentions.





# LOOK HERE!

By ERIC UPCHURCH

Here is only an incident, but based on very realistic fact. It could be used as an illustration of the need for organization within the Southern textile mills.

The screaming blast of the cotton-mill whistle informed the snuff-dipping working stiffs that it was time for lunch. They filed out to the mill grounds, eating slowly, never gazing at each other, but looking shamefully downward. The grounds were protected by a high storm fence with three strands of barbed wire running across the top.

"Scabs! Dirty, rotten, yellow, slimy, filthy scabs!" were the shouts from without.

And the day before the head "overseer" had told the crowd: "All of you that want to work in my mill can. I've got six men here with sawed-off shotguns to see that you're not molested."

### HEROES ALL

Six men, with sawed-off shotguns, and the sanction of the police, the protection of the state militia, the good old Home Guard. These heroic Americans,



clubs and guns read—ready to blast away at their fellowmen.

The state militia in their bright and shiny khaki—the little toy soldiers ready to make America safe for the boss' democracy—advancing to satisfy their sadistic lust at the striker's expense. These men, if they could be so called, little knowing or further caring who was beaten or killed. Already a northern labor leader had been beaten to death. How proud they were of this!

The "overseer" had shouted: "Let it be a lesson to you. You'll get nowhere fast in the union. See where you are? The whole world is against you. Come back to work or starve!"

The whistle screamed a command, and the scabs obeyed.

~ ~ ~

In La Grange, Georgia, some few years ago, a CIO organizer's car was riddled with bullets. Luckily, the organizer was not inside. At that time, the owners of the Southern cotton mills had imbedded anti-union ideas into the entire working class, and used it against such attempts to unionize the workers.

And this stands largely true in many portions of the South today. The organizational campaign currently sponsored in

**Make Isthmian SIU!**

those regions will not be easy to put over.

If a man has been taught for years to disbelieve in a thing, it is impossible to change him overnight. I am a Southerner, and I say this: A large part of the population flatly refuse to open their minds to things other than revivals, corn whiskey, and corn cobs. It shall be somewhat trying to teach old dogs new tricks. And to those who feel offended at this I say, if the shoe fits you, wear it.

## TALKING IT OVER



Brothers Dinnsen, Yatty, and Bertney discuss the action taken at the work-stoppage meeting.

## The Patrolmen Say—

(Continued from Page 7)

by the Deck men were clean and ready for the next crew. Only the Deck crew was SIU, as this was an SUP ship.

The Black Gang and the Stewards Department had plenty of beefs, and no one to represent them. But that comes under the heading of something for the Committee on Maritime Unity to worry about.

Here's hoping I run into a lot more guys like those in the Deck Department of the B. Herman.

Johnny Johnston

~ ~ ~

### Good Feeling

Cooperation and good feeling between crew and officers is possible. This is proved by the way the licensed and unlicensed personnel got along on the SS John Gorrie, South Atlantic Company.

The winner of the ships pool supplied beer for the crew mess-room and the saloon. The officers paid fines for infractions as stipulated by the crew. In fact, the Third Mate accompanied the payment of his fine with a letter of apology.

Such cooperation must be commended.

James Sheehan  
James Purcell

~ ~ ~

### Crew Instructions

When a man leaves a ship he should make sure that everything is in order. It is not fair to take off as soon as the ship hits the dock, and leave your work for others to finish up.

If you are a book member, you can be brought up on charges for doing this. If you are a trip-carder, you stand a good chance of having your trip-card lifted.

Make up your mind as to whether you are going to stay on the boat, or get off. Don't wait until the last minute to tell the head of your Department that you decided not to make another trip. It puts him in a bad hole, and sometimes puts the Union behind the eight-ball.

Last week, the SS George Washington sailed with two stewardesses because one woman could not make up her mind. It won't always work out that way, so don't wait until right before sailing time to make up your mind. Cooperate with the head of the Department and the Union.

William Hamilton

# History of the Seafarers

**WHAT** have we accomplished in these long years? Years in which our Union and our Union alone has borne the brunt of the struggle. Years in which our Union alone has remained consistent never giving up the struggle which has gone on since 1874 for one day or even for one hour.

Our course has been steady, our destination clearly chartered. The rocks of shipowners opposition, the reefs of dissension have not wrecked us. Our destination is one strong union of all seamen, our final port of call our own lives which we have dedicated to the success of this trip. Let us look back through the years and see what we have gained through our Union.

### 1874-1915

Founding of the first seamens paper "The Coast Seamens Journal."

Organization of our parent organization, the Sailors Union of the Pacific, which is this year celebrating its sixtieth anniversary.

Abolition of flogging and bucko mates.

Enactment of the first beneficial maritime legislation.

Foundation of the first inter-coastal and Great Lakes union, the National Seamens Union.

Foundation of the International Seamens Union.

The first negotiated contracts between the seamen and the ship-owners.

Freedom from the crimp and boarding house keeper.

Better food and quarters.

National recognition of the ISU as the spokesman and champion of all seamen.

Passage of the "Seamens Act" of 1915 which first gave seamen their "place in the sun" and has proven a model for international legislation.

Andrew Furuseth, a great man, a great sailor, a great leader.

### 1915-1921

The first living wages for seamen.

The first international working

agreement with seamen of other countries.

The first control of shipping through our own hiring halls.

The first establishment of an



adequate manning scale.

The establishment of penalty pay for dangerous and obnoxious cargoes.

The first national accord on overtime hours and pay.

First single agreement signed on a national scale (the agreement of 1919-1921).

Transportation back to port of signing on (prior to this agreement the law had considered the seamen an absolute transient with no home).

### 1921-1934

A defeat that made us realize that officials alone cannot run an organization.

A knowledge of the forces at the beck and call of the ship-

owner—Federal, State and City, Governments.

The realization that "war heroes" are "peace-bums" in the eyes of the shipowners.

The knowledge that leadership must be constantly refreshed with new and vigorous elements.

A union conscious group of union members who wouldn't give up the ship.

### 1934-1945

Strike victory against all odds. Wage increases from a \$22.50 low to the scale of today.

Living conditions that enable us to have pride in our profession. Minimum hours, universal adoption of the three watch sys-



tem and definition of our duties. Participation in all matters pertaining to seamen.

Emergency wage increases. War risk pay—the bonus and area compensation.



Here's the way they looked when the Seafarers stopped work in Jacksonville to tell the shipowners to end the stalling and negotiate with the Union. This is only part of the meeting, but it shows the attention with which Port Agent Louis Goffin's report was received.

## ATTENTION!

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





# SHIPS' MINUTES AND NEWS

## EVERYTHING HAPPENED ON LAST AIKEN TRIP

### Last Trip Of Aiken Eventful

The editor of the **Log** has made a discovery, but it is a very hollow one. He has found someone who takes superlative (see pictures on this page) pictures, understands just how to frame a shot for maximum dramatic effect, and who is able to report the events of a trip factually, interesting and informatively. What's more, he is modest. He sent in the following report with the notation: "This is merely a sketch; you'll have to do your own writing; the following is as authentic as my feeble powers are able to produce."

But the guy's much too modest. He didn't even sign his name.

Here, however, is the unedited "sketch" which accompanied the pictures:

The Aiken Victory, with Captain John E. Owens in command, was on its thirteenth voyage, bound for Liverpool with 1,000 PWs aboard, when, on the fourth day out of New York, one of the passengers became dangerously ill.

#### NO DOCTOR

The Aiken was traveling without a doctor, so it became necessary to resort to the radio for medical advice and assistance. Fortunately, we had passed the Colby Victory (another troop transport bound for New York) a few hours before. In no time at all we had established contact and were receiving advice from the Colby's surgeon.

Because of the patient's condition, it became necessary for expert treatment and both ships changed courses so the Colby's doctor could be brought aboard. This was accomplished, despite fairly rough weather, and by the time we reached our destination, the patient was well on the way to recovery.

