

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

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No. 17

Telephone Strikers Hold Firm

The nationwide strike of the telephone workers is now ending its third week with no weakening in the solid ranks of those participating in the walk-out. In fact, if anything, they are more united and solid today than they were when the strike first started on April 7.

Expressions of support have been received from all sections of American life. Organized labor is lined up firmly behind the National Federation of Telephone Workers; priests, ministers, and rabbis have gone on record backing the telephone workers; and the public is also convinced that the American Telephone and Telegraph Company is doing all in its power to keep the strike going by refusing to bargain on a national level.

Up to now the company policy has been to divide the union into small, powerless groups. Offers have been made to the unions on a local plane only, and the spokesmen for the company have insisted that these offers not depend on the approval of the policy committee of the NFTW.

Union officials have dissented sharply from this view, and stated

Five officials of the Telephone Workers visited the New York membership meeting last Wednesday night. George Meyerscaugh, Chairman of the City Central Strike Committee, and Joe Leone took the floor to thank the Seafarers on behalf of the strikers for the aid given by the SIU.

ed that the only reasons for company objection to NFTW action is an effort to break the national union.

Meanwhile, labor support for the telephone workers mobilized by leaps and bounds. On picket-lines in every port where the SIU has a Hall, white-capped Seafarers could be found marching side by side with their union Brothers and Sisters. Other unions sent messages of solidarity and pledges of assistance.

Alcoa Clipper In N.O.

The second of Alcoa's three new passenger-cargo vessels, the Alcoa Clipper, arrived in New Orleans this week. She will make her first voyage from that port on May 23, and will be joined in the regularly scheduled service to the Caribbean by the Alcoa Corsair.

INT'L SUPPORT

NEW YORK, April 24 — Representatives of foreign seamen's unions spoke before the N. Y. membership meeting last night and endorsed the SIU stand on Panamanian ships and pledged full support of their organizations.

Among the speakers were: E. Johansen, Norwegian Seamen's Union; Ernest Roberg, Swedish Seamen's Union; F. Clausen, Danish Seamen's Union; James Scott, British Seamen's Union; M. Pitharoulis, Secretary, New York Branch of Federation of Greek Maritime Unions; Willy Dorchain, American Representative, International Transportworkers Federation, and Capt. Wm. C. Ash, Secretary-Business Manager, MM&P.

Complete story will appear in next week's LOG.

Wall St Bows Before UFE; Will Arbitrate

NEW YORK—Time almost ran out on the Wall Street financiers on Tuesday, April 22, but just when it looked as though the United Financial Workers, AFL, would have to go out on strike to enforce its demands, the money men gave in and a strike has been averted—for the time being at least.

The walkout, planned by the UFE for Monday, April 21, had been postponed to allow time for mediation. The Mayor's office appointed a special mediation committee composed of Grover A. Whalen, representing the public and also to act as

(Continued on Page 4)

Green Pledges Support To MTD In Panama Beef; Boycott Plans Completed

NEW YORK—From the national office of the American Federation of Labor has come assurance that the interests of the Seafarers will be protected in attempting to halt the transfer of American ships to Panamanian and Honduran registry. William Green, President of the AFL, in a telegram to John R. Owens, Executive Secretary of the AFL Maritime Trades Department, stated that "We will join with representatives of the Seafarers and Longshoremen's organizations in appealing to Congress to deal with this complaint in a practical, constructive, and satisfactory way." (Full text of

telegram appears elsewhere on this page.)

Green's Wire To Sec'y Owens

The following telegram from William Green, President of the American Federation of Labor, was received by John Owens, Executive Secretary of the Maritime Trades Department.

Your telegram of recent date was brought to my attention upon my return to office today. Be assured I appreciate importance of question submitted in your message. Because of sacrifice of interest of American seamen and longshoremen through transfer of American ships to Panama and other countries it becomes our duty to do everything we can to prevent transfer of said ships. We will join with representatives of Seafarers and Longshoremen's organizations in appealing to Congress to deal with this complaint in a practical constructive and satisfactory way. We call upon our legislative committee to give matter special attention and assist in every possible way. In addition will give publicity to facts submitted in your telegram through our weekly news service.

Wm. Green, President
American Federation of Labor

But if, "in appealing to Congress," the transfer of ships to foreign registry is not stopped, then the Seafarers International Union is prepared to put into effect a boycott of Panamanian and Honduran ships wherever and whenever they put into American ports.

BOYCOTT READY

During the past two weeks, plans have been completed to tie up these ships once the boycott goes into effect. All ports have been notified of the strategy to be followed when the action commences, and in true Seafarers style, members are ready to pull the pin when officially notified to do so by the Headquarters Office.

When this happens, the boycott will spread to every corner of the globe. The International Transportworkers Federation has notified its affiliates, in every country that if, and when, the SIU gives the signal, they are to refuse to work any Panamanian or Honduran ships that may put into their ports.

OFFICIALS NOTIFIED

Copies of the resolution calling for a boycott of Panamanian and other non-maritime nations vessels, passed by the SIU Convention, and concurred in by the AFL Maritime Trades Department, were sent to the President of the United States, the Chairman of the House Committee on Merchant Marine and Fisheries, the Chairman of the Senate Committee in Interstate and Foreign Commerce, and the Chairman of the U.S. Maritime Commission.

Copies were also sent to every member of the Senate and the House of Representatives.

Crew Job Action Convinces Operator To Bargain With Canadian Seafarers

By W. J. McLAUGHLIN

JACKSONVILLE—The mounting discontent of Canadian seamen, members of the crew of the New North Wind, Seaway Lines Limited, came to a head last week when the crew walked off the ship shortly before the hour of sailing.

The New North Wind is a vessel registered in Canada, but which operates out of this port in the passenger trade to the Ba-

hamas. It has a crew of approximately 85 unlicensed seamen, chiefly French Canadian.

Because of conditions even worse than the ordinary run of Canadian vessels, they finally took a stand and brought the matter to the attention of the local SIU officials.

Jimmy Hanners, Port Agent, and Lindsey Williams, field organizer for the Atlantic and Gulf District, immediately took an active interest in the beef, and

minor matters were settled within a short time.

Then came the awakening. All hands on the ship realized that the daily beefs were only a small part of the general irritation, and that the underlying causes were the wages, and working and living conditions provided by Canadian maritime laws.

Comparison of Canadian and American contracts made the men decide that they, too, want-

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GEORGE K. NOVICK, Editor

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By Leaps And Bounds

While there is one unorganized seaman left in the United States, the standards of all U. S. seamen are in danger. While there is one unorganized seaman left in the world, the wages and conditions of all other seamen can be pulled down.

This truth is recognized by the members of the Seafarers International Union. And, recognizing the truth, the SIU has taken steps to raise the standards of other seamen, both in the U. S. and out, so that they will no longer constitute a threat to American seamen.

The program undertaken to bring this about has called for much activity and expansion. When the SIU was started, less than a dozen years ago, there were few who dreamed that the Union would play such a big part in the labor movement of this country.

SIU wages and conditions have continued their climb, and when pay increases were nixed by the Wage Stabilization Board, thousands of Seafarers left their ships and struck until the Government was forced to reverse the ruling.

A campaign of many months was climaxed by an overwhelming pro-SIU vote in the Isthmian bargaining election. This election was won in the face of all the anti-union methods the company could use, and in spite of the underhand tactics resorted to by the National Maritime Union, CIO.

On the Great Lakes, and in Canada, the SIU organizing campaign is bringing many men and companies under the Seafarers banner. Where other unions have tried and failed, the SIU is succeeding.

The issue of ships transferred to Panamanian registry is a burning one these days. The SIU has tried to halt the transfers by requesting the Government to take action. If this fails, plans have already been laid for a complete, worldwide tie-up of Panamanian shipping.

Coupling all the above with the assistance which the Union has rendered to Brother unions, such as the ILA, the MM&P, the United Financial Employees, the Office Workers, the CIO Shipyard Workers, and the Telephone Workers, it is plain to see that the SIU is not satisfied to sit still.

It is no wonder then that the Seafarers International Union is held in such high esteem by all other segments of the American labor movement. Our record speaks for itself, and is a bright page in the glowing annals of American labor history.



"CLEARING THE LAND"



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

GUS KREZTER
C. MASON
STEVE MOGAN
R. B. "BOB" WRIGHT
N. LONGTINE
ED. DUDEK
J. J. O'NEILL
E. J. NAVARRE
J. N. HULL
C. TYNER
C. J. COMPAN
WM. H. CAO
J. W. DENNIS
ED. CUSTER
WM. BROCE, Jr.
GEO. F. DUFFY
ADAM KARPOWICH
C. LOCIGNO
WM. MEAGHER
D. LAUBERSHEIMER
G. F. HART
H. N. LEAVELLE
S. HAMILTON

BALTIMORE HOSPITAL

PAUL PAULSEN
PETER LOPEZ
KARL THORSSON
CHARLES SIMMONS
CHARLES PYNE
WM. KAMMERER

WM. BENNETT
JOSEPH PODGORSKI
JOHN APPLE
MOSES DAVIS
ORIEN WHEELER
STANLEY ROWE
MANUEL ROMERO
ERNEST SIDNEY
EDWARD CAIN JR.
GUS OENBRINK
JAMES McMAHON (G. L.)
JOHN RILEY (G. L.)

ELLIS ISLAND HOSPITAL

W. R. MUIR
C. RAMUSSEN
J. KOSLUSKY
D. McDONALD
B. HOFFMAN

STATEN ISLAND HOSP.

O. KAELEP
M. BAUSKI
E. CARRERAS
R. G. MOSSELLER
J. A. DYKES
K. KORNELIUSSEN
C. H. SULLIVAN
E. E. CASEY
D. NELSON
W. R. BLOOM
M. MORRIS
F. NERING

Hospital Patients

When entering the hospital notify the delegates by postcard, 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.)

H. R. BELCHER
L. JILES
P. REYES
P. LATORRE
J. BOLGER
H. A. ECHEVARIA

BRIGHTON HOSPITAL

E. JOHNSTON
H. SWIM
T. MAYNES
R. LORD
J. RUBERY
D. BURLISON
J. LEVACK
E. DELLAMANO
J. CAREY

MOBILE HOSPITAL

M. D. PENRY
J. G. HARRIS
ARCHIE SANDY
H. HUISMAN
J. CARROLL
T. J. FAITER
M. COLLIER
C. E. FOSTER
WILLIAM FAWLEY
E. L. MEYERS
J. C. KEEL
U. S. MORGAN
R. G. VARNON

Union Structure

The combining of the business systems of the Branch and Headquarters Office in the Port of New York is still in process.

An entirely new business system of the Headquarters Office and New York Branch has been laid down, and the completion of this job will possibly take a couple of weeks or so.

As pointed out in the Headquarters Report to the membership at the last meeting, once this is completed it will save the Union quite a bit of dough, as well as making for better Union operations.

Along with the change in the business system, there has also been set up a rig to centralize the issuance of various Union forms, stationery, etc., to all ports.

The Organization's expenses during the past few weeks have been reduced and will be reduced even more. It is pointed out to the membership that this Organization's income is not all



expendable money, as the majority of the monies collected go into special funds which can only be spent on special occasions, to wit: strike, building, etc.

REPORT FROM HEADQUARTERS TO MEMBERSHIP



By J. P. SHULER, Secretary-Treasurer

The only fund that the Union can operate from on a day to day business expenses is the General Fund. We are now living within the income of our General Fund.

We should, in the near future, not only live within the general income, but to accumulate a larger amount of dough in this fund, through savings to the Union.

Shipping

Some ports have recently undergone a shortage of key rated men, especially in the Black Gang and Deck Department.

In several ports, it was necessary to force permit men to take rated Engine Room jobs to avoid issuance of new permits.

All Port Agents are hereby instructed that, when crews are short on any contracted vessels and there are no book men available to take these jobs, permit men are to be instructed to take these jobs as needed.

This is one way we can avoid overloading this Union and then suffering later with a shortage of jobs. Book members in the Atlantic and Gulf District of the SIU are hereby notified that the surest way we can avoid an over-

loading of the Organization with an excess membership, such as other Unions are now experienc-



ing, is that they must take jobs on contracted ships when they are open.

West Coast Tankers

The Pacific District and the Sailors Union of the Pacific (part of the SIU), a while back, spent over \$100,000 to organize the west coast tankers.

Most of these vessels are now operating from east coast and gulf ports, and they supply not only a large number of good jobs for our membership, under the best tanker contract in the industry, but in addition, income to the Union itself.

There have been several beefs lately that some fellows riding these ships, especially from some of the Texas Ports, instead of trying to live up to the contract on these scows, attempt, as much as possible, to hold up these ships and completely disregard the contract as negotiated between the SUP and these operators.

This must stop immediately. Unless it does, it could easily result in a complete loss to the SUP of the time and money invested in the organization of these west coast tanker outfits, as well as cause a complete loss of the jobs that they now provide for the Atlantic and Gulf District membership.