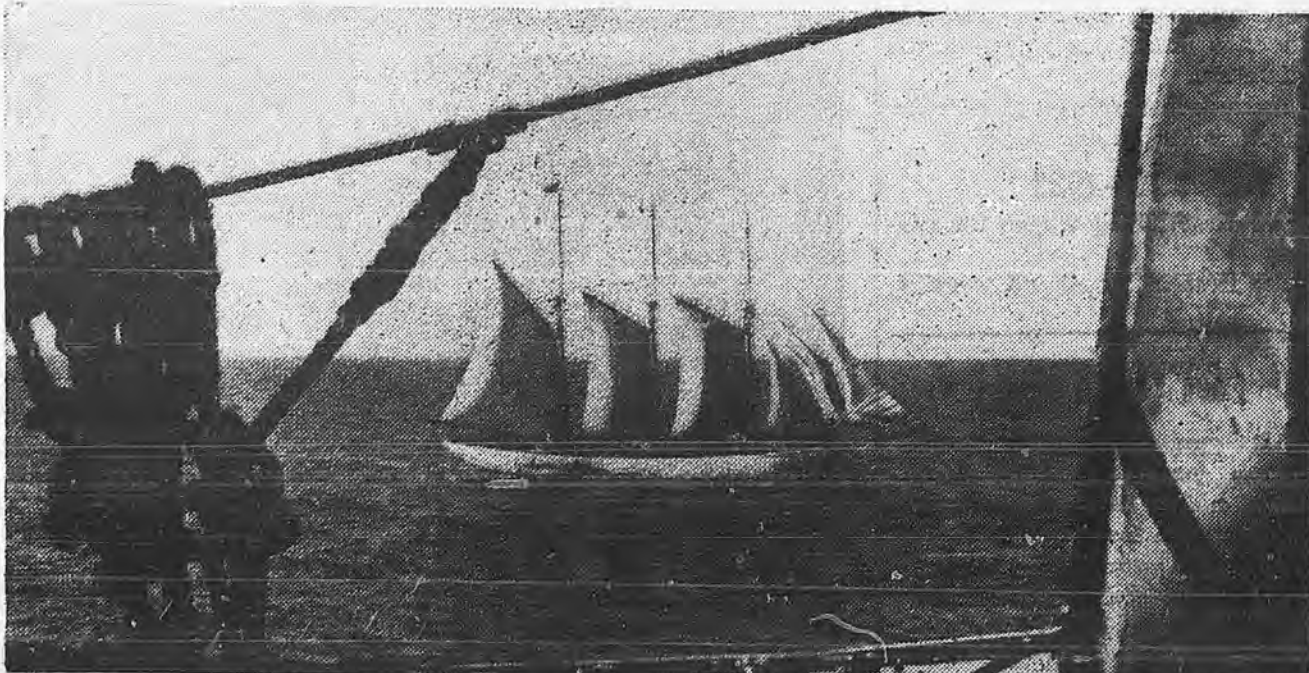
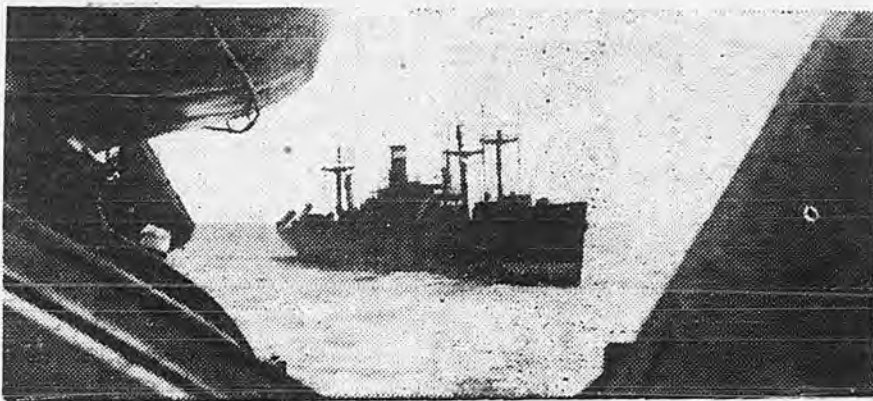
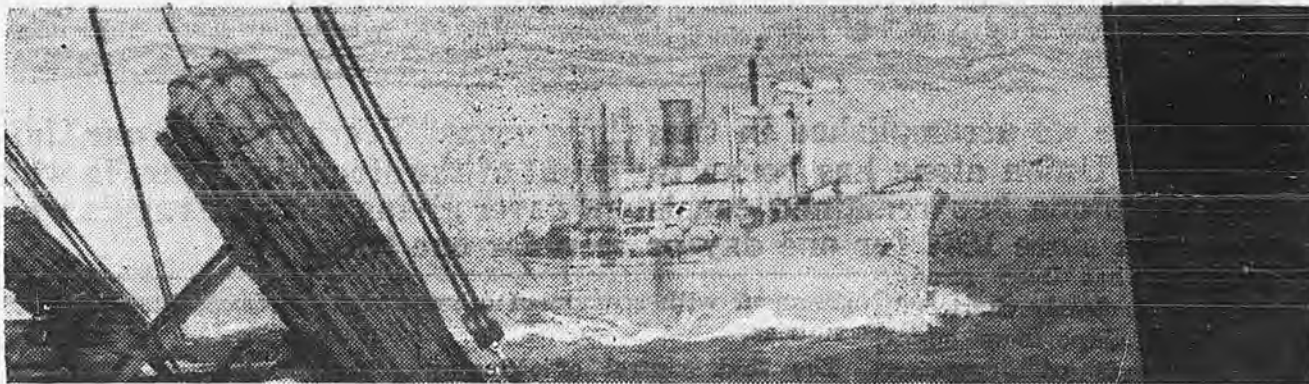
#### RADIO OUT

On the return trip, bound for New York with American GIs, the third radio operator intercepted an urgent request for medical assistance from the Portuguese schooner Neptuno 2. Inasmuch as the schooner's radio was inoperative, this message and others to follow were relayed by a Norwegian ship which noticed the schooner's distress flag and stood by until all urgent radio traffic with the schooner was completed.

It was learned that the schooner, like the Aiken on its first lap, had a very sick man aboard and required the services of a doctor immediately. Without any hesitation our Skipper decided to go to the aid of the schooner and offer the service of our Army doctor, who hadn't done a damn thing up to then anyhow.

A rendezvous was arranged and in about 10 hours we reached the position of the schooner, as given us. But it took another four hours to find the schooner. It was finally located by radar

(Continued on Page 14)



Here are the outstanding photos made by the unidentified crew member of the Aiken on her last trip: Top, Capt. John F. Owens, Master of the Aiken, views an iceberg on the trip across; it looks small, but there's much more ice area below the surface than shows above. Immediately below is the Bardstown Victory, ploughing through a flat sea and a foggy day, as she was overtaken by the Aiken during the latter's twelfth trip; the Aiken beat her from LeHavre to New York by 10 hours. And here's a V frame for the Colby Victory as she came up to the Aiken to transfer her surgeon; aftermath is the small boat bearing the medic as she came alongside the Aiken. At bottom is a beautifully framed shot of the Portuguese schooner Neptuno II, when the Aiken sent the Army doctor to board her, to treat a sick man aboard.

### Third Mate Has Good Humor

Every once in a while, in the course of editing this page, we feel a twinge of conscience about the blasting the officers and Stewards take in the stories that appear here. That follows, of course, because the stinkers are the ones the beefs come up about, and it's the beefs that make the news.

But here, at long last, comes an officer who is good copy for neither reason: we have this story about him merely because he has a sense of humor.

#### FINE SYSTEM

The John Gorrie crew set up a fine system, it seems, for the wayward Brethren who committed such felonies as spitting on the messroom deck, putting their feet in the soup or on the bulkheads, leaving coffee cups dirty, or other infractions which are commonplace on shipboard.

Into the crew's mess for a cuppacawfee came Third Mate R. W. Mills. He had it, then left without washing his cup. The crew informed him that he had a fine coming. Did Mate Mills get sore? Heck no. As we said before, he has a sense of humor. So he wrote a note to the crew, which we print, herewith:

To: Members of the crew of the SS John Gorrie  
Subj. 25 cents fine of Robert W. Mills, Third Mate

Dear Sirs:

Please find enclosed the amount of twenty five cents, (25c), (two bits), which represents a debt incurred by my



person, for the act of my negligence, by my leaving a java cup upon the messhall table.

With humble embarrassment I remit this sum to you, to cover my act of law defilement. I trust and count upon your sense of fairness, that this amount will offset any charges or further acts of prosecution on your part against my person.

Thanking you in advance for any consideration shown to me pertaining to this unfortunate act of misdemeanor.

I remain, yr. hmble servt.

R. W. Mills, 3rd Mate  
SS John Gorrie

If we may lapse into editorial comment again, we'd like to say that it's too bad there are not more at home like Mills.



# Digested Minutes Of SIU Ship Meetings

**WALTER L. FLEMING, May 6** — (Chairman and secretary not noted). Members of all departments voted to hold up the payoff until all beefs are settled. The following trip-card members, waiting to obtain Probationary books, were voted in by the full book men: T. Madigan, R. McDonald, D. Erwin, Leo Benski, Leo R. Johnson, F. Mill, David Shepard, James Harris, and T'gree Ratcliff.



## Dashed If We Know What The Minutes Are

This space was originally planned for a ship's minutes story. But the combined efforts of our crack identification corps proved futile—they just couldn't figure out which ship had "inferior



syrup aboard" or whose Skipper and officers "black-marketed cigarettes." It's quite perplexing.

The Log has accumulated a sizeable backlog of anonymous ship's minutes. No names—just dashes. For example: "Minutes of the SS—." Ship's name, chairman and secretary, all followed by dashes.

We tossed a few of these minutes over to the editor with a "How - do - ya - want - to - handle - this?"

But all we got was a "Dash it all!"

So, how about you guys helping out. When you send in your minutes, check to see if you've filled in the dashes with the name of your ship. Thanks.

Meanwhile, we're ducking out for a short one. We got the feeling we're being followed by a dash.

**CAPE BONDA, May 13** — Chairman C. L. Foster; Secretary A. H. Bennett. Motions carried: to hold next crew meeting on second night at sea in order to act on unsettled matters; to ask for Union action on the following: (1) Insulating crew messhall from the galley inasmuch as ship is on tropical run; (2) investigate possibility of better ventilation in crew messhall and quarters by means of blowers, etc.; (3)

cooling cold water system. Motion passed to have delegates see Captain about changing course while blowing tubes to aid in keeping after deck clean.

**WILLIAM MOULTRIE, April 21**—Chairman George Meaney; Secretary J. P. Thrasher. Delegates report conditions favorable in their respective departments. Need for following repairs cited: door on Steward Dept. head, messman's bunk, bunk light, Steward Dept. shower head, several fans in crew's quarters. List of needed repairs sent to mate and 1st Asst. Engineer. Suggestion made to have crew's messhall and recreation room painted. Steward agreed to this. Shelves for books to be built in recreation room. Motion carried: that mess boy make coffee for 10 A.M., and Wiper for 3 P.M. Deck Dept. to make it nights, Sat., Sun., and holidays. Silence for one minute in memory of Brothers lost at sea.

**WILLIAM MOULTRIE, April 28**—Chairman George Meaney; Secretary J. P. Thrasher. Bill Keller elected ship's delegate, Tom Moore, Stewards Dept. delegate; O. Callahan, Deck Dept., Sonny Moe, Engine Dept. Motion carried to have fo'c'sles painted out as soon as possible, with delegate to contact head of dept. to have job done.

**HENRY RICE, April 27**—Chairman D. Groves; Secretary R. Minvielle. Delegates report on Union status of crew members. Following conditions were prescribed for the messroom: Menu to be written on blackboard, butter to be put on two plates on each table, shirts covering armpits to be worn by crew at mess, members not to put cigarettes and ashes in cups and plates. Garbage is to be dumped after each meal, and containers cleaned. Crew welcomed former NMU man into SIU.

**WILLIAM WIRTH, April 15**—Chairman A. L. Danne; Sec-

retary James Zannia. Dept. delegates gave their reports, with all reports favorable. Ben Hayes elected ship's delegate. Motions carried: to write a letter to Union in Mobile to have Alcoa act on having wheel fixed. Letter to also point out that no "pro" kits are available, that the ventilators in engine room need repairs and that Black Gang needs water fountain below. Also carried were motions: to fix fan in recreation room, to get toasters and coffee percolators, to fix scuppers in scullery and crew mess, to change Bosun and Deck Maintenance rooms, to change Oiler's and Fireman's rooms. Black Gang to take over Steward's showers. Crew must help keep mess hall clean at night, and keep feet off chairs and bulkhead. Observed minute of silence for departed Brothers of SIU.

## Unhappy Washday Song Sung On Cape Mohican

We don't know whether the boys aboard the Cape Mohican are suffering from dishpan hands or whether the perfume in the soap that is supplied aboard her doesn't suit their personalities.

At any rate, they passed a motion to have the brand of soap changed.

Secretary J. Fisher reports in the minutes of the May 11 meeting that they need a new percolator on the Mohican, and that there was a discussion about the showers and toilets. Passengers, it seems, are crowding them out of their own. The meeting also voted to have locks fixed on all doors.

**T. J. McCARTHY, June 9**—Chairman McCormick; Secretary (not noted). Motions carried: to have Sec'y-Treas. give up-to-date information regarding new 1946 contract; to have Union Hall send minutes of every regular meeting to all SIU ships; to have Patrolman contract Steward and Delegates to explain duties of Utility man aboard auto carrier; to get new springs, mattresses and pillows where needed; to get washing machines forward and aft; to have aft end showers and washing facilities remodeled; to have all carpenter work classed as overtime; to have the Firemen's rooms painted; all screens repaired and installed where necessary; Meetings are to be held once a week. It was recommended that the Patrolman, Delegates, etc., watch their language and think before they talk to Union men, new members and expected members.

**IRVIN S. COBB, May 1**—Chairman Jack Binney; Secretary William Ellis. Letter written to Union censuring Chief Engineer for his profanity in speaking to the crew. Reported that crew's ice box cannot be repaired. Coffee pot to be ordered for below. New mattresses to be ordered. Recommended that Black Gang's toilets be enlarged, that ship be fumigated. William Ellis elected Deck Delegate. Chairman discussed matter of men refusing to present books and trip-cards to delegates.

# SEAFARER SAM SAYS:



## CUT AND RUN

By HANK

Well, while Jack Parker, the ice-skating champ, is door manning the first deck, our town of New York is still getting the turnover of visiting oldtimers . . . Yes sir, Charlie Simmons came into town—looking good, feeling even better, greeting all his friends with smiles and words. Not only that, but you should have seen him give a real shipmatey greeting to his pal, "Flash"—Fred Fannin . . . Little Ben Rabinowitz just blew in—with bow-tie, a swell tan, a lot of smiles and a blue suit.

Hans K. Bergman who retired his book last week, is going back home to Norway as a passenger on a ship. Pleasant voyage to you, Hans, and we hope you haven't any beefs to have settled . . . Timothy Less is trying to ship out—after just completing a voyage . . . Looks like Bull Huff shipped out last week. Don't dream too much about that farm, Bill . . . To Brother William Thornton we extend our hopes for good cheer and swift health to his mother who is in Duke University hospital down in North Carolina . . . Burly George White is New Yorking it right now. Everything shipshape with you now, George?

Hey, Andy Anderson, stop dreaming of Mobile's Royal Cafe. You know who's in town, all right. Yep, it's your pal, "Carioca Red." . . . Oldtimer Milton Flynn, who cooks in public schools, etc. in between voyages is looking for a ship nowadays . . . Steward Joe Daugherty, with whom we were shipmates on the Frederick Dau on the '43 Persian Gulf voyage, just shipped out. By the way, Joe would like to say hullo to Maxwell Longfellow and wonders where he is now? . . . Orlando Ranoni is firing the boilers on a T-2 right now . . . Arthur Berg must have missed his shipmate, Paul Hiller, who is Skipper now, when Arthur was in New York a month ago.

Frank Gardner is waiting for a Steward's job right now. Frank has three kids to support and he knows as well as we do that neither Westbrook Pegler, the WSA or the shipowners never did care about any seaman, his wages or troubles or who he has to support . . . Brother "Sunshine," who is a Mate now, is midtowning in New York . . . Looks like William Bruning is back with us again, too . . . Abe Gordon, David Knight and Homer Starling are over in Frisco right now.

Norfolk Grapevine: "Jeff" the Steward was the proud father of a baby girl recently. Well, "Pop," did you do any cooking for the celebration? . . . James Manning was Acting Third Mate (ah, that's what we heard) for awhile, then went Florida way to see his wife, while "Snuffy" Smith kept holding down the town, no doubt . . . While Ray White turned to for a rest . . . Captain Ben Rees gave the Norfolk Brothers a pleasant surprise when he showed them his Captain's license over the harbor boats . . . "Curly" Wandell, Tampa Brother, has his family down Norfolk way, while he's night engineer . . . Steward Caspar Schweikhart has been on the beach since November. No Steward jobs for you yet, "Brother Camel?"

Reefer Oiler Joe James, who quit trying to get his Third Engineer's license, is on the SS Mayo Brothers . . . We're wondering if Joe Medrano is still down in Mobile and if Benjamin Stewart is still up there in bean-town Boston? . . . We've noticed that little Michael Quinn is trying to ship out. Mike, don't you know you'll have to be using your good old Irish luck nowadays?



A while back we ran a shot of crew members on the Powellton Seam, holding their mascot, Peggy. Only, as we pointed out in the cutlines, Peggy was nowhere to be seen. Comes now Brother Robert L. Kennedy with a shot he made of the crew and mascot. Peggy is clearly visible here, in the life ring.



# THE MEMBERSHIP SPEAKS



## A Sea Superstition Is Added By DeFazio

Dear Editor:

I was Chief Steward aboard the Joseph S. McDonagh which went ashore on a sand bar 15 miles south of the Peruvian port of Cerro Azul about 200 miles south of Callao in the early morning of March 31. The accident was due to a heavy fog that enveloped the coast, and 48 hours later the ship broke in two owing to the force of the tidal wave. During the two months I spent in Peru awaiting my passage back to the United States, I received from my family several of the weekly copies of the *Seafarers Log*.

In one of them, I was very glad to read that the SIU took care of its men far away from the United States when something happened to them. I read how the SIU arranged with War Shipping Administration and the Overlakes SS Corp. to increase our draw from 10 to 25 dollars a week and sent us \$100 in advance of the indemnity that we must collect for the lost property. At that time we were in a very



miserable condition and such an act by the Union was really appreciated by the ships crew.

My attention was drawn also to the articles on the superstitions and more keenly so because of this accident, and this is why.

I began going to sea in 1909 and have always disbelieved in the superstitions of seamen. However, at times I am inclined to believe in them because no matter what nation a seaman sails under, he like the others have the same ideas. In 1919 I was Chief Steward on a Yugoslavian ship called "Fiume."

The ship's carpenter bought a small parrot and attempted to teach it Italian, but the bird would not, however hard the man tried, utter one word except for an occasional chirp. The carpenter was impatient and nervous. In a fit of rage he threw the parrot overboard.

As we were leaving Rio de Janeiro, the Captain ordered a five and boat drill. The crew took their positions and the lifeboats were swung out. The carpenter's duty was to attend to the fall lines of boat number one. The line snapped and he fell overboard, disappearing below the surface. The ship was stopped, and boat number two, on which I was an oarsman, searched for him. After many hours we found a few parts of his body floating in a ocean of blood, probably as a result of sharks or his being caught in the propeller. The ship returned to Rio de

Janeiro where a mass was said for him.

This incident has long been forgotten in my mind, and made no other impression on me till it was revived during the last trip.

We left New York on February 22. Aboard the ship there was a huge old cat which the crew had taken aboard in Bremen, Germany. Everyone like it and since it had become so friendly with the crew it became the pastime of the men to play with it on number three hatch. It was in this section that the ship split. We stopped at Colon, Panama and someone brought a small kitten on board the ship. Rapidly the new kitten won the attention of the crew and caused them to forget the older cat. Strangely, as if it were a human being, it used to sit by itself in one of the corners, still and forgotten. Its sadness touched me. I often watched it sit alone showing no signs of previously playfulness. When we reached Valparaiso, Chile it had disappeared. The only conclusion that I could draw was that one of the crew must have thrown it overboard because it had disappeared before we docked.

Now the events of that incident long ago were revived and I, who had never believed in superstitions and legends, had a strange premonition that something was going to happen to the ship. Upon leaving San Antonio, three men were missing from our crew. Up to the time we reached Antofogasta, Chile there were many accidents aboard. From Antofogasta we went to Callao, Peru where two of our men returned to the ship seriously wounded, they had been assaulted by the Peruvians. On March 31, one day after we left Callao, the most terrible of our punishments came when our ship was run aground during a fog off the Peruvian coast and cut in two right at number three hold where we used to play with the old cat. For 48 hours we were battered mercilessly upon the sand bar and after getting ashore we spent a night on the beach without any provisions.

This narrative may not be of any consequential significance but, it does present a challenge and a question to the old subject of superstitions of the sea.