Crews are hereby instructed to cooperate with shoreside officials in settling disputes aboard these tankers and SIU officials



are hereby notified to immediately put into place any crackpot riding these scows who may be advocating disregard for a Union contract covering these vessels or any other anti-SIU actions on their part.

The Atlantic and Gulf District of the SIU is possibly the only Union in the entire maritime industry that believes in and practices economic action at the point of production to force the operators to live up to contracts and contractual conditions.

This doesn't mean by any stretch of the imagination, however, that we are going to let some screwball or union saboteur

try to bust some of our contracts simply because he either wants to look militant, or is gassed up, or is a shipowners' stooge in disguise.

This must—and will—stop immediately, or those responsible will answer to the membership for same.

Panamanian Boycott

As reported to the last membership meeting, plans were completed over the past two weeks for a successful prosecution of the Panamanian boycott, once it goes into effect.

All Port Agents have been notified of the strategy to be followed if and when this action commences.

Local Port Committees will set up rules governing the actions in the Ports where this Pana-



manian boycott is to be pulled off. All Port Agents are notified to commence no action regarding the actual tie-up until officially notified to do so by the Headquarters Office.

This is going to be a big beef and we must guarantee complete success of it by good timing and effectiveness of the tie-up.

Other Union Beefs

In accordance with the resolution passed at the last meeting, the Atlantic and Gulf District donated \$1,000 to the striking Telephone Workers. This money was turned over to their Central Strike Committee in the Port of New York and was handled by them.

Three Crews Contribute \$44 To Hospitalized

BALTIMORE—The crews of three ships in port this week contributed \$44.00 for distribution to Seafarers in the Marine Hospital, John Taurin, chairman of the hospital committee, reported.

The SS Robin Wentley men gave \$20.00, the SS Robert McBurney crew \$10.00 and the lads on the SS Frederick Granby donated \$14.00.

Brother Taurin presented each of the following Seafarers in the Baltimore hospital with \$3.00:

Michael Walsh, Edmond L. Cain, W. Giles, William Bennett, Stan Rowe, C. Storf, O. Wheeler, William J. Anderson, Paul Carlos, I. Stone, C. Smmons, John Apple, Peter Lopez, W. Sauto and Ernest Sidney.

In a majority of the SIU Ports, our membership hit the bricks with these people, and assisted them in maintaining picketlines.

It appears now that these people are really in for a tough go and unless something favorable happens, it looks as though pretty soon the bosses are going to try to starve them out.

We will continue helping them wherever possible, in line with previous membership action.

The Office Workers Union in Brooklyn, New York, struck the



construction firm handling the Brooklyn Tunnel job, and scabs were breaking through their lines this past week.

We were successful in helping them turn these particular finks back. This strike is still in effect.

Organizational Activities

The Organizing Staff of the Union, in addition to their regular organizing duties, were instrumental in assisting Canadian seamen knock over the India SS Company, Ltd., of Calcutta, consisting of six vessels and signed them to a closed shop Waterman contract.

This contract was signed in the name of the Canadian District of the SIU. The story was carried in last weeks LOG.

In addition, the Organizers working in the Port of Jacksonville with the Canadian Representative and the Jacksonville Port Agent pulled a short strike against the SS New North Wind, a Canadian Passenger ship, sailing from Jacksonville to the Bahamas. Further news of this particular action will be made known later.

We are demanding that these people sign a regular SIU passenger ship contract for this vessel with our Canadian District.

The SIU is now filing a brief, on the Isthmian case, which is before the NLRB in Washington, D. C.

Attorney Ben Sterling is handling this case, and has handled it along with other NLRB work of the union. According to the organizers, he did a good job in presenting our case before the NLRB Examiner in the Port of New York and states in his opinion that the prospects of an early certification look good. The near future will show whether this is correct or not.

Sterling has not been reimbursed for this work and will not be until such time as final disposition is made of this case.

Texas Disaster

As reported by telegram last week in the SEAFARERS LOG from Galveston Agent D. L. Parker, no SIU men were killed in the Texas disaster. He further reported that the SIU in that area is doing all it can to help those people in the sections affected by this blast.

In the event the future does show that any SIU men were involved, every assistance will be given by this Organization to the families concerned.

British Seamen Negotiating For New Working Agreement

According to a statement issued on behalf of all the seafarers unions represented on the National Maritime Board, negotiations are now proceeding on postwar wages and conditions of employment in the merchant navy.

The following are the broad principles on which seafarers unions have based their claims to the shipowners:

1. Proposals on wages are for the establishment of a new basic rate and the elimination of the war risk money.

Rates submitted are related to and fully reflect the needs of 1947; in addition the extension of seniority payments for officers and the introduction of "efficient service" payments for ratings are included.

The Radio Officers have submitted proposals for revision to the sliding scale method of payment.

2. The unions are further seeking to embody in the NMB agreement the principle of the 48-hour week established in Seattle in June 1946.

This will necessitate providing extra leave in compensation for the seafarers' 56 hour week, as it is recognized that ships are at sea on a seven day basis.

On the direct regulation of hours of duty, the proposals also provide for the operation of a normal working day and the abolition of arrival and sailing day clauses, with payment for all hours worked in excess for ratings and extra leave for officers.

It is submitted that no section of officers should be excluded from the proposals. Payment for "nights on board" and rest periods before sailing are also included in the officers' proposals.

3. It is proposed that the amount of annual leave to be established, as such, should be without regard to the amount of leave that may accrue from any other source.

Payment for leave should be at basic rates plus subsistence allowance. Annual leave should be accumulative.

4. Payment during sickness at home and abroad was introduced during the war, and it is now proposed that there should be proper provision made in the postwar agreement for continuing the principle.

5. Bed and bedding, soap and towels, with adequate changes, are also proposed to apply to all home and foreign going vessels.

6. Proper catering arrangements for home trade vessels form part of the Charter and this involves the provision of adequate catering staff in all ships.

7. Recognizing the unsatisfactory basis of employment in the merchant navy before the war, proposals dealing with continuity of employment have been agreed.

These are designed to provide greater regularity of employment and some payment to seafarers while awaiting appointment to a ship.

(International Transport Workers Federation)

Crew Saved As Great Isaac, Moran Tug, Sinks In Crash

NEW YORK — The sea-going tug Great Isaac sank 14 fathoms to the bottom off the New Jersey coast shortly after she was struck amidships on the port side by the Norwegian freighter Banderante at 10:50 p.m. on April 16th.

The 196-foot Moran tug settled shortly after her 27-man crew took off in two lifeboats in a thick fog.

None of the crewmembers were seriously injured. Worst casualty was Seafarer Vernie Cross of Asheboro, N.C., who suffered a laceration of the right thumb while lowering a lifeboat. All hands lost their personal effects.

The Seafarers were returned to Pier 6, East River, aboard the Banderante the afternoon following the accident. They went immediately to the SIU Hall to report the incident and to arrange for Union representation in securing compensation for their lost effects.

LOOMED SUDDENLY

The Great Isaac's Skipper, Ernest McCreadym said he sounded regulation fog horn signals and he could hear the Banderante's horn, but the freighter loomed up suddenly.

He ordered full speed ahead immediately but it was too late. The Norwegian ship's bow drove six feet into the tug's engine room.

Efforts of the Banderante's Skipper to avoid the crash were also too late. When he spotted the tug he signalled for full speed astern.

Seafarer Albert McCabe of Brooklyn, N.Y., an Oiler who was on watch in the tug's engine room when the collision occurred, told the LOG he "thought the boiler had exploded as there was plenty of steam" caused by the water coming through the bulkhead and splashing up on the boiler.

"The lights went out," continued the 59-year old Seafarer, "and I felt water on my feet. I looked to the portside bulkhead and saw water rushing in at me."

"I hot-footed it right out of there and went up on deck," he said.

Heavy muck shrouded operations as the crew calmly lowered away two lifeboats, 18 men getting in one and 10 in the other. McCabe said the water was up to the gunwhales when they pulled away from the tug.

MINUS CLOTHING

Many of the Seafarers were minus parts of their clothing. One man was naked. Going was tough on the choppy seas and the men shivered as they made their way to the Banderante, guided by her searchlight.

The survivors climbed Jacob's ladders and boarded the Norwegian freighter where they

were received hospitably. Chow and hot coffee were given to the men. Socks and other articles of clothing were distributed to those in need of them. Sacks with plenty of blankets were made ready for the nights sleep.

The Banderante, with two holes in its bow above the water line, stood by until 7:30 the next morning when another Moran tug, the Trinidad Head, arrived to take over the Liberty ship to Thomas M. Cooley, which the Great Isaac had been towing.

The Great Isaac a Maritime Commission-owned vessel, was operated by the Moran Towing and Transportation Company. She was en route from Norfolk to New York with her tow.

The 3,806-ton Banderante owned by a firm in Oslo, Norway and operated by the Polarus Steamship Company of New York, had just left New York for Cuba.

The sunken tug's lifeboats were taken in tow by the Coast Guard the day after the crash.

NOTICE!

SEATRIN HAVANA CREW

The following message was received at the Galveston Branch from two Seafarers who were enabled to get to their homes in Texas City through the generosity of their shipmates aboard the Seatrain Havana:

"We would like to take this opportunity to thank the members of the crew of the Seatrain Havana for their cooperation in helping us to reach our homes as soon as we were able to. We arrived in Texas City Friday at 4:10 a.m. and found our families safe."

Alfonso (Sandy) Sandino
Faustino (Tino) Pedraso

Record Shipping Is Forecast For 1947 Season On Great Lakes

The year 1947 is proving to be the biggest and most fruitful for the SIU in its organizational campaign on the Great Lakes. Likewise the Lake Carriers Association is licking its chops in expectation of a record year of shipping and, naturally, profits, on the Lakes.

According to the President of the LCA, the Lakes are expected to handle a peacetime record of 160 million tons of freight, an increase of 13 million tons over last year, which was the biggest year in peacetime history.

It is expected that some 547 American and Canadian vessels will be in operation this year with a carrying capacity of 3,886,249 tons. During the record year, 1944, the lakes had 589 bottoms in operation.

The Lake Carriers Association, which controls about 95 percent of the bulk cargo moved on the Great Lakes, handles 85 percent of the iron ore consumed in the nation, and one out of every ten tons of coal mined in the United States.

STOCK PILING

It is expected that 75,000,000 tons of iron ore will be brought

VICTIMS OF ISAAC CRASH



Seafarers Adrian Jones (left), Oiler, and Herman Hardel, Messman, are two of the 27-man crew whose personal effects went down with the Moran tug. They were in their sacks at the time of the ramming.

The Patrolmen Say—

World's Meanest

NEW YORK — My nomination for the world's meanest skipper goes to the Master of the SS Echota, Pacific Tankers.

His treatment of a crewmember who had every reason for leaving the ship bears no credit to a man entrusted with the command of a group of men.

When the Echota pulled into Bayonne, in transit, one of our brothers received a telegram from his family informing him that his brother had died and would be buried the following day.

The crewmember immediately contacted the Skipper for permission to payoff under mutual consent so that he could fly to the funeral.

Instead of receiving sympathy and a quick payoff from the old man, he was met with a torrent of abuse.

"Sure, I'll give you a draw," the Skipper said, "but I won't pay you off, and if you leave the ship I'll class you as a deserter."

"Not only that, I'll forward the charges to the Coast Guard and you'll forfeit all wages made during the voyage."

Shocked by the Captain's attitude, the heart broken crewmember left the Skipper's cabin. When the word got around to the crew, some of the oldtimers aboard quickly notified the Union of the turn of events.

In less time than it takes to tell it, I was dispatched to the ship, and after a short lecture to the Skipper in the matter of human relations, the crewmember got his payoff and made a plane in time for the funeral.

Due to what the Captain told the crewmember, it can be plainly seen that he was anticipating the pleasure of having the man turned over to the Coast Guard merely for wishing to attend his brother's funeral. How low can a man sink to hurt another?

Although the story had a happy ending it was no credit to the Captain that things turned out as they did. In my book, he still stands as the world's meanest Skipper.

(Continued from Page 1)

chairman; Arthur D. Whiteside, president of Dun and Bradstreet, representing management; and William A. Galvin, vice president of the Bakers and Confectionery Workers International Union, AFL, representing labor.

At the start of negotiations the company, A. M. Kidder, refused to submit to arbitration. This obstinate position would have led to a tie-up of the Stock, Curb, and Cotton Exchanges, since the union contended that just striking Kidder would have been ineffectual because of the possibility of transacting business through other channels.

Later, however, the company changed its mind, and agreed to make concessions which were acceptable to the union.

BEHIND THE SCENES

The company was probably influenced to back down by what happened when the UFE struck the Cotton Exchange, and with SIU assistance, on the picketline and elsewhere, achieved a contract within twenty-four hours.

Seafarers support was also pledged for this action, and one thousand white-capped seamen were ready to bolster the UFE picketlines as soon as necessary.

Another boost to the financial employees morale came from an unexpected quarter. Former New York Mayor LaGuardia, speaking on his regular Sunday broadcast, urged the employees of the Stock, Cotton, and Curb Exchanges to go on strike because "the Stock Exchange firms can't stand a strike."

"DON'T BE AFRAID"

"Listen, you employees of the Stock Exchange firms," he said, "don't be afraid. They can't stand a strike. They just can't stand a strike. Don't be foolish, for now you can get everything you want."

"And I'll tell you why. Because if the Stock Exchange should close and every commodity exchange should close, it would be the best liberal education the American people could have. Assuming that the Stock Exchange and the Wheat Exchange and the Corn and Cotton Exchanges close, it wouldn't make one bit of difference to the business and industry of the country. There would be just as many automobiles manufactured, not one less pound of steel produced. There wouldn't be one pound less of wheat grown or sold. It would show how artificial this speculating, gambling business is. It wouldn't hurt business one bit."

"So don't be frightened that you're going to block the business of the country. No, this is one case where the national economy or the welfare or the health or the business or the industry wouldn't be affected one little iota."

With this type of public sentiment expressed and with the knowledge that the SIU was firmly behind them, the members of the UFE were prepared to strike. The company was forced to reverse itself, and now the UFE is even more strongly entrenched in New York's financial district.

Ray Gonzales

NEW HOURS

Due to the large number of ships in New York calling for crews during off hours and on Sundays, the New York Hall is now operating on a new schedule of hours for registering and shipping.

The new hours are: From Monday through Friday from 8:30 a. m. to 9 p. m.; Saturday 8:30 to 5 p. m. and Sunday from 10 to 3.

Unclaimed Gear

Members whose gear has been held for more than three months in the fourth floor baggage room of the New York Hall are advised to call for it immediately, or notify the Hall where they wish it sent.

Crowded conditions make it impossible to hold gear longer than three months. All effects remaining unclaimed after three months will be sent to the owner's home via express collect.

Gear without addresses will be disposed of otherwise.

Keeping Up Morale Of The 'Hello Girls'



A picket line is the same all over. It's walking up and down, around and around, covering the same route all day long until the strike is over. The two pictures above are of the telephone workers picket-

lines, reinforced by white-capped Seafarers. On the left, New York, and on the right, Detroit. Members of the SIU on the Great Lakes took time out to demonstrate with their Brothers and Sisters who are

trying to force the American Telephone and Telegraph Company to bargain honestly. It's a hard pull, but the telephone workers are assured of SIU support until the strike is over.



Great Lakes Seafarer Andy Reis demonstrating that well known union solidarity with an attractive Sister unionist from the striking Detroit Telephone Workers Union. More than 20 Seafarers marched on the line with the strikers. It did a lot to keep their morale at a high pitch.



The sign carried by the Seafarer in the picture says "White Caps Off To The Phone Workers." That's the way SIU members feel about the courage of the men and women who, with little real union experience, are putting up a good fight against one of the richest corporations in the world.

Besides New York and Detroit, Seafarers are also adding their might to other picketlines set up by the phone workers. Pictured here are scenes in New Orleans where a Coordinate Strike Committee has been set up with SIU officials playing a prominent part in the planning and strategy. On the right, leaders of the picketline stop a minute to have their pictures taken. It was one of the few times they halted their marching all day. Left, a pretty picketer stands near the bronze plate of the southern subsidiary of AT&T. The names of the companies are changed in different parts of the United States, but the control is the same. The unions have had to put up a real battle to keep their ranks solid, but in the face of many obstacles they are determined to fight this issue through to a successful conclusion.



Houston Lives Up To Its Name As The 'Port With A Future'

By CHARLES HAYMOND

HOUSTON — The officials in this Port are getting a slight, but well earned rest, after a few weeks of hectic shipping.

So many ships have been crewed up down here that Houston is known to the Brothers who ship out of here regularly as the "Port With The Future."

The activity of the past few weeks has slowed down somewhat, but when least expected the mad rush will start all over again. Let it, as we are always ready for anything that happens.

So many of the oldtimers are coming in now that the Hall is beginning to look like a junior Snug Harbor.

HUNTER HUNTED

The Brother with the Pepsodent grin, Mickey Wilburn, the Dispatcher, turned up a real Sad Sack recently. It seems that Mickey and a few of the Brothers decided to go coon hunting.

The Brothers got the coons, but Mickey was treed by a North Pole Kitten, and a sharp-shooting one at that. He got a dose of perfume that was not manufactured in Paris.

Even after bathing in Life-buoy Soap, when he came into the Hall the next day 28 Book members, 17 tripcard men, and one permit man took a whiff of the aroma and slowly left the building.

A tarpaulin muster was taken, and enough money was collected to buy five ounces of Christmas



Night perfume, which was liberally sprinkled around the Hall. A little was showered on Mickey.

ALL POLITICIANS

Everybody in this neck of the woods runs for Senator, but even in this land of Lee (Pass the biscuits, Pappy) O'Daniel, a new record has been set.

In this district a State Senator was called to meet the Great Redeemer, and so a special election has been set to fill the vacancy.

Well, Brothers, here's the rub. Forty-five candidates announced their intention of running for office, two dropped out, leaving a field of one female, and forty-two rolling pin catchers—males to you.

Not one of the candidates has come out openly and endorsed labor. Perhaps they believe, like O'Daniel, that the working man can get along okay on a pair of overalls and \$1.50 per day.

They ought to be ashamed of themselves for pretending that labor doesn't exist. The AFL is down here to stay, and is becoming more and more important in the picture.

PITY NMU MEN

Here's a story we heard that we would like to pass on. It seems that a seaman was walking down a dark street when a gunman jumped out of a clump

of bushes and stuck a rod in his ribs.

He asked the seaman for his money, and the fellow answered that he didn't have any dough.

The thug then asked, "What union do you belong to?"

The man answered, "The NMU."

Whereupon the bandit shrugged his shoulders, and said, Aw, hell, the tin can shakers have already held you up. Here's a buck, sailor. Go have a beer on me."

There's more truth than poetry to that one.

An oldtimer in from Baltimore last week informed everyone that on April 7 he had marked 30 years as a seaman.

Another oldtimer stepped up quietly and informed all present that he had started sailing in 1905, and in all that time had never belonged to any but AFL Unions.

On leaving the Hall, he turned to the fellow who started the whole business, and said, "So long, youngster."

Brothers, what does that make us who have been sailing for only ten to fifteen years?

NO NEWS??

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

BALTIMORE
SAN JUAN
SAVANNAH
CHICAGO
JACKSONVILLE
CHARLESTON
MOBILE

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

LCA Floods Lakes With New Men In Attempt To Stop Seafarers

By HENRY CHAPPELL

TOLEDO — Despite the various moves of different legislative bodies, national and state, and despite all kinds of anti-union propaganda in the press and on the radio, the SIU organizational drive rolls merrily along.

Proof of this lies in the fact that the SIU has already petitioned the NLRB to conduct elections in five different companies.

Once these unorganized Lakes seamen see how SIU ships are run, and how SIU crewmembers are protected by SIU contracts, job security and competent union representation, they want to become SIU members.

They want contracts with everything written down, not

the empty promises of the ship-owners which are constantly broken.

Most of these unorganized Lakes outfits find out what the SIU men are receiving in the line of pay, and then they come out with the same. However, all of this is chiselled back from the men in the overtime that they are gypped out of, and the inferior conditions under which they are forced to work and live.

Only an SIU contract guarantees SIU conditions.

LCA SCHEME

In a desperate effort to stymie the Seafarers' organizational program on the Great Lakes, the Lake Carriers Association has resorted to the usual tactics of going inland, advertising in the local papers, and trying to recruit men for their ships.

They cry about the shortage of men on the Lakes and tell of the high wages which may be earned, as bait for their hooks.

The LCA wants a surplus of men on the Lakes so that they can hammer down the wages of the organized men, cut their conditions, and break the union if possible. This is an old scheme of the Steel Trust and other open shop operators, and will fail through the active opposition of the SIU.

The SIU can and will force the LCA to live up to all safety laws and government regulations whereby certain lengths of service time must be proven before new men can perform certain duties aboard the ships.

The SIU was in the vanguard of fighting for these safety laws, and we'll make sure that no phony outfit like the LCA takes them away from us and endangers the lives of the seamen.

No Sign Of Shipping Slump In New England Area

By JOHN MOGAN

BOSTON — Shipping and business continue to boom in the Port of Boston and in the outports up this way. The Simmons Victory and the Billings Victory (Watermans) paid off in Maine ports, the former in Portland and the latter in Searsport.

The Niantic Victory and the Wacosta Victory (both Waterman) paid off in Boston. Both of these latter ships had been out four months, and the beefs were piled high on them.

However, everything was settled satisfactorily, including a beef on the Wacosta concerning the Mate working on deck with the gang — for a total of 188 hours.

The old Tristram Dalton (Bull) was rechristened the Rosario, called for a full crew and sailed — but short about four men.

The Jean (Bull) is berthed in St. Johns, N.B., still calling for an Oiler.

All the other stuff in transit seems to be sailing light and, unfortunately, even after the Patrolmen determine that there are jobs available, and say jobs are posted on the board, there are still no takers.

JOBS GO BEGGING

Rated jobs are still going begging on the ships which paid off here.

At this writing it doesn't ap-

pear that there will be any appreciable let-up to the current boom. The only break we are getting is that some of the Waterman ships, which were scheduled to get their cargoes in Maine ports, have been diverted and will take on potatoes and wheat in Boston instead.

This development will not annoy Patrolman Jimmy Sweeney, who has been up in Maine so much recently he has acquired what would pass for a State of Maine accent.

Then, also, the passenger ships on the Yarmouth run will be starting soon (the Evangeline is now on delay), plus the excursion boats to Nantasket and the moonlight sails.

So it looks like a busy summer season for everybody.



The manpower problem with regard to rated men in becoming acute. How long shipping will continue at its present rate is naturally a question mark; but if transfers to foreign registry are forbidden — and these transfers of American ships are being fought by the Maritime Trades Council and will be fought to a finish — there is no reason to believe the SIU will suffer any hardship.

POSITION SOUND

We have not been as reckless as other unions in the issuing of books, so that our position today is a sound one — provided we can fulfill our present agreements. This is our problem at the moment, and a problem which is fairly easy to solve.

The long distance phone strike is still on, and the local girls are doing all right.

Another strike close by the Hall is that of the Warehousemen, who have been picketing the Quincy Market for some time, with no signs of a break yet.

But the telephone strike has a direct effect on the SIU in that the bills for the Union branches this month should be practically nil.

Well, that about ends the report from Boston from this week. So long as everything goes as well with shipping and business as during the past few weeks, it is still safe to advertise to the membership that one can almost take his pick as to type of ship, run, color of mate's hair, etc.

And for a special few, it can also be advertised that the nags are running at Suffolk Downs!

Ships Ready To Move At Buffalo; Wait Only For Full Fuel Supply

By FRANK MORAN

BUFFALO—The vessels which were ready to inaugurate the 1947 sailing season from the Port of Buffalo have been forced to remain at their Winter moorings for a while longer owing to a shortage of fuel.

Impatient ship Masters, who would have made an early attempt to force a passage through the ice barrier at the breakwall, have been prevented by the shortage of bunker coal.

To plow a passage into Lake Erie and then run out of fuel half way to their destination was a situation which the Skipper would not care to face.

In covering the local waterfront here, we've run into a number of disillusioned crews who have found out that steamboating on the Great Lakes and the conditions under which they work and live on unorganized

ships were not what they were led to believe.

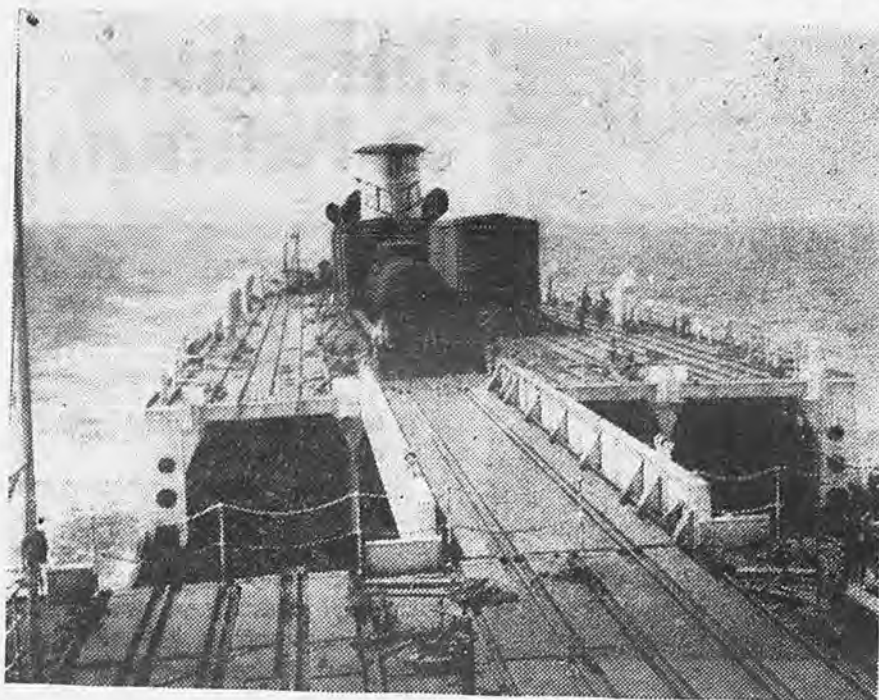
Various members of these crews, notably among the unrated men, have been forced to quit their jobs because of the slave driving tactics employed by the lords and masters of these vessels.