Thomas De Fazio,  
Chief Steward

## POWELLTON SEAM COOKING REMINDS HIM OF HIS MOM'S

Dear Editor:

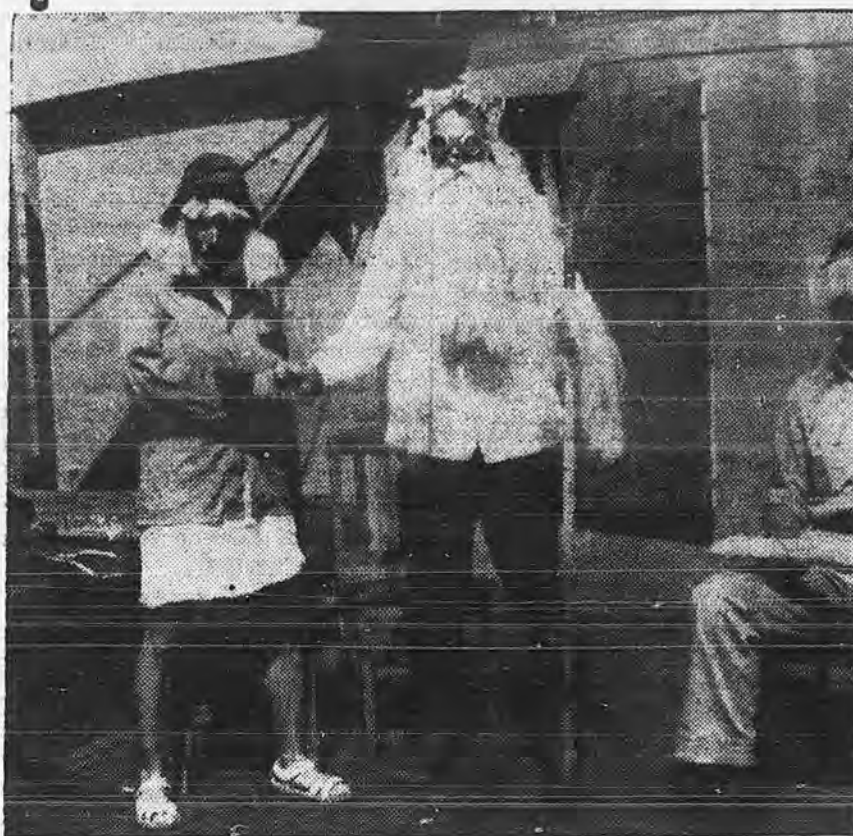
I would like to express my deepest gratitude to the crew of the Powellton Seam for the swell cooperation they gave me when I was their messman.

They are a fine bunch of fellows, worthy of sailing with anytime.

The same sentiment goes for the Steward and galley gang (darn good cooks, by the way). Their cooking reminded me of my mom's.

John Abrams

## THE COLABEE CROSSES LINE



No, Brothers, this isn't a seafaring Santa Claus, it's Blackie, Fireman-Watertender, and Joseph Patrick, Carpenter, a member of Neptune's court, as the SS Colabee crossed the Line during a trip in 1943. The picture just turned up, and someone sent it into the Log with a request that we print it.

## WIFE HATED LOG, THEN READ IT — NOW A BOOSTER!

Dear Editor:

I cannot resist the temptation of letting you know the interest and pleasure I have weekly in reading your great little paper, which is sent to my husband, a Spanish war veteran who sailed as Cook, Baker and Steward since 1941 as a member of the SIU. He was compelled to retire his book through illness, but now has "itchy feet" and is going back to sea.

I thoroughly digest every word of the *Log* and realize that the SIU principles are based on truth, honor and living up to every promise made to the men in your Union, so different from the tactics used by those commy skunks (with all apologies to the skunk).



It seems to me that every member of your superior organization in grateful cognizance of your goodness and fairness to them should leave no stone unturned to talk SIU unceasingly to every non-member and prove to them what it really means to be a member of the SIU.

Now, to go from the sublime to the ridiculous. I am enclosing a cartoon from the May 24th *Log* which depicts a little show in our household in two scenes. Prior to six or seven weeks ago, before I ever read a *Log*, this cartoon shows yours truly in Scene I, scowling and wondering what friend husband sees in that

trifling little sheet. After reading my first *Log*, this cartoon also shows yours truly in Scene II, wondering when hubby is ever going to finish reading it so I can enjoy it. Period!

I do not believe this is any wishful thinking, but whether the strike comes off or not, I truly think this will strengthen the standing of the SIU in the public's eyes.

Wishing you, the *Log* and the SIU continued success, I remain, respectfully,

Mrs. John Heitzenraeder,  
Hollywood, Fla.

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

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

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



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

## Log-A-Rhythms

### Waterfront Gal

By ROPE YARN

This is the story of a gal we all know,  
To all the sailors, just a damned good Joe.  
A friend and sweetheart to us guys that sail.

She can usually be found in our favorite gin mill;  
That's her stool, friend, just aft of the till.  
She's no raving beauty, brother, that's true;  
But, to the sailors, she's a friend true blue.

If ever you've troubles, or down on your luck,  
She'll hear your story, or lend you a buck.  
When after a payoff, you're blowing your top,  
You're on the boozie, don't know when to stop.

You wake in the morning with nary a pound—  
She'll have your roll pat, all safe and sound.  
It's a tough racket, Mac, without mother or sister.  
She may be a bum, but don't call her a blister.

She can't take their place, that friend, is true.  
She's a waterfront gal, but one of the crew.  
So, let's down a drink to our friend and pal:  
Our hats off to you—our waterfront gal.

~ ~ ~

Dear Editor:

I sure am getting into your newspaper these days. Hell, if I keep on, them high-pressure columnists that write for the dailies ain't going to stand a chance next year when they go to sign on the dotted line, because, Ed, by that time I will be a first class brain buster . . . the only thing, Ed, they might get the papers fouled up and the "dotted-line" might be a commitment to the "bug-house."

Well, Ed, I am sending you a poem that a friend of mine who is also a "brain buster" jointly composed the other day while having a drink. Only, Ed, he furnished the brains while I consumed the drinks; especially since he (the actual brains) paid for them. Now, Ed, you know me, I ain't exactly tight but have been accused of leaving my pocketbook at home on purpose. Now you wouldn't call that tight would you. I know what you are going to say; in fact I can see your face getting red, like it always does when you recall a certain incident down in the Turning Basin in Houston and shouting "damned cheap chisler" . . . you know what else.

Ed, that was a dirty trick, in a way, for Sal to have rolled you like that. But she was a damned good sport, Ed. She let you and Blackie Hymes and the six bits street rummies help her blow it in at some bars. Rope Yarn



THOSE BONEYARD RUNS ARE BREAKING UP THAT OLD GANG



The unidentified crew members of the Bull Line's Winfield Scott in these pictures aren't together any longer. It's another case of a boneyard run breaking up a "wonderful crew," as Joseph Blanchard, OS, on the Scott, who made the shots, put it.

Brady's Captain Kuta Is Not So Very Cute

Dear Editor:

Well, we've finally made it home, wiser for our experiences with Captain Kuta, whom we want to warn you Brothers about.

Ever since we left Philadelphia for Italy with coal on the John J. Brady, it has been my aim to have cooperation between the crew and topside and until we left Italy coming back I thought we were getting along fairly good. Then the Captain called me up one noon and put forth the declaration that the Deck Department had let him down, and it really had hurt him deeply (he was referring to work production). He said he was sure the Union would stand by him in his declarations about the crew neglecting their jobs. This was okay with me as I told him that we hadn't let him down at all. Hereafter there would be no overtime for the Deck Department and if he thought any man was taking it easy he would log him for malicious lingering. He stopped the overtime on deck with hell to hell hours for the watch on deck. He also said that if he was paying the wages there would be no money, we would get paid in food, a little work a little food, I believe that system is used on Devil's Island. I wonder if that's where he got the idea at?

But now comes the payoff. This is a liberty running for WSA by South Atlantic SS Company. We picked up some passengers in Bari, Italy, seven men and five women who had booked passage to the States. They had been warned beforehand that it might not be the Queen Mary but it would get them there. We were a day from Norfolk, Virginia, when Captain Kuta announced that this was to be the night of his dinner to be given, as is the custom aboard passenger ships, right before you get in. Bear in mind, we're still on this old five-hatch Liberty no different from any other except, of course, for our elegant Skipper.

Not only are they to have a dinner at 8:00 p. m., but they're going to eat the remainder of turkeys which he says is for the officers and passengers.

We held a meeting to discuss

the situation and it was decided to send the delegates up to see Captain Kuta about the dinner,



the remainder of the turkey being equally divided, and the mess boys working more than eight hours. Well, he refused to see us, he said he was afraid we'd put in overtime for it. Back down to the waiting crew we went. This time we tried a new approach we sent the Steward and the Delegate up under the pretense of finding out how many men he was going to use at his dinner. His orders followed:

1. The turkey was put on for the passenger and officers; therefore no division was necessary.
2. Any man who dared to refuse to work at his dinner would be put in irons till we hit the states.
3. There would be no celebration for the crew, they would only get their regulars, three meals a day, which he and his staff had plus a dinner.

Now we have nothing against the passengers in fact we are indebted to one doctor. If it hadn't been for him we would have had serious difficulties. Now that brings me to the purser, I might add that the Capt. and Third Mate are brothers, and the Purser is a brother-in-law so things are real cozy topside. The Purser:

1. Refused to see an Oiler when he was injured in the engine room. He said, "he's not crippled, tell him to come up to see me."
2. The passenger doctor examined the Oiler the following day (the Purser still hadn't seen him) and prescribed treatment for his injury.

3. The Purser didn't see this man while he lay in his bunk; in fact he didn't even fill the doctor's prescription.

4. The Captain came to see the Oiler on the third day and told him he was better to get back to work (the man had received no treatment at all) he refused except on a direct order from the Captain. The Captain blew his gasket and told him he was not sick at all and went out in a rage to get the doctor to show up this faking. The old man's face fell to the deck when the doctor told him due to lack of treatment that the man's condition was bad. The Oiler is going to put the boots to him as soon as the hospital clears him.

This Captain Kuta and Purser is definitely a menace to seamen. So don't forget if you should see him aboard you know just what to expect. As far as the Purser goes, after the Oiler and Union get down in Norfolk, I think he'll be out.

In spite of the Old Man we had a damn good trip. We stopped in a couple of nice places in Italy and we had a good crew all around.

I'd like to extend my thanks to the Norfolk Agent, Ray White and his Patrolman, Earl (Snuffy) Smith, W. G. (Red) Morris for squaring away our overtime beefs and putting over a clear payoff. A lot of boys don't like Norfolk but with help of good men like these, they help to make it a good port to pay off at.