JOIN SIU

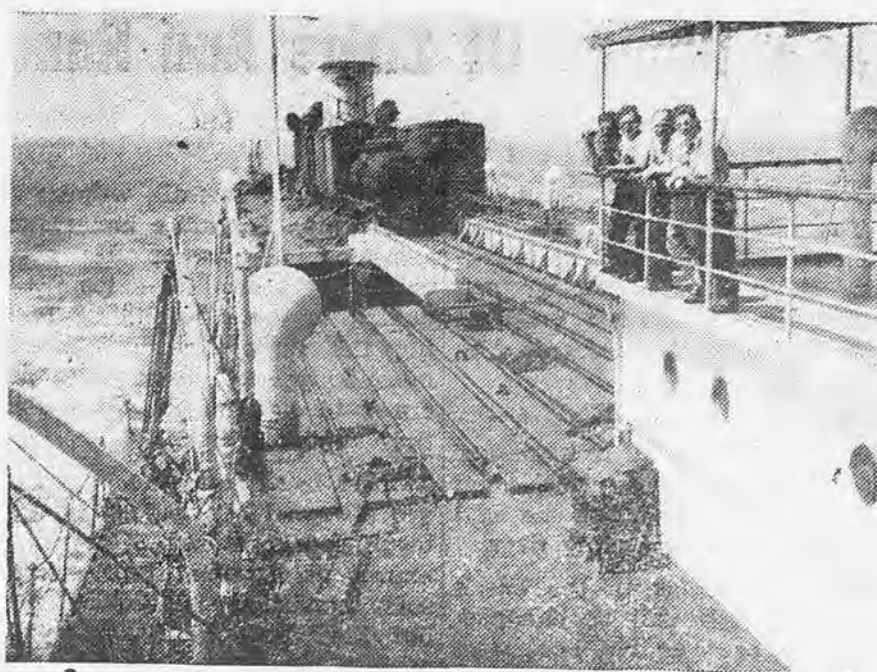
These fellows constantly drop into the SIU hall to find out what they could do about it. We pointed out to them that by joining a fighting organization like the SIU-AFL and helping to bring these ships under the Seafarers' banner, that they can remedy these conditions.

Somewhat heartened by looking over different SIU contracts which cover Lakes companies, these unorganized men left the SIU hall resolved that the next ship they shipped on would one day shortly be in the SIU.

TWO VIEWS OF THE SEATRIN NEW YORK



These pictures of the Seatrain New York were sent in from Philadelphia, where the vessel was crewed up. Four Seatrains are in operation at this time, plying between New Orleans and New York. All four ships crewed up in Philadelphia, since the work of converting them was done in Chester, Pa. But there is



little likelihood that any one of them will ever see Philly again. Soon Havana, Cuba, will be added to the run, and that sounds like a good trip for all Seafarers who like the land of rum and coke, and then into New Orleans for that famous cooking.

USS Tries Canshaking In Philly But Past Record Is Against Them

By EDDIE HIGDON

PHILADELPHIA—There was a little fire in the United Seamen's Service hotel here last week, and the USS officials are trying to put the arm on seamen to raise money for repairs.

We can all remember that the USS played ball with the NMU, and has always been antagonistic toward the SIU. In order to get a loan from that outfit a man had to get a slip signed by the Port Agent, certifying that the applicant is a deserving member.

The USS was informed time and again that signing such slips was against the policy of the SIU, but they always had a smirking smile for a reply.

Now the shoe is on the other foot, and we would like to see how they feel being told that the SIU men will not allow bumming aboard SIU-contracted ships.

When the USS was at the height of its power, it didn't need the SIU, and all over the world the Pilot was given a place of honor, while the LOG was buried or thrown out.

The best idea is for SIU members to keep their dough in their



pockets, and let the chiselers do their can-shaking someplace else.

We have contacted all the unions along the waterfront in regards to the Panamanian business, and their response is very heartening. We can expect their wholehearted support, especially from the Longshoremen.

Shipping is still good, and in common with most other SIU Ports, we are short rated men.

We expect to payoff three ships early next week, so if anybody in the outports wants to ship, Philly is the place for him.

ALL SET ON BOYCOTT

The crew of the Cape Breton, Bull Line, can collect 8 hours overtime for Good Friday, as it was a Longshoremen's holiday in Philadelphia. Call at the Bull Line office in New York for the money.

The beef regarding stowaways working on deck of the SS Henry W. Beecham, Waterman Steamship Company, has also been settled. This money can be collected by writing to the company's New York office, 19 Rector Street.

Brother Tilley, our Patrolman, claims that the R. N. McNeeley, South Atlantic Steamship Company, was the cleanest payoff that he has ever seen since he became an official. He wants to commend the Delegates and crew.

Good Shipping Cleans Out Port Arthur

By LEON N. JOHNSON

PORT ARTHUR—Most of our business down here consists of ships in transit which come in to load or unload. Every now and then, however, we get a big run on jobs, and before we know it every man on the beach has shipped.

That's the way it was in this past week, and from the looks of things, that's the way it's going to continue for quite some time.

Of course, we still have lots of ships that come in and go out without taking on a man such as the SS Murry M. Blum, the SS George Chaffey and the SS Maiden Creek, which paid off in Beaumont.

The SS Victory Loan blew in here after crewing up on the West Coast, and most of the crew got off and headed back home.

To meet this emergency we had to scour every "relaxing spot" in town, but we finally succeeded in getting together a full crew.

Now the town is deserted, at least so far as merchant seamen are concerned. We need men, so why not come down to Port Arthur to ship out.

That last sounds like the Chamber of Commerce spiel, doesn't it?

"LONGING FOR THE SEA" could be the name of this picture. And Daniel Flintjer, shown above, may be doing exactly that. Dan is an oldtime seaman, who is retired at this time. He is a professional photographer, and took the two pictures above and pictures for the Philadelphia Branch. Now the problem is, who took this picture of Dan Flintjer?

Great Lakes Seamen Responding To Invitation To Visit The Seafarers' Hall In Cleveland

By STANLEY WARES

CLEVELAND—With the first month of the SIU organizing drive now a matter of history, the response of the unorganized Great Lakes seamen has been so good that it's a sure sign that it won't be too long before every ship on the Lakes will be sailing with SIU crews and under SIU contracts.

Taking us up on our invitation to visit SIU halls and see for themselves how the SIU operates, and asking as many questions as they like, is the very thing that quite a few unorganized seamen have been doing lately.

The door is still open for you fellows who haven't dropped in on us as yet. Stop by your nearest SIU hall, and pay us a visit.

Still up to their old tricks of luring young men to the Lakes with phony promises of good pay and jobs, the Lake Carriers Association is creating a surplus of unrated men.

After they get these fellows to the lakes, the LCA drops them like a hot potato, and leaves them on their own.

SIU SECURITY

The only way that this phony practice can be stopped, and stopped for good, is to have the

Lakes completely organized under the SIU banner.

With SIU contracts, Lakes seamen will have job security, competent union representation, job seniority, and the many good conditions that come with an SIU contract.

Travelling along the river here in Cleveland, you sure can tell that the 1947 season is well under way. Out of the thirty odd ships laid up here all winter only a handful remains.

Some SIU contracted vessels are visiting here quite regularly now. Among these are the Mead bringing autos from Detroit, and the sand boats—the Hydro and

Write, Don't Go Off To Buffalo For A Berth

By ALEX McLEAN

BUFFALO—Although we still have miles of ice from Buffalo Harbor far into the blue of Lake Erie, the vessels here are all humming with activity. All hands are aboard, and they're rarin' to go.

All forward and aft end men are aboard the four Browning ships at Erie, Pa., and Sonoma is crewed up at Port Colborne, Ontario.

If some of the rated men in some of the other ports would drop me a card with their name and address, I might be able to ship them in the near future. This doesn't mean to pack up your gear and head for Buffalo. Contact me first, and I'll let you know the details.

GOOD FEEDING

The fit out crew is now aboard the SS Canadian, and Steward Freeman Bradley should be able to turn out some fancy cooking on his new oil burning range.

The body of Brother Edward Kolukusky, Book No. 3901, was removed from Buffalo Harbor, and was shipped to his parents' home at Kingston, Pa. Payment of the \$200 Burial Fund was made to his parents.

As for the SIU organizing campaign in this Port, it is going along nicely under the able hands of Frank Moran, assisted by George Hendrick.

These fellows are doing their job so well that yours truly, is kept busy all day long answering one stock question, "Is this where I can join the SIU?"

It means that most of the young sailors are union-minded, and are going for the union of their choice—the SIU!

Corpus Christi Kept On The Hop

By J. S. WILLIAMS

CORPUS CHRISTI—Between this Port and Brownsville, I have been kept moving as fast as a weathervane in a high wind. The William Carson put in at Brownsville, and she finally set off for Germany with no beefs aboard.

The Miner C. Keith, Waterman, also lit out for Germany all squared away.

In the tanker line, we had the Wolf Creek, Los Angeles Tank-

ers, and the Celilo, Pacific Tankers, here in transit. Both ships were covered and everything is shipshape aboard them.

An Isthmian ship was in, and the entire crew is pro-SIU, just waiting for the big day when the SIU will be declared the official winner of the bargaining election.

With all that's happening, there isn't much time to write reports, but we will try to do better in the future.

Shipping Maintains Its High Pace In New York; Seafarers Have Their Choice Of Ships And Runs

By JOE ALGINA

NEW YORK — For over a month we've been reporting good shipping and a shortage of rated men. Well, the flurry of shipping is still riding at high tide and the call for rated men in the Deck and Engine Departments still stands.

If you want to look them over, New York is the place where there is a good variety of ships and destinations to choose from, so come on down and look over the bill of fare on the second deck.

Down on the waterfront, at the point of production, the Patrolmen have been kept on the ball paying off and signing on ships.

We had the Purdue Victory, Waterman, in port during the past week, and she was a fine example of an SIU ship — no beefs and in fine shape. The Patrolmen reported that it was a pleasure to pay her off.

Also paid off during the week was the Span Splice, Alcoa. There were a few minor beefs that were cleared up in quick time. Other wise the Span Splice was in fine shape, and 100 percent better than the last time she paid off in New York.

BACK TO GOVT.

The George Washington, which Alcoa has been operating under charter, is being turned back to the Maritime Commission by the company. The old ship has seen a long string of operators since the days she was run down the ways for Eastern Steamship Company in 1923.

The reports here have it that Alcoa is looking around for a

larger ship to handle the run to Bermuda when they start up again next year.

The Evangeline, Eastern, will be out of Boston and in operation about May 1, so, we can expect her to absorb most of the Washington's Stewards Department.

The other Eastern vessel, the Yarmouth, is good for another two or three trips on the Nassau run and then she will be laid up in Boston for twenty days.

During her lay-up the Black Gang quarters will be changed. This has been an old beef with this company, as the present quarters are small and during rough weather the portholes cannot be opened for fresh air.

SAME FOR SISTER

The Boston Agent is seeing to it that the same repairs will be



made on the Evangeline before she comes out of Boston.

If none of the ships mentioned above sound appealing to you, there will be a number of tankers coming into New York during the coming week, so you men who have a passion for tankers will have plenty of jobs to choose from.

The Seatrains have changed their Gulf port of Texas City since the terrible explosions and disaster. The Seatrains now find it impossible to hit that port and will make their stops at

New Orleans for an indefinite period.

With the wholesale withdrawal of ships from the boneyards, some of the companies have called for crews for ships fresh out of lay-up. Instead of having the ships cleaned up and made shipshape, they want the crews to sign on the same day they report aboard.

Ships fresh from the boneyard are always dirty and filthy and insufficiently stored. How they expect us to take ships out in such condition is beyond me, but they keep right on trying to have us do it.

They should realize that we cannot go for our members signing on these scows until they are cleaned up, and that takes a hell of a lot more time than one day.

SHIPPING RULES

Although the shipping rules are supposed to be thoroughly understood by everyone, mistakes and misunderstandings still occur at times.

Recently it was brought to my attention by the delegates of a ship in transit that a Patrolman told a man he could take a promotion without making a full trip.

This was checked and it was found to be an error, and that the Patrolman had not made the promotion.

No rated man can be promoted aboard ship unless he has made a full trip. If he is unrated he must clear through the Dispatcher in the Hall.

If these simple rules are followed there shouldn't be any trouble with this section of the shipping rules.

I've received a notice from the Arnold Bernstein Steamship Company that the retroactive pay covering the six per cent increase will be ready for payment on May 1, so hold off all applications to this company until that date.

Unorganized Lakes Seamen Help Draw Up Proposed SIU Contracts

By PAUL WARREN

DETROIT—Results of the Seafarers' intensified organizational drive on the Great Lakes are beginning to pour in as crew after crew, aboard the ships of companies which we have already petitioned the NLRB to conduct elections on, register their approval of the SIU in no uncertain terms.

We are fully confident that the SIU will win elections aboard the ships of the Huron and Wyandotte Transportation Companies by a vote of 75 percent or better in favor of the SIU.

Crewmembers of these ships have expressed themselves many times as being in favor of a short speedy election for the SIU with an SIU contract being negotiated as soon as humanly possible thereafter. That's what they want, and that's what we're going to see that they get!

There are two ships in the Huron fleet—the SS S. T. Crapo and the SS John W. Boardman. In the Wyandotte fleet, there are four vessels—the SS Alpena, SS Conneaut, SS Huron, and the

SS Wyandotte. These six vessels will all be voted in the near future.

THEIR OWN CONTRACTS

Tentative proposed contracts have been circulated among the members of all Wyandotte and Huron ships, and they are being asked to criticize, suggest, or add to these proposals in any way they see fit.

Under the Seafarers form of union democracy, employees of the various unorganized companies will help draft their new contracts, and will be represented on the negotiation committees which sits down across the bargaining table from the management once the SIU is certified as the bargaining agent.

These unorganized Lakes seamen will be a credit to the SIU as new members, and certainly deserve a pat on the back for their militant rejection of the LSA open shop conditions. Once they're in the SIU, they don't have to worry any more because they'll have SIU contract protection.

Gets Medal



Above is Thomas DiFazio, Chief Steward, with the medal and citation he was awarded for meritorious service during the war.

Coal Ships Add To Norfolk's Shipping Boom

By RAY WHITE

NORFOLK—Shipping in Norfolk is still booming. The lack of rated men is a big problem, but to date we have been able to crew every ship efficiently enough so they could be sailed.

The coal ships are beginning to move again after a slow down for the past two or three months.

This is good news to many of the local boys who usually have two or three gals waiting for them in the foreign ports where these ships touch regularly.

There are four or five Moran tugs sailing out of here frequently. These are good jobs, homesteading them.

Of course, this doesn't apply to the newcomer who happens to snag one. He usually comes back to the Hall complaining that somehow it's tough to keep food down after the vessel leaves the dock.

Maybe these Brothers need some of J. P. Shuler's seasick pills.

SAD, SAD STORY

Speaking of that brings back to mind a story, and I will use a little bit of space to tell it.

J. P. and I were on the same ship, and after sailing, the passengers rang continually for seasick medicine. Shuler soon got tired of this, so he took some aspirin tablets, rubbed the name off, and sold them to the passengers.

The surprising part of the story is that all the passengers felt a lot better after taking the pills. That's "Doc" Shuler, all right.

The affairs of the Port are in good shape. We are now completing plans to put into operation the recommendations of the Agents Conference.

Shipping for the future looks good, so come down to Norfolk if you want to ship in a hurry.

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.

Douglas Crew Takes Action On Performers

By JOHNNY JOHNSTON

NEW ORLEANS — The SS Stephen Douglas, Mississippi Steamship Company, paid off here last week, and the crew had everything in order and ship shape for the next gang.

It wasn't left up to the heads of the departments to tell some members of the crew that the men who were going to stick with the ship would not sail with performers and gashounds.

At the payoff, a meeting was held, and these so-called shipmates who got drunk in every port and left their work to be done by other crewmembers were told to hit the dock.

Some of them thought that they would be able to make another trip, and they felt that they were getting a raw deal. A few of them are oldtimers who have the idea that their full books entitle them to do as they please. But they found out differently.

ACTION URGED

Every ship that comes in here has something in the minutes about fining the gashounds who stagger aboard ship just about the time the shipping commissioner is ready to leave.

They come on roaring drunk, and then they demand that the Patrolman force the Skipper to pay them off.

Brother Red Hancock was the Ship Delegate on the Douglas, and he can be proud of the job he did.

The New Orleans Branch also wants to take this opportunity to thank Brother Hancock and Freimanis for the radio they donated to the Hall.

Mobile, Boston Men Remember Hospitalized

That the "Brotherhood of the Sea" is not just a slogan, but is a principle carried into practice by Seafarers at every turn was demonstrated once again this week with reports of contributions for the welfare of less fortunate Brothers confined in marine hospitals.

In Mobile, the crew of Alcoa's John H. Hollister turned in \$34.00 to be distributed among their hospitalized Brothers. Crewmen contributing, according to the list received, were as follows: Brother Eagleton, Rudy Keyvik, Cornell, Paedae, Silox, Horton, Christopher, Jordan, Campbell, George, Gill, Marshall, Ray Harris, James Harris, J. F. Dixon, Gavard, Crewes, Felix, the Chief Cook, Steve, J. H. Booker, Hickman, Burkett and B. Musto.

Also in Mobile, Seafarers R. Graham and W. J. Terry, serving as a committee, collected \$13.75 in behalf of men in hospitals from the following: L. Galco, Newsome, D. M. Essary, Raymond Graham, W. J. Terry, V. S. Marger, E. L. Meyers, R. G. Varnon, William Touley, E. L. Harvey, M. D. Penry, J. G. Halter, J. G. Harris, James Carroll.

The Port of Boston reports contributions from Brothers F. Bonnell and R. Matthews for men in the Marine Hospital.

New SIU Hall Functioning Well In Ashtabula

By STEVE CONROY

ASHTABULA — With our organizational drive going along as per schedule in this port, the unorganized Lakes seamen are coming in and signing up every day. We just answer their questions, and show them how the SIU operates, and they're convinced that the SIU is their union, too.

These fellows are really interested in SIU job security. When it's pointed out to them that SIU contracts give them the right to fit out the same vessel that they laid up the previous Fall, they can see one of the main benefits of SIU unionism.

Most of them make some sort of remark about the uncertainty of jobs aboard the open shop ships, and how they are pushed around and forced to work under poor conditions.

They also remark about the Seafarers' full union representation of all members in their beefs.

Our Hall here in Ashtabula Harbor, at 1027 Fifth, is now functioning completely in all respects, and we want all Seafarers and unorganized Lakes seamen to drop in on us at any time.

We're set up to service the members, and non-members are invited to drop in, ask any questions, look the place over—and join up, if they wish.

Marcus Hook A Fertile Field For The AFL

By BLACKIE CARDULLO

MARCUS HOOK—From reading the reports of the success of the SIU in Marcus Hook in organizing the seamen and in gaining the support of the townspeople during our strike, one would believe that this is a solid union town.

The unfortunate truth is that it is far from being that.

Although the people in general are very sympathetic to us and are union-minded, in reality, the number of unionists in Marcus Hook is very small. There is a crying need for unions in this city by the sea.

In Marcus Hook, the bartenders and waitresses are unorganized, which is strange—for these groups are usually solidly unionized.

In Wilmington, Del., the taxi drivers are without a union, in fact, in Wilmington there are no unions of any importance outside of the Longshoremen and Teamsters.

This area is fertile ground for unions. The people are definitely interested and they showed their true spirit when, during the 1946 SIU General Strike, all establishments from the highest to the lowest threw open their facilities for our use.

There is a definite need for the AFL in this town, and if the AFL should come in here it would be the best thing that ever happened to these people. It's a cinch the unions would receive complete cooperation in their organizational drive.

WHERE, OH WHERE

Shipping, we are happy to report, is excellent. We're in need of men, but where they will come from is beyond us, for it seems good shipping is the story in every port.

An example of the acute shortage of men in Marcus Hook is illustrated by the case of Charlie Simmons.

Charlie came into town for a week-end vacation from the Baltimore Marine Hospital, but he couldn't convince the Dispatcher that he was just in town on a visit. As a result the Dispatcher tried his darndest to shanghai Charlie aboard a ship.

ASK CHARLIE

I've always been telling you what a swell town Marcus Hook is. Some guys may have doubted it, but if you doubt it ask Charlie Simmons. As for the girls — ask Charlie Simmons again.

For some time it has been evident that we need a new Hall in Marcus Hook, but it looks like we will be doing business in the same spot for awhile.

All attempts at finding a new Hall have been fruitless. Some people think an apartment is hard to find, but let them try to find a Shipping Hall in a town of no great size like Marcus Hook.

On the organizational front we are contacting about two or three Isthmian ships a week. We are keeping them well covered with literature and copies of the latest SEAFARERS LOG. As long as Isthmian sails ships into this port, you can rest assured that we will cover them.

P.S. Hello Muggins. How are you doing? Why don't you write and say hello?

MEET THE SEAFARERS

Volunteer Organizers



A long boyhood friendship made Robert Morris, Oiler, and Gilbert Clark, FWT, decide to go to sea together, but it was good militant unionism that made them decide to ship out on an unorganized vessel.

Robert started sailing three years ago, during the war. He made many runs to England and Italy, and took his share of the sub attacks and bombing raids. He still has his fingers crossed when he remembers how much luck was needed to come through all that without being wounded.

About a year ago Bob went home for a vacation. Like most



ROBERT MORRIS

It's sure true that an SIU ship is a clean ship."

OLD SALTS NOW

When questioned about their future plans, both stated definitely that they expect to continue sailing for many years to come.

"I can't quit," said Bob. "I tried to after a trip a while back, but I found myself back on a ship within a few weeks, and I was happier than when I was on the beach."

"It's the same with me," chimed in Gil. "After one trip I decided that I would miss the sea if I ever left it now."

Both Bob and Gil have proven themselves to be good seamen, and good SIU members. They both are certain that the SIU is the best Union for seamen, and they are prepared to do all in their power to increase the strength and power of the Seafarers.



GILBERT CLARK

seamen he comes from a little town, far inland. In this case it is Eldorado, Illinois.

He got to talking to his buddy, Gilbert Clark, and was so enthusiastic about the life of a seaman, that when he left to ship out again, his buddy was with him.

They went to Norfolk where Gilbert got a trip card, and then he started waiting around for a ship. Bob could have sailed any time since he had a full book, but he preferred to wait for his partner.

TRY FOR ISTHMIAN

Finally they had a long talk, and the upshot was that they decided to try for an Isthmian ship so as to be together, and do what they could to organize Isthmian.

Their first couple of attempts were met by failure. But they kept right at it, and finally one day they were assigned to a ship by the Isthmian representative in Norfolk.

During the trip, which was to India and return, the two volunteers signed up a total of six men. One, who had been an NMU member, was so impressed by the facts given him by Brother Morris, that he turned in his NMU book, and signed an SIU pledge.

Since then both men have made another trip together, and here are Brother Clark's reactions:

"Boy," he said, "what a difference between organized and unorganized ships. Now we have a voice in our own affairs, and we are not at the mercy of the officers or the company."

Bob echoed this, and added, "It seems to me that on organized ships the men take more of an interest in the work, and in keeping everything shipshape.

Tampa Labor Girds For Fight With Open-Shop City Officials

By SONNY SIMMONS

TAMPA — This labor-hating state of Florida is trying to lead the country in the number of anti-union injunctions that are being granted.

Through the Attorney General, Tom Watson, any injunction that limits labor's rights is automatically granted, even if it violates the principles of the Constitution at the same time.

Tom Watson, whose activities are well known to the readers of the LOG, is continually harping on the advantages of the open shop. Every time he makes a speech before a Chamber of Commerce group, the newspapers give him big quotes, and he really eats it up.

He has his eye on advancing himself to the Governor or maybe even Senator, and he is satisfied to this by stepping on the backs of the working men. If he achieves his ambition, labor in this state should hang its head.

We are banding together for a finish fight, and everybody from Tom Watson down is going to have a battle at the next elections.

That means that Mayor Hixon, the Chief of Police, and all the other guys who have given labor a hard time here, are going to be fought tooth and nail.

INTO THE CAN

The Chief of Police wants to run for Sheriff, but he has made it a practice to toss workers into the can for taking a few beers, and his record of pushing around pickets will lose him plenty of votes in the coming election.

He sees the handwriting on the wall, and he is a very unhappy guy.

Port business is hitting on all twelve cylinders now. We don't

have all the men we need to man the ships down here, so each time we have to crew up a vessel, it's a nip and tuck affair.