Ray Roberts,  
Deck Delegate



BROTHER WANTS INFORMATION SPREAD ABOUT SEAMEN'S BILL OF RIGHTS

The Seafarers Log is great and is appreciated by all men, but how about bringing up the Seamen's Bill of Rights more? Many of the fellows do not know how much that bill means to many men and to themselves and it should be explained. Its passage by Congress means more to many of the men than any other measure could.

The American people would back that bill if the facts were really given to them, as Dean Jennings did in Coronet, September, 1945. The way a seaman is treated is a public slap in the face and that's all they will ever receive unless they pitch in together and fight for their rights.

How about starting a concentrated drive to awaken the people to the fact and force those men in Washington to take action. It can be done and it's certainly worth everyone's time. There are plenty of facts that can be dug up and if you can't get the ball rolling, put an appeal in the Log.

Please give this your most serious consideration; you'll do more for the men and the organization than by any other means. Let's really force this.

A Mobile Brother

Answer: If you'll recall about three months back when the Seamen's Bill of Rights was a hot issue, you'll remember that the Log carried several stories and letters, not to mention an editorial, about the Seamen's Bill of Rights. You'll also recall that it was one of the issues brought up at the Agents' Conference.

Right now the bill is lying in the limbo of a Congressional committee, but you can rest assured that as soon as it is reported out and becomes a live issue again the SIU will be pushing it in the halls of Congress and the Log will be playing it big in the news and editorial columns.

SS FORT DONELSON CONDITIONS TOPS, CREWMEN CONTEND

Dear Editor:

This letter is being written in regard to the splendid conditions aboard this ship the SS Fort Donelson which is operated by the American Pacific Steamship Co., recently Los Angeles Tanker Inc.

Captain R. S. Utter is Master and may we earnestly say that Captain Utter is really making a name for himself in the SIU. Captain Utter always recognizes every part of our Union agreements and always tries to give the crew what they ask for, that is within his power to do so.

There are several men who have been crew members of this ship since February of this year, and we have from that time on a very strict fine system concerning cleanliness of the quarters and messroom which gives us quite a clean ship. We, the crew of the Donelson, think that every ship should use this fine system in order to keep all of the ships which we sail in a clean and sanitary condition, making it also a lot easier for our shipmates who are assigned to clean up and keep clean certain sections of the ship.

BAD HOMBRES

Recently we had several messmen who, when told to mop the decks of the messroom once each day and keep the water fountain clean, claimed that the crew was just riding them. They decided to get off of the ship after being on the ship only six days which didn't spite the crew any, as it was good riddance if they didn't want to fulfill their jobs. We also had some trouble with several men who would neglect the

cleaning up of the heads and quarters.

It's men like these that hurt our Union and we think that all good Union men should strive to avoid the bad habit of not fulfilling their's and those of others jobs with the proper service.

Let us, the crew members of the Fort Donelson, inform all Brother members of our Union that whenever they may see jobs in the future on the board for the Donelson that they can be quite sure that they will get a



good deal as conditions are now, and may we also say, as long as Captain Utter is in charge, providing, however, you give him a good deal, which is not more than fair.

Below your will find several meals which have been served aboard the Donelson recently, for which the following men have been responsible for, together with the requests of the Captain to the company:

Chief Steward Homer Brouillette; Chief Cook, Nate Pearce; Second Cook, Louis Coe.

DINNER—June 6, 1946

Pinto Bean Soup, Roast Leg of Lamb, Fried Chicken, Buttered Carrots, Buttered Peas, Mashed Potatoes, Apple Pie and Ice

(Continued on Page 14)



**WORK STOPPAGE MEETING MEANT MUCH TO GRIMES**

**To the Editor:**  
After attending the Work Stoppage Meeting at Webster Hall on June 6 by the SIU-SUP, I came away with a self-satisfied feeling that I, too, was an SIU member. You ask why that proud feeling tingles up and down my spine? Simply because I'm proud to be even a small part of such a militant, democratic Union as the SIU.

Other maritime Unions, notably those commie-dominated members of the Committee for Maritime Unity, spend weeks and months of vain talking with the shipowners and Washington bureaucrats. Our Union doesn't believe in this. We of the Seafarers believe in action—job action or whatever type of economic or political action is necessary to achieve our aims.

We Seafarers don't believe in expending all of our energy to send telegrams and hold meetings protesting the course of imperialism which the United States and Great Britain is following. Incidentally, Russia is probably more imperialistic today than any other nation!

The SIU doesn't believe in throwing up picket lines around newspapers, making mass demonstrations against Churchill, or promoting schemes to assist the starving mujiks of Krasnoyarsk to achieve tranquility or something.

But, we Seafarers do believe in using our economic strength for job action, work stoppages, or strikes to gain a reduction in our working hours from 56 hours a week to 40 hours a week. SIU



members also believe in taking militant action to gain wage increases to partially offset the enormous increase in cost of living, and our greatly decreased take home pay.

The Seafarers believe in direct action to maintain and improve the best shipping conditions in the marine industry. However, we also believe in political action as an assistance to direct economic action, not instead of it, as practiced by the commies. Yes, it's a great Union to belong to—the SIU!

Joe Grimes

**SEAFARER THANKS SIU FOR BATTING IN HOOLIGAN GAME**

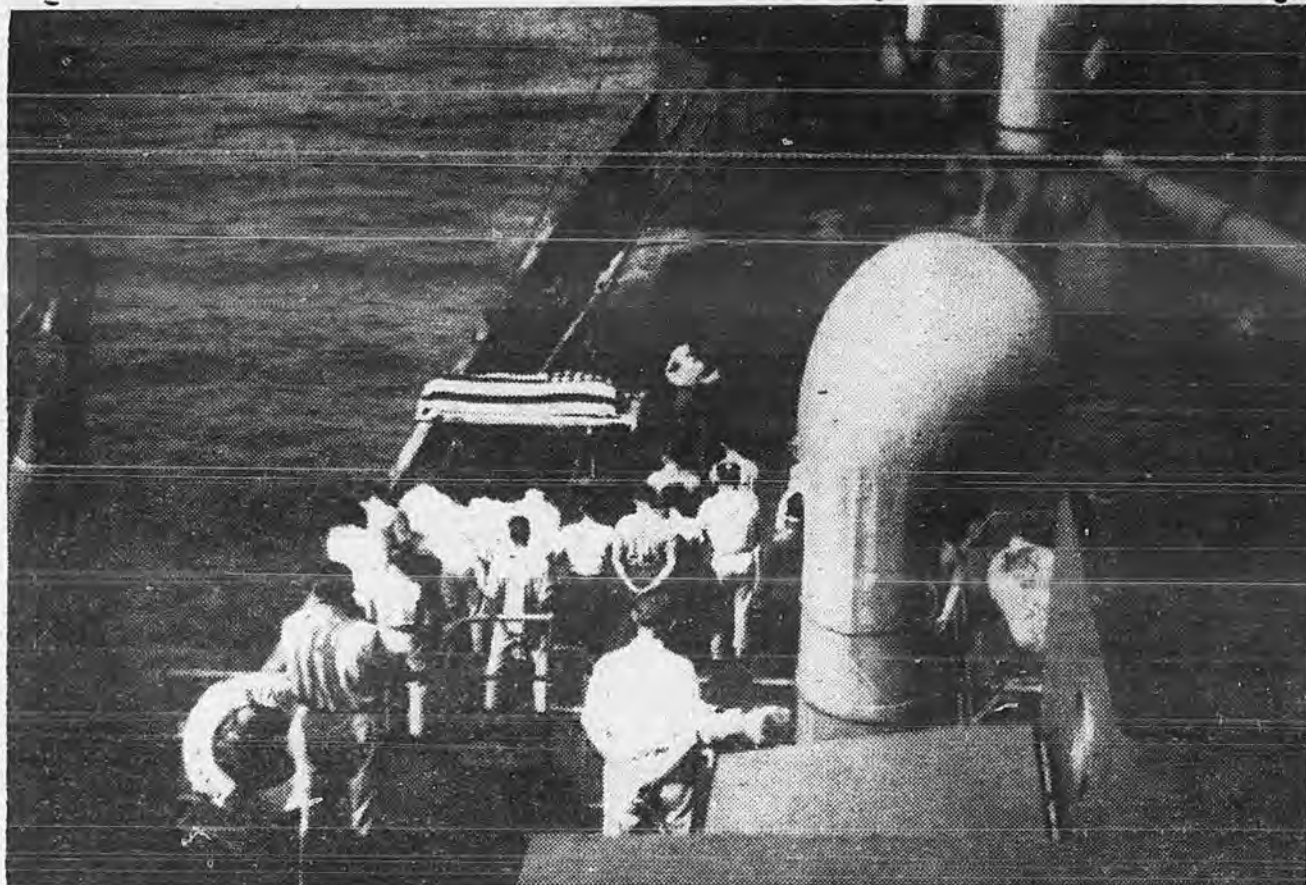
**Dear Editor:**  
I want to thank the editorial staff and everybody connected with the Log for their efforts in putting my case to the members about the underhand workings of the Coast Guard against the merchant seaman.

Keep up the good work, which you are doing in putting out the Log.

I want to thank John Hawk and Paul Hall and Morris Weissberger for their untiring efforts for bringing out justice in my case, and preventing a lot of seamen from getting raw deals from the Coast Guard.

J. (Doc) Sussman

**BURIAL OF BROTHER GABRIEL, OS ON KING WOOSLEY**



Crew members of the SS King Woolsey stand about the grave of Brother Antonio P. Gabriel, OS, of the Woolsey, during funeral ceremonies. Gabriel was an extremely popular member of the crew.

**Seafarers Seeks Information In Death Of Thomas Keevins Aboard Ira N. Morris**

Brother Thomas Keevins, Utility, Book No. 28576, died on March 10 while a member of the crew aboard the SS Ira Nelson Morris of the Robin Line. He was buried in St. Eloi, La Rochelle, France.