But somehow, when the ship sails, there are always sufficient men aboard to sail her.

Of all the Branches, Tampa has the longest waterfront to cover. Miami is 280 miles, Boca



Grande is 110 miles, Port Tampa 17 miles. Sedden Island is an out of the way place that has no transportation, so when talking about Tampa remember the long stretch of waterfront.

Now there are several ships making the Seaboard docks for phosphate, and that is a bad spot to get to, but we manage to make every ship that touches this Port.

NEW SCHEDULE

The P&O Florida is down to such a schedule that it will be necessary to make her only every two weeks, instead of every week as in the past.

This will mean a big saving for the organization now that the Miami Hall has been closed down. To make the Florida, takes three days, one going there, one spent doing the job, and the third day for the return trip.

We're sure glad to be able to cut it down to every other week from here on in.

All hands down this way are enthused about the outcome of the Agents' Conference and the Convention. Isthmian is also a popular topic of conversation, and with the many small companies that have come under our banner in the past months, the fellows have plenty to talk about.

Frisco Shipping Is Still Good

By W. H. SIMMONS

SAN FRANCISCO — Shipping in this old Gold Coast port is still good, and anyone wanting to ship can come on out.

Business in general, however, is pretty slow with activity having tapered off a bit. We're looking for better times to show up shortly.

In this port this week was the SS Cornell Victory, a Waterman tub in from Baltimore with a good militant crew aboard. She also brought in a few beefs which we have to iron out.

It seems as though the Skipper wants to get rich quick, especially on his slophest prices.

Coupled with this beef is one on the food, rated by the crew as being bum—nothing to cause any excitement, however. We'll square away these Cornell Victory beefs in the good old SIU style.

Unorganized Milwaukee Seamen Get The Business From All Sides

By ED LARKIN

MILWAUKEE — The Port of Milwaukee looks okay, and the ships are starting to come in now. Crews aboard the ships in the Harbor will be glad to start moving again, and to get on the move is their main objective.

Police in this town have been giving the boys off the ships a bad time. Here's the way it works out: The ships are laid up near Jones Island, and the only near place that the fellows can go to down a few is on East Bay Street.

Well, the cops wait until everyone is beginning to feel good, and then they come down to make the pinch. It costs around \$5 to get out once they pick you up. These men are not bothering anyone, and they are down on the waterfront by themselves. It should be stopped.

In addition, there's been a few men followed back to their ships, and when they come to a deserted spot, they get jumped on and rolled for the few measly bucks they have left.

The Steel Trust has about 19 ships laid up at Jones Island, and they really work the hell out of their men. During a snowstorm the other day, they had the Black Gang painting the stack. It finally got so bad that the men quit.

If this had been an SIU ship, the men would have received overtime for their work, and I doubt that they would have had to paint the stack. Since the Trust ships aren't organized, 19 men quit their jobs.

Organizing is going well here. I ran into a poor unorganized guy off the SS Ireland of the Wilson SS Lines, one of the ships docked here, and he was forced to pay out over \$75 for dental bills.

When I asked him "Why didn't you get a hospital ticket from the Old Man or the Chief Engineer?" He replied that the company wasn't responsible for such things.

After working for Wilson for some time this was the kind of treatment that he received. He had to work all day, go to the dentist at night, and foot the bill himself.

Well, I told him about SIU representation, and how we settle our beefs. Now he is one of us.

It won't be long now until these open shop outfits are forced to treat their men like human beings. They've been pushing the unorganized men around for too long now, and the SIU will make certain that they clean up these conditions when we have them under an SIU contract.



SHIPS' MINUTES AND NEWS

Crew Puts Out Blaze On Nordhoff At Sea

A raging fire in the No. 4 freight hold of the SS Charles Nordhoff while enroute to Trinidad recently was brought under control by an efficient crew of Seafarers before aid arrived from Norfolk, Va.

A boarding party from the Coast Guard cutter Cherokee, which had been dispatched from the Virginia port, found the fire had been extinguished when it went aboard the Nordhoff at 3 a. m. April 5, the morning following the outbreak of the blaze. The cutter met the troubled vessel as she lay anchored off Old Point Comfort.

NONE HURT

No casualties were reported in the incident.

The Coast Guard cutter Agassiz, sent from Norfolk to aid the Nordhoff, met the burning ship 50 miles off Cape Henry and escorted her into Thimble Shoal, where the Cherokee took over.

The 7,176-ton Nordhoff, operated by the Alcoa Steamship Company and carrying five passengers and a crew of 39, was bound from New York to Trinidad and Venezuelan ports when the fire broke out among 320 bags of carbide in the No. 4 hold, it was reported.

Radio calls for help, reporting that the cargo between decks had

shifted, were sent out immediately.

FOUGHT FURIOUSLY

Meanwhile, the SIU crew battled the flames furiously with water and live steam.

Also stored in the No. 4 hold were 65 drums of grease, 220 drums of lubricating oil, about 2,000 pieces of pipe and four heavy motor trucks.

One of the Coast Guard cutters dispatched to the Nordhoff gave up and returned to its base at Cape May, N. J., when she found it impossible to reach the Alcoa vessel before it arrived at the Virginia capes.

A development which occurred while the Nordhoff was being towed into port added a light touch to the sea drama. When it was thought the fire had rekindled an alarm was sounded and five fire-fighting vessels were called to ship's assistance. Tears welled in the eyes of the Nordhoff men at the thought of more damage to their ship.

On investigation the suspected blaze turned out to be steam coming from about 30 tons of onions in the hold.

DECK GANG ON THE SS MALDEN VICTORY



Among the crack crew which brought the Waterman vessel in ship-shape from voyage No. 2 for the payoff in New Orleans were the men pictured above. Front row, left to right: Jerry Palmer, Deck Delegate; Sulo Salimen, OS; Tony Skilman, AB and I. Glendez, Bosun. In the rear, left to right: Joe Schweinfus, Deck Maintenance; Don Rood, AB; W. Wilmot, AB; W. Loll, OS, and Gerald Byrnes, AB.

Brother Palmer reported a highly successful trip. At the payoff the men were complimented on the clean condition of their quarters by the New Orleans Patrolmen.

Comparison Reveals Slopchest Inequities

The crew aboard the Smith-Thompson, South Atlantic, isn't yelling, "Sam, you made the

pants too long." Their theme song is: "Chandler, you made the prices too high."

According to the minutes of a shipboard meeting held recently, the crew unanimously raised their voices in protest by expressing their complete dissatisfaction with the tariffs asked for commodities on the slopchest list.

At the meeting the crew went on record as being "dissatisfied with the volume and prices of slopchest goods and the lack of sufficient warm clothing for a winter trip."

ACTION

Not content to just register their disapproval, the crew decided to do something about the sad state of affairs. A motion was passed to "bring the slopchest prices to the attention of the shipping commissioner before the pay off, and if possible, get a refund on the overcharge."

With the adoption of this new and untried tactic of beating the shipboard swindle on slops, the crew voted to send a copy of the inventory to the SIU headquarters in New York.

Interestingly enough, with the receipt of the Smith-Thompson slopchest list, the crew of the Roswell Victory also submitted a copy of the slopchest prices aboard their ship.

A comparison of the two lists gives an interesting picture of the inequities in supplying ships, for while the prices asked aboard the Smith-Thompson are high, the prices aboard the Roswell Victory are even higher on some items.

EXAMPLES

A few examples point this up very well. Aboard the Smith-Thompson, shoe laces sell for

four cents, while aboard the Roswell Victory the shakedown is a dime—a difference of 60 per cent.

On the Roswell Victory sou'westers are ten per cent higher and dungarees are up 15 per cent. Palmolive shave cream was listed at 25 cents on the Thompson and at 35 cents on the Roswell Victory—a difference in this small item of 25 per cent.

The reason for protests aboard ships over the slopchest prices then becomes apparent: Why the great differences in slopchest prices when wages, hours and conditions are the same on all SIU ships?

Abraham Baldwin Towed Into N.Y.

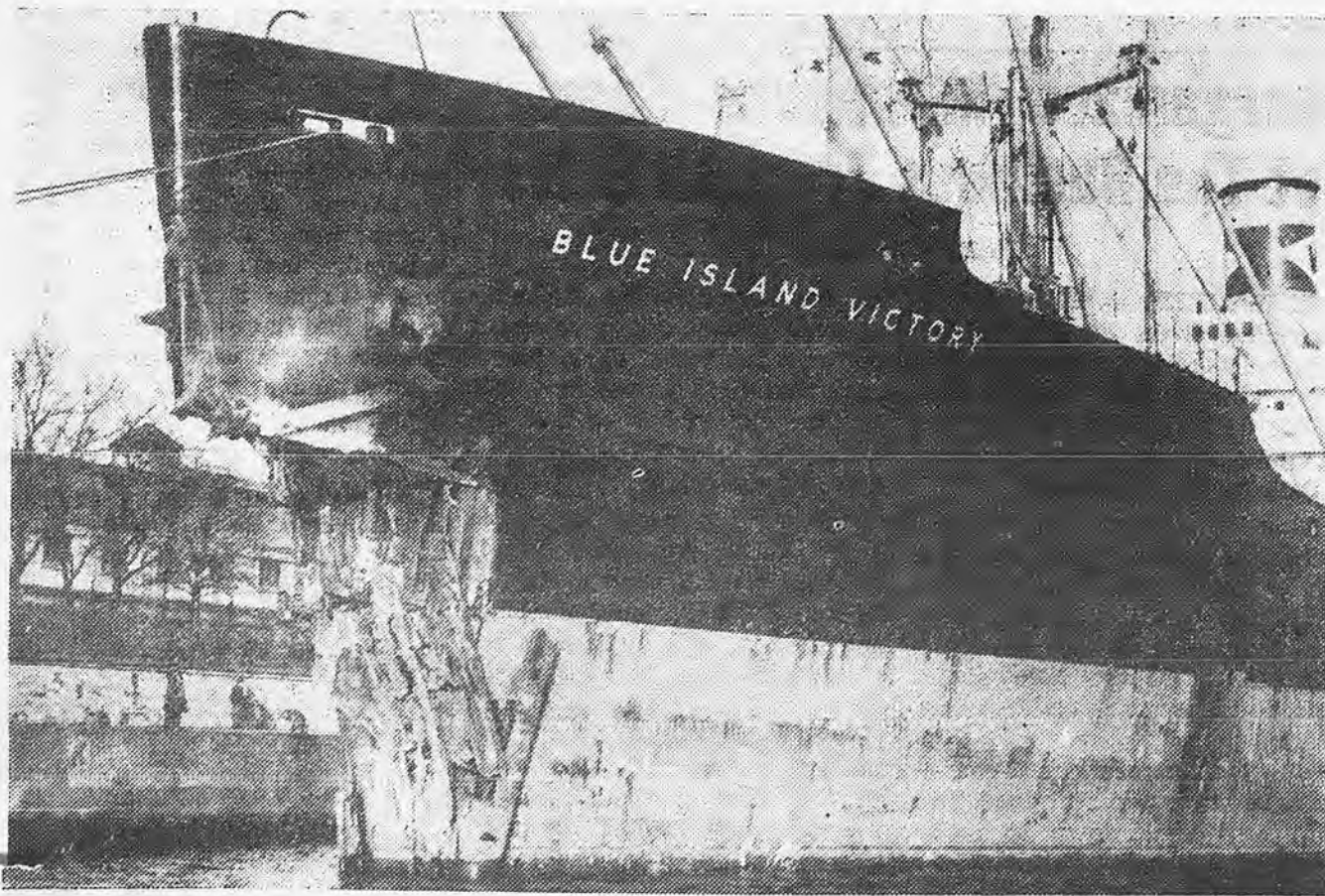
Minus her rudder, which she lost 1900 miles east of New York on March 24, the SS Abraham Baldwin was berthed at Pier 6, East River, last week after being towed into port by the ocean going tug Edmond J. Moran.

The Moran tug reached the helpless Liberty ship and took her in tow on March 30.

Another Moran tug, the Point Cabrillo, also arrived in New York with a propeller-less ship which she towed from a point south of the Azores.



MEMENTO OF MEETING WITH DANISH LIGHTHOUSE



The 7,607-ton Waterman vessel, the SS Blue Island Victory, pictured shortly after she plowed into the concrete base of the Drogden Lighthouse in the Oeresund, south of Copenhagen, Denmark, last winter.

Coal Ship McBurney Had 'Wonderful Trip'

The honorable mention award of the week goes to the crew of the coal ship, Robert R. McBurney, Overlakes Freight Corporation, which has just completed a voyage to the coasts of sunny France.

The crew, bemoaning the fact that seldom do they see a write-up of a coal ship, mention that

they had a wonderful trip, excellent cooperation from all departments and topside, and no fights or beefs aboard when the ship hit the states.