Information is being sought on the circumstances surrounding Brother Keevin's death. The following men, who sailed on the

last trip of the Morris with Keevins, are urged to report immediately to the New York Hall:

Ernest Sjolholm, Bosun; Marcell Raillard, AB; Wm. C. Hoffman, AB; David G. Sloan, AB; Frank B. Taylor, AB; Frederick Schardt, AB; Kermit L. Helms, AB; Albertus R. Green, Jr., OS; Karl E. Scott, Jr., OS; Leopold Marcus, OS; Alphonse, Logindis, Dk. Eng.; James E. Hansel, Oiler;

John M. Libby, Oiler; Geo Gatton, Oiler; Wm. Homstead, FWT; Joseph Yanick, FWT; Ire Merlin Olson, FWT; Robert Thompson, Wiper; Wm. Crutchfield, Wiper; Adrian Otte, Steward; Eladio Grahaales, Ch. Cook; Lindberg Cabbage, 2nd Ck. and Bk; Joseph Kozlowsky, MM; Elmer C. James, MM; Donald Kemen and Clarence L. Graham, Utility.



**DETROIT**  
John Kosen, \$5.00. Total—\$5.00.

**NORFOLK**  
**SS JOHN SHERMAN**  
K. R. Slattings, \$11.00; C. L. Horvey \$2.00; R. P. Baker, \$2.00; F. A. Diaz, \$2.00; W. M. Bowman, \$2.00; N. Manessa, \$2.00; J. S. Lassiter, \$2.00; E. M. Lashley, \$2.00; J. V. Russell, \$2.00; J. V. Russell, \$2.00; W. T. Sawyer, \$2.00; R. W. Dixon, \$2.00; W. E. Hightower, \$1.00; C. M. Wagenfer \$2.00; R. O'Neill, \$1.00; P. Brady, \$2.00; J. J. McRae, \$2.00; E. H. Drozeski, \$2.00; S. Ruzyski, \$2.00; M. Ellsworth \$2.00; C. L. Watkins, \$1.00; F. Martin, \$2.00.

R. Conway, \$1.00; P. Papacantantia \$1.00; W. C. Bumgarner, \$1.00; A. L. Garey, \$3.00; J. C. Lacaellade, \$2.00; G. A. Muehinski, \$2.00; J. E. Smith, \$3.00; J. T. Watkins, \$2.00; W. Geir, \$3.00; A. D. Boardman, \$1.00; W. C. Busbin, \$4.04.

**SS DRAKE**  
O. D. Moore, \$2.00; F. S. Baker, \$2.00; R. T. White, \$2.00; W. S. Winslow, \$2.00. Total—\$96.04.

**GALVESTON**  
**INDIVIDUAL DONATIONS**  
A. M. Guzman, \$2.00; A. F. Casey, \$2.00; J. R. Smith, \$2.00; A. Tanquino, \$2.00; G. F. Okens, \$2.00; L. W. Franzen, \$2.00; H. Walsh, \$2.00; C. McQueen, \$2.00; E. Howde, \$2.00; Earl C.

Schrader, \$2.00; James H. Bayles, \$3.00; J. A. Wasson, \$3.00. Total—\$26.00.

**NEW YORK**  
**INDIVIDUAL DONATIONS**  
W. Stoveland, \$1.00; R. J. Gordon, \$1.00; Mrs. R. M. Fitzgerald, \$1.00. Total—\$3.00.

Paul Dandurand, \$1.00; J. W. Logan, \$2.00; R. D. Hobart, \$2.00; J. V. Brooks, \$1.00; N. Berger, \$2.00; A. Wernick, \$1.00; A. H. Enroth, \$5.00; D. Foica, \$0.50; Angel A. Leon, \$1.00; D. McClintock, \$5.00. Total—\$16.00.

R. H. Pomerenk, \$1.00; G. A. Bjorklinis, \$2.00; E. A. Nogas, \$2.00; J. H. Russell, \$1.00; E. Johnson, \$1.00; S. Y. O. Fogelberg, \$3.00; T. W. Taylor, \$2.00; J. E. Murphy, \$1.00; H. N. Grant, \$1.00. Total—\$14.00.

**SS CHARLES W. STILES**  
E. Johnson, \$5.00; J. Papa, \$2.00; A. M. Stever, \$2.00; P. M. Jeffers, \$2.00; J. Morris, \$3.00; W. Adkins, \$3.00; K. Marlin, \$3.00; Wm. J. Boutelle, \$2.00; W. J. Prince, \$1.00; E. Szarythe, \$1.00; R. J. Clark, \$1.00; J. Pedrosa, \$2.00. Total—\$22.50.

**SS SUNSET**  
Gus T. Doyal, \$2.00; J. B. Irving, \$1.00; A. T. Dorman, \$1.00; J. A. Sealy, \$2.00; A. L. Johnson, \$1.00; C. R. Denison, \$2.00; L. F. Penland, \$2.00; R. M. Oliver, \$2.00; C. E. Tuff, \$3.00; Sam Rasco, \$3.00; D. F. Carroll, \$1.00; Gil-

bert Luter, \$1.00; J. N. Jones, \$1.00; M. H. Newton, \$1.00; V. L. Overall, \$1.00; Eli Ware, \$5.00; C. A. Choice, \$4.00. Total—\$33.00.

**SS WESTINGHOUSE**  
C. C. Hunnicutt, \$2.00; C. O. Bergagna, \$2.00; Jack E. Williams, \$2.00. Total—\$6.00.

**SS JOHN MERRICK**  
R. Brandenberg, \$2.00; J. Moore, \$2.00; G. E. Scott, \$2.00. Total—\$6.00.

**SS JOHN GORRIE**  
V. E. V. Dindia, \$5.00; SS J. Gorrie—Crew, \$5.00. Total—\$10.00.

**SS CAPE CORWIN**  
L. G. Linthicum, \$2.00; B. B. Spears, \$1.00; Wm. Holland, \$1.00; F. Gonzalez, \$2.00; D. W. Thomas, \$1.00; T. Waiter, \$1.00; M. Santana, \$1.00; J. J. Cronan, \$1.00; McKinley E. Males, \$2.00; K. C. Zickerpoose, \$2.00; J. E. Vazquez, \$1.00; F. R. Miller, \$2.00; J. Lopez, \$1.00. Total—\$18.00.

**SS J. GALLOP**  
P. Pressler, \$1.00; R. L. Duke, \$1.00; R. McGueen, \$3.00; W. Mutting, \$1.00; R. Lanier, \$2.00; Manuel Ansbro, \$2.00; Wm. Parker, \$4.00; A. Barone, \$1.00; J. Floyd, \$3.00; R. Darville, \$3.00; D. K. Jackson, \$4.00; J. B. Bowers, \$2.00; R. Lindsey, \$5.00; M. Oliver, \$3.00; A. M. Robertson, \$1.00. Total—\$36.00.

**SS SS' GEORGE WASHINGTON**  
N. Barrett, \$2.00; A. Bryant, \$2.00. Total—\$4.00.

**Last Trip Of Aiken Eventful**

(Continued from Page 10)

and our doctor was dispatched to the sailing craft by means of a small helicopter which the Aiken carries along for such emergencies.

**BRANDY BARTER**

The first aid treatment required only about half an hour, but we were delayed several hours while the Chief Steward (acting as interpreter) attempted to bargain for a case of Portuguese cognac. After using up all the diplomatic tricks he could muster, he resorted to cigarettes and bought several quarts.

Just as well, too. The only use we can find for the stuff is a three-way prox (before, during and after).

**CHIEF STEWARD IS ON THE BALL ON COYOTE HILLS**

Dear Editor:

Put this down on record and print this in the Log about our Chief Steward. He is one of the best men we've ever sailed with. He's an oldtimer from away back. He's on the ball and plays square with all hands.

We had a swell trip and plenty of food and a very good variety and he kept every one on the job. So we give a word of praise to George H. Seeberger, Chief Steward. We hope we can have the pleasure of sailing with him again. And, let us add, anyone sailing with him surely won't regret it. Above all, he'll get all he wants to eat, because this guy don't monkey. He puts out.

Crew of the Coyote Hills

**SS FORT DONELSON CONDITIONS TOPS, CREWMEN CONTEND**

(Continued From Page 13)

Cream, Fresh Milk, Coffee and Tea.

**SUPPER, June 5, 1946**

Lettuce and Tomato Salad, Grilled Tenderloin Steak, Creamed Ham on Toast, Fried Potatoes, Seasoned Spinach, Lima Beans, Cake and Ice Cream, Fresh Milk, Coffee and Tea.

**SUPPER, June 4, 1946**

Pineapple Cheese and Lettuce Salad, Fried Pork Chops, Grilled Franks, French Fried Potatoes, Saurkraut, Mixed Vegetables, Watermelon, Ice Cream and Cake, Fresh Milk, Coffee and Tea.

May the Donelson remain to be a star ship on our list is our wish. Hoping also that any man who comes aboard this or any ship will try their best to make our Union a Union of men superior to all.