With honors being bestowed upon "the officers, unsurpassed for merit of courtesy and cooperation," and garlands to the "swell eggs in the Stewards Department," the crew assures one

and all that anyone sailing aboard the McBurney can be certain of an excellent trip.

The shipboard delegates, who had much to do with the fine state of affairs aboard the McBurney, were Thomas Kustas, Engine; Douglas B. Patterson, Acting Stewards Department, and John S. Clapp, Deck.

SIU Ship's Minutes In Brief

FIRMORE, March 4—Chairman Wheeler Fields; Secretary Edward Miller. Beef registered pertaining to the lack of many items in the stores. Good and Welfare: Fine drawn up for various offenses in messhall. Money collected to go to brothers in the Marine Hospitals. Motion carried that coffee going to bridge and engine room should be obtained from Steward during his working hours. The coffee that is set out in the messhall should be left there for the watches. Discussion and opinion that the Stewards Department is undermanned. Messman is obliged to do sanitary work and then handle food. Motion carried that the Steward post a date and time for the exchange of linen to avoid confusion.



§ § §
GADSDEN, Feb. 12—Chairman Earl Cochran; Secretary T. Little. Delegates reported some disputed overtime in their departments. Old Business: Motion carried to have Engine Delegate find out why washing machine was not repaired. To report back at next meeting. Motion carried to have Engine Delegate find out why bunk lights were not repaired as requested last trip. New Business: Motion carried to have a list compiled by the three delegates of all repairs, replacements, and beefs and to present same to the union upon arrival in the states. Motion carried to have laundry and recreation room cleaned by each department in rotation of two days for each department. Motion carried to elect a committee to investigate the supply of cigarettes so as to insure an equal distribution of same.



§ § §
WILLIAM JOHNSON, Dec. 15—Chairman Roy Thompson; Secretary John J. Bluit. New Business: Officers are to keep out of crew messhall and crew to keep out of saloon. Food situation is getting pretty bad with no chief cook or chief steward aboard. Special committee sent up to see old man about this. Motion made and carried to keep recreation room clean at all times and the radio to be shut off at 10 P.M.

§ § §
ROSWELL VICTORY, Feb. 6—Chairman Harrill; Secretary T. E. Carmichael. New Business: Motion carried that the Steward request the Captain or Chief Mate to give the cooks a reasonable time before changing of the meal hours. The Cooks only had twenty minutes notice before the meal has been changed on the day of question. Motion carried to investigate how it is possible for a fireman to be promoted to Asst. Electrician by the New York Patrolman aboard the ship without having the job returned to the Hall to be posted for regular shipping call. Point of information: Has a man in a de-



partment the right to make as much overtime as the highest man in the department? Answer: The man who is low on overtime usually has the opportunity to get an equal amount of overtime as long as he is willing to work for it and not turn down overtime when it is offered to him.

§ § §
F. MARION CRAWFORD, Feb. 28—Chairman Peredne; Secretary John J. Brady. New Business: Vote of thanks and appreciation to Captain Charles J. Bunch for his many considerations and cooperation shown to the entire crew. Motion made and carried that Chief Engineer be investigated for strike clearance, discrimination and lack of cooperation toward licensed and unlicensed personnel. Motion carried that no one sign on until Chief Engineer is pulled off the ship. Good and Welfare: Motion carried that each member of the unlicensed crew donate \$2.00 to the SEAFARERS LOG. Motion carried that each crewmembers donate \$1.00 to the boys in the Marine hospital. Vote of thanks given the Stewards Department.



Life On Yaka A Bowl Of Scrambled Eggs

Aboard the SS Yaka, the lads were getting their eggs with a roll—a 10 degree roll, that is.

The men raised no objection to the roll, but the eggs were always scrambled, and they were getting a bit tired of the mixup. Variety is the spice of life, they recalled, and it goes something for the eggs, too.

At the April 3 meeting they adjourned temporarily while the four delegates inspected the galley to determine the reason for the constant scramble, since the ship's roll didn't appear great enough to be the cause.

They reported back to the meeting that the egg pans were too shallow. The meeting was resumed.

§ § §
F. MARION CRAWFORD, Jan. 26—Chairman Peredne; Secretary John J. Brady. New Business: Motion carried that a drain and steam line be installed in the laundry, also that drinking fountain in engine room be moved to a more suitable location away from the hot well. Motion carried that new sheets, pillow cases and galley equipment such as coats, aprons, be put aboard. Good and Welfare: Motion carried that keys be provided to all crew quarters so that each crew member will have a key.

MANROPE KNOT, March 15—Chairman H. O. Braman; Secretary T. C. Deale. Motion that all crew quarters be inspected by patrolmen and to be clean for a new crew. Motion that ship be fumigated. Motion carried that electric stove be put in galley.

§ § §
JOSEPH N. TEAL, Feb. 19—Chairman Purdy; Secretary Charp. Motion carried that the Night Cook and Baker make more pastries and bake bread more often. Motion made to have the bosun issue the sea suds that are in the forepeak. Bosun says forepeak is not locked and he can get it out without it being issued. One minute of silence for Brothers lost at sea.



§ § §
GADSDEN, Feb. 12—Chairman Earl Cochran; Secretary T. Little. Old Business: Motion carried to have engine delegate find out why bunk lights and washing machine were not repaired as requested on last trip. Motion carried that a committee be elected to investigate the supply of cigarettes so as to insure an equal distribution of same. Motion carried to write a letter to the Union requesting that they contact the company in regard to the carrying of an extra locomotive on deck. It was pointed out that it felt the extra locomotive makes the ship unsafe.

§ § §
CHARLES NORDHOFF, (date not given) Chairman R. W. Grimm; Secretary (not given). Motion carried to keep people topside and out of crew's quarters. Motion carried that night Cook and Baker bake nothing but bread. Motion carried that meat block be cleaned every time it is used.



§ § §
MANROPE VICTORY, Mar. 2—Chairman H. O. Braman; Secretary T. C. Deale. Motion carried to insulate bulkhead next to galley stove in engine room shower. Motion carried that laundry be cleaned once a week by each department taking turns. Motion carried that all cots be assigned to each man and he is responsible for same. Motion carried that LOGS be sent to SIU ships on the bauxite run in care of Alcoa offices, Port of Spain, Trinidad.

§ § §
JOSEPH H. HOLLISTER, Feb. 25—Chairman Joseph Jordan; Secretary Seymour A. Heinfling. Brother Jordan gave an enlightening and educational talk on the history of the SIU for the benefit of the younger and new members. New Business: Various fines laid down for offenses in the messroom. Fine money to be donated to brothers in the marine hospitals. Motion carried to give a voluntary contribution to the SEAFARERS LOG at the pay off. All hands using recreation room for card games, etc., to clean it up after finishing.

SEAFARER SAM SAYS:

TAKE IT EASY
ON THE
MESSMEN!



SHOW CONSIDERATION FOR A SHIP-MATE. TWO ARMS AND TWO LEGS IS STANDARD EQUIPMENT FOR ANY SEAFARER. RELAX AND ENJOY YOUR MEAL, AND LET THE MESSMAN ENJOY HIS JOB.

CUT and RUN

By HANK

Brother, the Monday past was sure a tough lesson in how to survive through a picket line jinxed with the worst weather any April month ever had. It had everything bad—a tough wild wind, uncomfortable rain and real winter-like weather which hit your dogs with pain. The most impressive and successful thing about the day was those phone strikers with their smiling faces and constant jabbering, as they marched around, now and then shouting all together "scab" or booing at those who entered or left the building. When the rain joined the picket lines those girls blew up their umbrellas or covered themselves with large cellophane bags—while the rest just walked and talked without protection. Well, you should have seen the happy, unexpected smiles and the respect and pride fill those strikers when they saw us Seafarer's join them with our white caps, our leaflets and our cheerful enthusiasm—even in that day's miserable weather—to help them fight their deserving strike. A strike for better wages, conditions, etc., against the greedy, powerful bosses who keep laughing in their precious prayers and daily jokes but sweating out their hopes that through lost wages, weary days of picketing, etc., the strike would break up with the strikers grabbing whatever wage increase was offered.

Honestly, the way those girls maintained their lines—cheerfully and proudly—without regret or shame or weariness, certainly showed us sailors how strong and worthwhile we must have looked to all unions and landlubbers when we hit our own bricks on all waterfronts last year. Well, once again we SIU Brothers have shown and helped others to understand that a tough fight for something which is right is something to be proud of and long remembered. We are proud that we have helped some honest unions, regardless of union affiliation or not, to gain more dollars and sense of job security, etc., in this new new American life of greedy profits, fantastic prices and the worthless value of a dollar in buying food, clothes, etc. Before we change the subject we hope some Brothers read this column so that we can remind them of their weak and worthless loyalty to their own union. We've seen some Brothers who came to the hall to ship out, walk right out of the building again just to avoid the tough business of grabbing a white cap, a pile of leaflets and go out for a few hours on a picket line, etc. In time we hope they may regret their precious laziness and worthless loyalty to SIU unity, action and principles and sensibly realize just what it means to help other honest unions in their tough fight. Or what it will be to suddenly receive help from other unions when our own jobs are threatened by powerful forces, such as the companies, the elected politicians in Washington representing the people (and the workers in all unions are the people) and whatever finks there may be trying to fill our jobs while we're fighting.

From Baltimore "Paint Pot" McGee, we received the following letter: "I saw your write-up of Brother Paul 'Haywire' Warren so I decided to drop you a line. I don't know his New Orleans address so please say hello to him for me. Also best wishes to Cal Tanner and the boys in the new Mobile Hall. Here's hoping Brother Charlie Simmons has left the hospital and is in shape to ship again." . . . Thanks for your cheerful letter, "Paint Pot," and write again about the boys if you have the time in ports . . . Well, good old Brother Mike Gison, who sails Bosun, just came in with his humorous sense of humor from a real good trip to Italy. Mike further confesses that there's nothing new otherwise and hasn't seen any of our shipmates for some time.

THE MEMBERSHIP SPEAKS



House Union-Busting Bill Seen As Work Of The NAM

A bill has just been passed by the House of Representatives to prohibit unions from national strikes or industry-wide bargaining. The bill also bans the closed shop.

The authentic champions of this bill are, of course, Senators Taft and Ball, neither of whom has ever had to associate with peoples outside their own restricted sets and probably think that men who earn their living by the sweat of their brow are prehistoric animals that have never been educated.

These men who voted for this anti-labor bill do not care whether it is legal or not as long as they succeed in robbing laboring men of their just rights.

Why, if national bargaining and strikes are illegal, is it legal for the National Association of Manufacturers to operate as it does nationally and internationally, setting a price of its own to inflate industry every time workers obtain a raise in salary? The National Association of Manufacturers has been more responsible for inflation than the unions possibly could have been.

Whenever a strike was called there was the threat that price controls would be broken not by the unions but by the NAM, by buying its way out of strikes, by raising the consumer price on every article whether affected or not.

TRAGIC RESULTS

It is my firm belief that if this bill is allowed to pass fully then the working men everywhere in the United States will be in the future robbed and cheated of his rightful salary by having laws and injunctions imposed upon him that will be unbearable.

It is also my firm belief that if the unions are not allowed to progress nationally then neither should other sets such as the NAM, Chambers of Commerce and monopolies that have not been mentioned in any bills by these labor haters.

There are many national concerns and chains too numerous to mention which are allowed to operate freely without being molested, and with those that operate nationally and treat labor justly I am sure we have no fault to find. But let the union operate nationally and every Tom, Dick and Harry in reactionary and top-flight circles who is born with a silver spoon in his mouth yells to the top of his lungs about inflation, depression and slowing of production. Brother, you and I know the reason they do is because they think maybe they will not make as many millions if we the workers make one more dollar per day or week.

TROJAN HORSE MOVE

You and I know full well that the open shop means an opening into our circles to the foes of labor whereby the union's back may be broken from within. If we have open shop then so should the NAM and other anti-labor organizations.

Here is another one for you. These men who yell red and

Commie at every nook and corner turn around and actually breed un-Americanism by trying to fight labor, chain and handcuff it at every turn by anti-labor bills that are unfair to labor and John Q. Public, the consumer. These so-called friends of America are the obstacles that we, the working men, have to hurdle in order to conquer communism.

FRIENDS OR EXPLOITERS

No man can successfully preach his friendship to the laboring man and for fair play for all in general in America as long as he is a bedfellow of those who exploit the small man and woman by greedily taking, by laws that they enforce, that which does not belong to them.

If we are to have open shop in unions then let us have open shops in every other organization, club and lodge in America. If we are to negotiate locally, then the monopolies, chains, NAM and other national organizations should be restricted to actual ownership in small localities.

If the Supreme Court deems one legal, then all should be legal so that no unfair play can be bought to bear by sheer weight of numbers and financial backing against any minority such as is being done against us

Active Seafarer



Robert H. Maupin, who takes his unionism seriously, gets on the ball for the SIU whenever there is an opportunity. Recently released from the Chicago Marine Hospital, he campaigned for improved conditions there and in other mid-west Marine Hospitals. Brother Maupin has also been very active as a volunteer organizer for the Seafarers in the present Great Lakes organizing drive.

today in anti-labor bills.