- James G. Smith  
Ships Delegate
- Carl S. Miller  
Engine Delegate
- B. Nelson  
Deck Delegate
- Walter Cutler  
Stewards' Delegate







# BULLETIN BOARD

## —Unclaimed Wages—

### Mississippi Shipping Company, Inc.

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

D	
Des Santos, A. L.	.01
de Freitas, F.	23.85
Devane, George R.	3.16
Deveau, Bernard J.	4.45
de Vries, Peter	23.07
De Wailly, H. L.	.79
Dewar, R. D.	1.80
Dewey, W. F.	36.00
Dey, Stanley D.	12.00
Dial, David	5.94
Diaz, A. G.	1.42
Diaz, Carlos M.	2.23
Diaz, Edward	7.57
Diaz, Rafail	24.89
Diaz, Salvadore	16.52
Dichini, L. J.	5.25
Dick, Hugh	6.11
Dick, H. A.	.49
Dick, Norman J.	.59
Dickens, Woodrow	5.24
Dickenson, K.	.01
Dickenson, Woodward W.	.74
Dickey, Clarence G.	1.40
Dickson, Earl S.	4.50
Di Cupula, R. E.	16.50
Dietrich, Edward H.	13.04
Dill, G. T.	4.80
Dillman, Albert J.	8.95
Dinass, George S.	8.11
Dineen, Clarence E.	.20
Di Popola, J.	9.90
Disney, Edward E.	2.84
Di Tomaso, M. L.	16.50
Dixon, Clifford C.	1.37
Dixon, F.	2.00
Dixon, Geo. W.	9.58
Dixon, Ray M.	1.40
Dixon, Stedtoe	64.33
Doa, Vincenzo	4.13
Doarski, Joseph S.	1.37
Dobbins, David J.	8.04
Dobson, Austin M.	2.87
Dodd, Geo. J.	10.47
Dodd, Nevin Wilson	3.28
Dodds, P. J.	.33
Dodge, Marshall A.	3.12
Dodson, Gordon L.	19.28
Dodson, R. W.	.33
Doktor, Tadensz	3.47
Dolese, Sidney L.	1.63
Domio, Roy	1.04
Donahue, Jack	2.38
Donnelly, Elmer C.	3.96
Donovan, James	7.92
Donovan, Richard E.	1.34
Durin, Thomas B.	11.74
Dore, Eugene N.	6.65
Dorgan, Maron	2.13
Dorr, William W. Jr.	2.23
Dorsatt, Banks Will	1.37
Dorsey, Floyd J. Jr.	.45
Dotton, Samuel E.	6.10
Dotson, S. R.	.41
Doty, George	.33
Dougherty, C. J.	2.23
Dougherty, John T.	70.25
Dougherty, Louis F.	11.14
Douglas, Chas.	3.56
Douglas, Claude L.	22.24
Douglas, Jeremiah L.	6.10
Douglas, Louis J.	4.39
Douglas, Richard E.	17.40
Dowal, J.	4.13
Dowling, William	.59
Dowling, Wm. S.	14.86
Down, A. A.	16.56
Downes, John M.	1.05
Downey, James W.	2.23
Downie, J.	7.35
Downing, Marcus A.	5.73
Dows, J. N.	5.05
Doyle, Dennis Arthur	16.26
Doyle, P.	3.27
Draft, E.	3.54
Draves, Robert	15.05
Dressler, Fred	.76
Drivas, Peter	95.62
Dreyer, R.	11.25
Driscoll, Edwin C.	3.90
Drummond, David	2.06
Drumund, Deanne D.	5.51

Dryall, F. R.	2.64	Eckert, R.	9.60
Duames, A. P.	4.81	Eckols, Alfred J.	9.96
Duarte, Antonio	1.48	Eckvarria, Hugo	15.20
Dublanica, Peter	.99	Eddleman, John T. Jr.	8.26
Dubriel, Adelard	.20	Edelstein, A.	7.92
Dubrosky, John	4.93	Edlund, John H.	135.85
Dubrow, Stanley	1.78	Edmonds, E.	.69
Ducate, E. J.	3.60	Edmunds, Christian	6.22
Ducharme, Roger P.	2.67	Ednie, John M.	2.67
Duclos, R. A.	5.40	Edwards, Conrad H.	4.10
Ducote, Luke C.	.04	Edwards, Frank Dale	1.20
Ducote, Reese A.	5.50	Edwards, G. Y.	.01
Dudley, A. L.	5.94	Edwards, N. H.	17.00
Dudley, A. D.	3.00	Edwards, Robt. L.	2.68
Duffey, Edward F.	4.46	Edwards, Walter D.	18.33
Dufour, Andrew T.	2.40	Edwards, Willie	26.74
Dugan, Richard E.	3.71	Egan, James	2.24
Dugas, Anthony J.	.90	Egan, J. J.	5.25
Duguid, Archibald M.	.59	Egan, J. W.	18.59
Duett, Charles O.	25.99	Eggleston, Ernest L.	16.52
Duke, Joseph	7.61	Eggleston, J.	5.94
Duke, Stanley F.	9.86	Ehrellick, E. F.	9.50
Dukes, J. W.	11.25	Eickmeyer, John A.	2.23
Dukeshire, Irvin	10.69	Eister, Clifford G.	1.34
Dulaney, Robt.	.71	Eklund, Erick R.	.79
Dulie, Jerome B.	2.67	Eklund, Paul	3.30
Dulle, Leo M.	11.47	Elardo, Simon F.	1.91
Du Maduros, F. R.	26.60	Eldhuse, Anton	3.92
Duncan, Ernest	30.56	Eldhuse, H.	.14
Duncan, E. T.	.72	Eley, Rufus M.	6.80
Duncan, Frank A. Jr.	6.03	Elf, Knute	9.90
Duncan, Meta H.	2.07	Ellingsworth, James G.	16.14
Duncan, Roy W.	98.75	Elliott, Jas.	5.15
Duncan, Stuart	18.17	Elliott, Milford W. Jr.	13.47
Dungan, Charles W.	8.76	Ellis, Homer A.	3.72
Dunham, Frank	.74	Ellis, Jack Elton	6.58
Dunlap, Frank H.	2.25	Ellis, John W.	1.48
Dunlap, James Allen	5.96	Elrick, Wallace	6.75
Dunn, Donald L.	8.77	Elrod, Roy F.	15.21
Dunn, James S.	.89	Ely, Edward R.	6.20
Dunn, Oscar Jan	1.98	Emery, Oliver L.	.59
Dunn, Walter L.	27.30	F. . . . . 0.; ER2 . . . . . N . . . . . NNN	
Dunphy, Colin U.	8.61	Endres, Edwin	3.44
Dunphy, Thomas	2.68	Engelhardt, Eugene E.	8.53
Dunsavag, W.	6.39	Egner, Fred A.	14.13
Dupont, Joseph L.	6.53	Egner, Robert L.	14.62
Dupuy, Edward	2.55	England, Fred R.	.45
Durant, W.	1.19	England, Minyard D.	2.64
Durfee, Charles E.	2.64	Englehard, G.	10.00
Durham, J.	5.63	Englehardt, Jan	3.44
Durkin, Albert	31.40	English, Thomas	9.24
Dunn, Harold	5.31	Englund, Arthur N.	5.89
Dust, Roy W.	16.39	Engstrom, Lincoln C. E.	21.20
De Tenbeck, Hugo	31.13	Engwall, J.	8.21
Dutton, Robert R.	12.29	Enna, Anthony	2.31
Dvorack, C. E.	3.52	Enoches, E.	3.62
Dwight, Eugene N.	19.67	Enos, Gilbert J.*	35.80
Dwyer, Arthur J.	10.05	Enriquez, Jacobo	2.48
Dwyer, Charles J.	2.23	Enna, Joseph Jr.	.72
Dwyer, Raymond F.	37.22	Eplund, B. K.	6.00
Dycus, Thomas L.	.73	Epperson, Hebert A.	3.96
Dye, Eugene C.	.45	Erco, E.	1.65
Dykatra, Frederick	.45	Erdle, Francis E.	95.62
Dykema, Martin	2.90	Erickson, Gavin Victor	8.66
Dylengaski, Richard	9.00	Erikson, Hans	7.28
Dzvonchik, Joseph	.52	Erickson, Irvin C.	1.74
		Erwin, Bennie M.	18.38
		Erwin, Harold K.	2.56
		Ervin, Winston B.	5.94
		Escoffier, John	34.08
		Escalante, Juste	1.98
		Eskew, Jonas H.	8.86
		Esteve, Edward J.	3.10
		Estrella, M.	1.39
		Etheredge, William L.	55.64
		Etherton, Terry G.	14.75
		Ettinger, John J.	104.69
		Eudy, Clifford D.	4.65

Evans, C.	.35
Evans, E.	2.30
Evans, Harry	3.57
Evans, J.	1.20
Evans, Leonard N.	3.77
Evans, Robert A.	1.98
Evans, W.	1.00
Evans, W. H.	5.97
Evans, William H.	10.03
Evensen, Even	9.75
Everett, Alphas T.	24.79
Every, August	32.30
Ewing, William F.	10.66
F	
Fagan, Wm. T.	1.37
Fin, Dolphus R.	2.52
Fiar, Dvid C.	.99
Fairchild, Glen	.45
Faircloth, Charles O. Jr.	5.16
Faircloth, Harold Darden	3.44
Fajatoski, Jacob	11.96
Falana, John M.	14.30
Falk, Bernhard	1.48
Falnes, J.	10.56
Earl, John W.	2.25
Fancutt, John	65.01
Faris, Walter T.	40.75
Farmer, Cary C.	4.00
Farney, Wm. S.	7.11
Farrar, M. G.	.35
Farrell, William E.	6.45
Farrow, Jack	2.64
Farthing, Roger J.	1.90
Farthorn, William P.	3.26
Fassinger, John F.	4.98
Fath, Joseph A.	.76
Faulkner, J. E.	4.50
Faustich, Chas. W.	1.91
Fawcett, Paul G.	2.13
Fay, J. F.	6.39
Fay, J.	2.97

**Duluth Hall Opens**  
The Duluth Hall of the Seafarers International Union, which had been closed for some time, has been reopened at 531 W. Michigan Street.

**NOTICE!**  
**WALTER BARRETT**  
Your papers are being held for you at the Baltimore Hall. Please advise the Agent what disposal you want made of them.  
\* \* \*  
**ROBERT GALL**  
Call at 5th floor at New York Hall for your baggage checks.

**PERSONALS**  
**FRANK "BLACKIE" McLAUGHLIN**  
Would have liked to see you, but lost your address. "Whitey"  
**LARRY WHITE,**  
19 Marion Street  
East Boston 28, Mass.

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

**Money Due**  
**SS CHARLES McDONNELL**  
The following men have money due them for tending evaporators on sea watches aboard this vessel which paid off in San Francisco on May 31: Edwin King, Oiler, \$43.20; Leslie Blanchard, Oiler, \$156.90; Alan Peak, Oiler, \$51.84; Louis Briant, Oiler, \$243.90; and Vernon Weidman, 3rd Cook, \$46.08.

\* \* \*  
**SS JOHN LaFARGE**  
There is a check for \$4.00 for Frank Scott and a voucher for \$2.75 for Lawrence D. Wages from the American Liberty SS Co. Get in touch with the Baltimore Port Agent regarding this money.

\* \* \*  
**SS JOHN GIBBONS**  
Voyage No. 6  
Vouchers from the Overlakes Freight Corp., are being held at the Baltimore branch office for the following men: Thomas Lyons, \$26.84; J. H. Clarke, 71 cents; William T. Peters, \$41.38; John P. Fee, \$35.36; JoJhn P. Martin, \$32.16; Clifton W. Ensey, \$28.71; William Rajski, \$14.78.  
Call or write the Baltimore Agent regarding these vouchers.

**NOTICE!**  
Anyone who was aboard the plane from New Orleans, chartered by the crew of the SS Tulane Victory, who knows anything about two alligator bags, please get in touch with F. Robinson, 35-24 72nd Street, Jackson Heights, New York.



## ORGANIZING ISTHMIAN



It took plenty of hard work to make the Isthmian vessel, Cape Domingo, a strongly pro-SIU ship. Ask these fellows; they know! George Peteusky (left), Ed Bender and Joe Lissner. Heinrich Viik, who also helped considerably, was on watch and not available for a picture.

## Marine Hospitals Neglect Seamen, Seafarer Says

By H. C. GORDON

Stay close to your desk and never go to sea, and when you are ill you may be eligible to obtain treatment at the U. S. Marine Hospital.

Gilbert and Sullivan could have written the above and not been far wrong. For if you are a seaman, your chances of becoming a patient in such a place are remote.

Now, a mail carrier, a government employee or a janitor in some federal building, can gain admittance very easily.

And a few years back the places were filled with CCC boys who had chopped off various parts of their anatomy while building roads through the virgin forests in Roosevelt's noble experiment to keep them out of the poolrooms.

One such boy could not get over the fact that the patient in the next bed was a merchant seaman. In fact, he asked the seaman how he happened to get into the Marine Hospital.

The Marine Hospitals were originally built for the care of seamen. Seamen paid a small amount per month from their wages for their upkeep. The hospitals also received fifty percent of the fines, known as "logs," which were deducted from seamen's pay.

Many an oldtimer made a two year trip and, on returning to homeport, found that he had been logged for almost all his pay because he had not jumped fast enough when the skipper bellowed at him.

The amount thus collected, although no figures are available, must have been considerable.

But for some obscure reason, the powers that rule the U. S. Marine Hospitals today seem to be prejudiced against treating sick or injured merchant seamen.

Of course, if taken sick aboard ship, there is no trouble about crashing in. But, if through no fault of your own, due to slack shipping, you are taken ill while on the beach, after being ashore for sixty days, the bars are raised against you.

Wives of Coast Guard men are admitted to the Marine Hospitals as maternity cases. A seaman, injured through torpedo action, cannot get in for treatment be-

cause he has been off a ship for over two months.

The merchant seamen do not want, or expect any special treatment. As far as these hospitals accepting non-seamen as patients is concerned, fine and dandy with us. If people are sick they must have treatment. But we do object to getting the brushoff while others get all the consideration.

Even long before the war, patients who were seamen, were forced to help clean the wards, polish floors, fold dressings and do orderly work in general. If they refused they were discharged if they were able to walk. And at times the food was horrible.

I mention this to show that seamen were treated like stepchildren for a long time back, and that all these cases of discrimination did not just originate suddenly.

The second world war is over; gone also are the days of "heroic merchant seamen." From now on, when addressed, it will be as "Hey, you!"

The international situation is fast going haywire once more. They may need us again.

Anything that the Union can do that will bring this before the public at large will be deeply appreciated by us. We feel that either the unfair practices of the Marine Hospital bureaucrats and some of their rattraps should be curbed, or else the name "Marine" be dropped from the title altogether.

In which case we will attempt to find a dark alley in which to die, when the time comes. Or perhaps crawl to the city dump where the added odor would not be noticeable.

### Attention Members!

#### Seafarers Sailing As Engineers

All members—retired members and former members—of the Seafarers International Union who are now sailing as licensed Engineers: Please report as soon as possible to the Seafarers Hall at 51 Beaver Street, New York City. Your presence is necessary in a matter of great importance.

# Seafarers Maintains Wide Lead In Isthmian Fleet Election

NEW YORK, June 19—Latest reports on the Isthmian election to determine a bargaining agent for that company reveal that the Seafarers is still maintaining a wide margin of votes over the combined totals of both the NMU and the company.

Voting last Thursday, June 13th, at Philadelphia, crewmembers of the Clyde L. Seavey hung up a good majority for the Seafarers. Their vote, 70 percent for the SIU according to estimates, served to continue the very favorable pace already established in the election.

Out on the Pacific Coast, at San Francisco, the Golden West crew was balloted on Tuesday, June 18th. Estimates of crewmembers and official observers indicated that the Seafarers secured better than 60 percent of the votes aboard her while the SIU didn't do too badly on the Sea Hydra which was voted at Baltimore on June 12th.

### 13 PERCENT LEFT

With the completion of voting on Isthmian ships which docked this week, about 13 percent of the Isthmian Fleet remains to be polled. These 12 or 13 ships should be finished with their voting in the near future, probably within the next several weeks at the latest.

Then, the matter of counting and tabulating the ballots by the National Labor Relations Board will be completed in short order, following by the certain certification of the SIU as the Union bargaining agent for the Isthmian Lines.

Among the ships remaining unvoted are: Anniston City, Atlantic City, Cape Junction, Kathleen Holmes, Monroe Victory, Pere Marquette, Red Rover, Robert C. Crier, Sea Hawk, Sea Lynx, Sea Triton, Steel Electrician and the Steel Inventor.

### SEAFARERS CONFIDENT

The majority of these ships are predominantly for the Seafarers, and with one or two possible exceptions, should hang up an impressive vote for the SIU when they are polled by NLRB representatives upon their return to

the shores of the continental United States.

Every shipboard and shoreside organizer, as well as the many other Seafarers who have constituted themselves unofficial Isthmian organizers throughout the organizing drive, is calmly confident of the election's outcome.

When the complete tabulation of votes is made at the conclusion of the election, they expect confirmation of their estimates that the SIU will win by a big majority vote.

In fact, members of the SIU who have contributed no little amount to the success of the organizing campaign through their contacts with Isthmian seamen in all ports and with their self-sacrificing willingness to sail Isthmian ships, are openly betting on the final results (and giving

ing odds, too!). They can't find many takers unfortunately!

### SHIPBOARD MEETINGS

Many Isthmian ships are now holding regular shipboard meetings, just as they would if they were under SIU contract, and electing delegates to take up their beefs.

With this kind of a setup, the crews of these ships have cut down considerably on beefs. Isthmian ships are still a long way from being run on a Union ship basis, as only an SIU contract can bring that about, but SIU style meetings and beef handling by delegates has helped considerably.

It doesn't do any harm to repeat: only a Seafarers' contract for Isthmian ships can ensure wages and conditions which prevail on SIU ships.

## Cape Domingo Goes To Isthmian, But Crew Goes To Seafarers

Formerly operated by the International Freight Corporation (an NMU-contracted company), the Cape Domingo was recently taken over by the Isthmian Lines. Seafarers George Peteusky, Joe Lissner and Heinrich Viik have all done a swell job in organizing her for the Seafarers along with some valuable assistance from some of the other crewmembers.

Originally there were quite a few NMUers aboard the Domingo, but the boys did a good job of converting most of them and some non-Union seamen to the SIU way.

### DIRTY SHIP

Bosun Ivan "Hans" Kalroth, an NMU oldtimer, turned in his old hook and took out SIU membership. Now, there are only three or four aboard who are still NMU members, and the balance of the crew asserts that by the time they return, they'll all be Seafarers.

According to Domingo seamen, the ship was extremely dirty

when they first boarded her, but the Skipper, William F. Epperly, had her fumigated to get rid of the king size roaches and bedbugs which threatened to run off with the ship.

The foc'sles were so filled with trash that a number of the men spent considerable time in cleaning them up. Now, things are fairly shipshape, and after the foc'sles are painted, the Domingo will be like any SIU ship—a clean ship.

Several crewmembers asserted that as soon as possible they would hold a shipboard meeting to elect delegates, and show some of the younger seamen how a typical SIU ship is operated.

One of the Ordinaries was unable to make the trip due to being hospitalized at Staten Island Hospital, where the SIU representative visited him. While working, he was overcome by sudden abdominal pains, and is being kept at the hospital for further observation and diagnosis.

### MATERIAL WITNESS

Bosun Kalroth was also unable to leave with the rest of the Domingo crew when their ship pulled out Tuesday a. m. He was forced to remain in New York as a material witness in a manslaughter trial.

Heading for Newport News to take on more cargo after she left New York, the Cape Domingo is expected to be absent for about four or five months. Her itinerary includes stops at Alexandria, Cairo, some Red Sea and Persian Gulf ports, Calcutta, Bombay, Honolulu, and then back to the Pacific Coast.

Crewmembers stated that they were of the opinion that Isthmian would be under an SIU contract, after the completion of the voting which heavily favors the Seafarers, and by the time that they return from their long trip. These seamen were also of the opinion that other Seafarers should sacrifice a little if necessary to sail Isthmian until such time as Isthmian is under an SIU contract and enjoying the same conditions as other SIU-contracted companies.

### WORKING TOGETHER



The port of Tampa is a good example of the way unions connected with the Maritime Industry should cooperate. Perry Harvey (left), President of the Tampa Local, International Longshoremen's Association, and Claude (Sonny) Simmons, SIU Port Agent, talk things over at the work-stoppage held on June 6. Harvey and his local have pledged their complete support to the SIU in the present contract negotiations.

This is nothing new. Both of these unions have shared picket lines in the past, and both have been instrumental in getting each others' beefs squared away. With solidarity like this, we can't lose, and neither can the I.L.A.