In the light of all these things that we see as the truth, I am sure that we will stand together with right and truth as our allies to combat and conquer those that rob bread from our tables and clothing from our backs and from our homes and children. These evils can pass away also if we fight hard enough.

Paul Parsons

Beef-Settling Simplified By Clean Shipboard Record

To the Editor:

Sitting in the office of the Baltimore Branch of the SIU listening to Brother Ray White handle beefs, the thought arose in my mind that it would be a good union principle to ship out on the ship that seemed to offer the best reason for an investigation. As it is, Union officials have enough trouble paying off ships without trying to clear up many beefs that could be handled by the crew members.

On Jan. 8th I took it upon myself to ship aboard the SS Franklin H. King, Alcoa Steamship Company, bound for South American ports with general cargo, with a return cargo of bauxite for New Orleans.

A CHARACTER

Leaving the port of Baltimore about Jan. 10th as Oiler and Black Gang Delegate I studied this character before approaching him on any subject pertaining to union rules. My first personal contact with this imitation of Captain Bligh came about when he started entering the crew's quarters removing soap and matches claiming they should not have such an accumulation gathered as it was against his principles to see such waste. After explaining to this high and mighty scissor-bill that we had signed a contract with the Alcoa Steamship Company for these articles and that should he fail to desist in this practice we would be forced to

charge him with stealing—round one went to the SIU.

While discharging at various ports, we had picked up two workaways, both SIU members. The Captain in his usual arrogant manner placed them in the rope locker back aft where they slept on army cots. We the delegates approached the "Great Almighty" and asked him why he didn't permit these men to sleep in spare rooms top-side opposite the radio shack. His excuse was that these men were not officers. We did finally make arrangements to sleep them in the crews quarters.

At the port of Georgetown we lost our good record. A member of the Stewards Department screwed up the detail giving the



Captain a bite on the crew. So on the voyage home we were approached by "Great Almighty" Triestram who had become a worried little boy-scout with the offer that should we drop the charges against him, he would forget what he had on the crew member. Calling together a joint meeting we decided to call Captain Bligh's bluff and carry the beef into port leaving the Union decide on the matter.

In the port of New Orleans it was decided that Captain Triestram would be kept off all Alcoa ships and never be permitted on any other SIU contract ships. The entire unlicensed crew signed this petition, including the First Assistant Engineer whom the MEBA can be proud of for his militant action in protecting the licensed officers contract and standing on his hind legs like a man fighting for his union principles. Whenever you meet John Moll as First Assistant or Chief Engineer aboard ship, grab the job, for you will be sailing with a real union brother who has fought on the picket lines in every strike since 1934. It's too damn bad we don't have more licensed men like John Moll on the job.

When crew members learn self-discipline, stay on the job, drink on their own time, keep their noses clean and bring the ship back to port in ship-shape condition, we can clean out some of these so-called Captain Blights.

For your clean record on the voyage will always prove who is at fault when you are sailing with an arrogant, fault-finding scissor-bill such as we just showed up to the entire SIU membership and the Alcoa Steamship Company. Joseph S. Buckley

Log-A-Rhythms

The Saga Of Panama Joe

By I. H. PEPPER

The most memorable night I know
Is the night I drank with Panama Joe.
And as I live through the years to come
I'll remember that stuff he told me was rum.

Eight bells it was, and the night was black,
When I started below for my midnight snack.
On the way down I met Panama Joe,
And that was the start of my tale of woe.

He held a green bottle in the crook of his arm
And told me a nip would do more good than harm.
I asked him what manner of liquor he had;
With a wink he answered, "Come along, m' lad!"

So into his foc'sle with him I went,
Puzzled and wondering what this all meant.
From out of his locker we each took a glass—
The stuff that he poured was the color of grass.

I looked at the bottle, it bore not a mark.
As to what was inside, I was still in the dark.
He must have observed my quizzical look—
"Rum, my boy, rum," he said, and a long drink he took.

I waited a moment to see him re-act,
His eyes got a twinkle that before they had lacked.
Said he could feel it clear down to his toes,
So I lifted my glass, "Well, down now she goes!"

It's hard to describe how it felt going down,
It was something as smooth as a green satin gown,
It tasted like nothing I'd tasted before,
But it tasted so good I wanted some more.

After several drinks and a few more to follow,
We took what we found to be the last swallow.
"Thanks for the drinks," I said, "Now I must go."
"Oh not on your life!" said Panama Joe.

"There's a friend of mine here I want you to meet;
"Few folks ever see him, so this is a treat."
He went to the porthole and opened it wide,
A shaggy green sea-monster stepped down inside.

He was mostly green with pink in spots,
And speckled all over with lavender dots;
He looked at me and laughed 'til he cried—
He was slightly on the hysterical side.



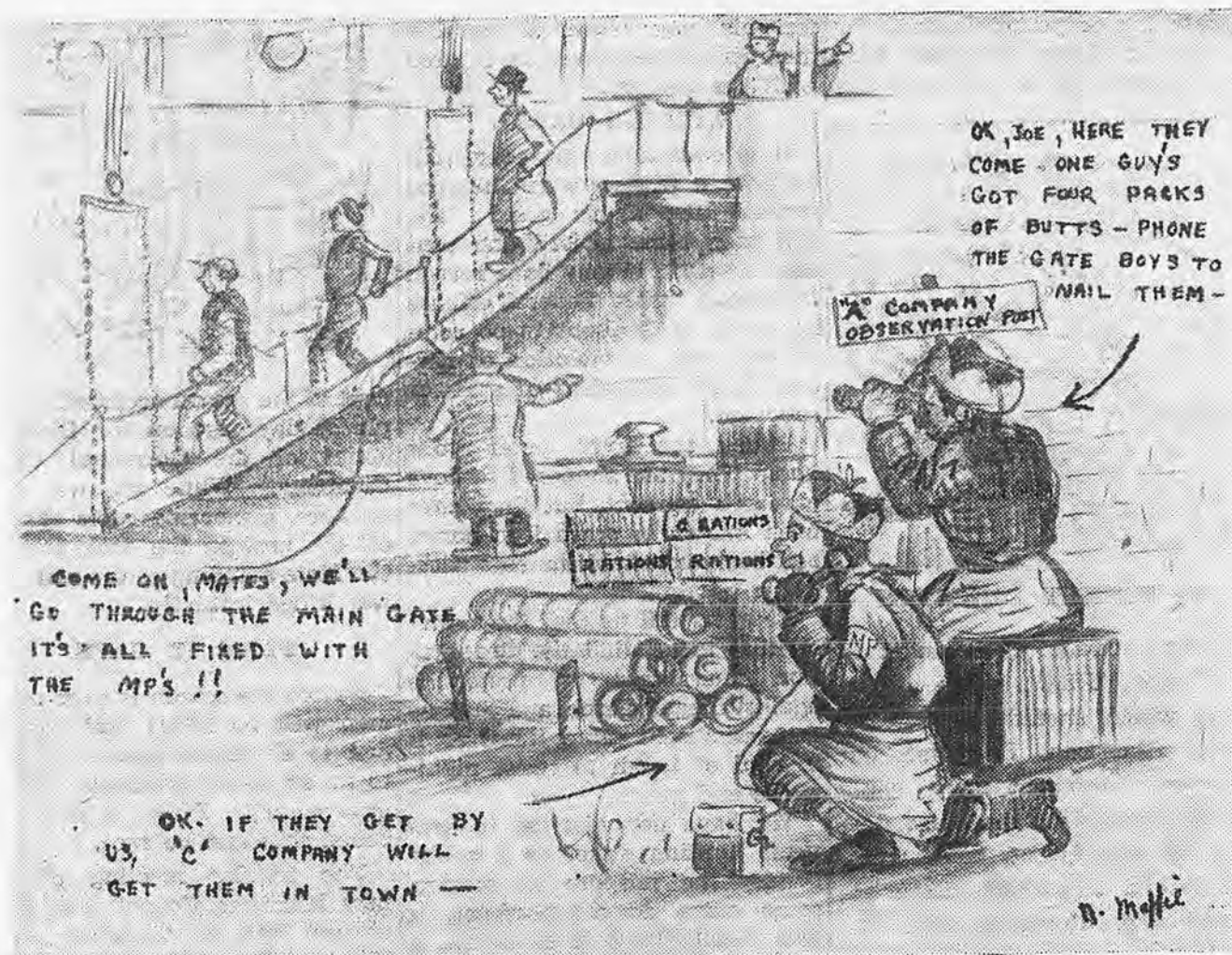
I asked what he saw so funny in me;
He wasn't so handsome himself, you see;
Said he, "You're the funniest color of human being
I've ever had the rare pleasure of seeing."

With a nod of his head and a swish of his tail,
He dashed through the door and jumped over the rail;
I rushed from that foc'sle straight to my bunk,
You'll never believe I was not the least drunk!

I looked in the mirror first thing when I woke,
There was no cause at all for his hideous joke,
I was normal in color as a man could be—
Not even a spatter of green on me.

I breathed not a word of what I had seen—
The laughing sea monster or rum that was green.
All things being equal there's one thing I know,
I've had my last drink with Panama Joe!

CARTOON STORY OF LESSON LEARNED BY BESSEMER MEN



Organization Of All Ships Is Answer To MC's Scheme

To the Editor:

You've really got to admire the bureaucrats of the Maritime Commission. Whenever you think you have them stopped, they dive still deeper into the cesspool of political finkery and come up with another pearl. For instance:

By a peculiar coincidence, at the very time the seamen's unions became strong the Maritime Service was created. Its purpose was a force of finks for strike-breaking. For the last 10 years it has been held in readiness for an opportune moment to smash the seamen's unions.

However, something happened that the scab-admirals hadn't figured on. The mates and engineers at last became organized into militant unions. Officers would no longer go through a picket line to move a hot ship. How could you crush a seamen's strike without captains and throttle-jockeys? Obviously, some way had to be figured out of this dilemma.

ANOTHER BEAUT

Therefore, another dive into the raw sewage of shipowner corruption. This time they came up with a beaut. The right ears were whispered into, the right phone calls were made from lower Broadway to Capitol Hill—and presto! the "Merchant Marine Cadet Corps" was born.

The idea was so simple it was beautiful. They were already training finks to replace the unlicensed—why not train finks to replace the officers too? Therefore, what do we have? A complete standby of Merchant Marine—a full complement of scabs, licensed and unlicensed, ready and willing to take over when the time arrives.

That there is no use for these crumbhouse cadets is easily proved. Where can they get jobs when all officers must come from the officers' unions and they can no longer get into the unions? The shrinking number of jobs has hit the officers even worse than it has us. Today it is common to see Firsts and Seconds sailing as Thirds. Soon we will see many Mates back in the foc'sle, as in prewar days. With a surplus of gold braid, why is still more being turned out?

Of course, none of these "captain's boys" intend to make the sea their life anyway. They are only out for a free education and the degree King's Point hands out. Many of them have admitted this within my hearing. I doubt if two per cent of them, ever make a single trip after they get their cap and gown.

How will we, who follow the sea for a living, advance in our chosen profession if all opportunities and jobs are handed over to these guys. As it is, the CG makes it almost impossible for the man "with time" to get a license, by asking ridiculous, theoretical questions that only a classroom grind could answer. But then, the cadet corps is controlled by the CG, isn't it? So the little "midshipmen" are coached by instructors who know only too well what the questions will be.

WHAT TO DO

What is the remedy? I think it is to unionize every American ship, from the Captain on the



bridge to the Wiper in the bilge. Then let all maritime unions refuse to accept or sail with these spongeboys. This action would lick them off the seas, and quickly strangle their Coney Island Annapolis. If it were impossible for them to get on a ship.

These are drastic measures, yes. But a drastic remedy is better than a drastic death. The last time the sailors' unions were broken by organized government finking it took 13 bitter years to rebuild them. Is there anyone who would like to live that 13 years over again?

"Steamboat" O'Doyle

Belgian Lauds SIU Policy

To the Editor:

I have received two copies of the SEAFARERS LOG, and I want to say that I agree 100 per cent with your Union and your views.

I was a chief engineer during the last war and on my return to Belgium, I could see how the political parties were using the union for their own ends.

I rebuilt a union in April, 1946, without politics. I have had a hard fight, and I am still fighting. I have connections in Brussels, Gent, Ostend and a few other places, but it will take a while before we are as strong as you are.

Political parties control everyone here in Belgium and it will take a lot of hard work to break it. I started a paper last October and I will forward a few copies.

I entirely agree with the article by Lindsey Williams in the SEAFARERS LOG of Jan. 17. The same thing has happened here and is still going on.

I was planning an international seamen's union during the war. Up to now I have made contact with France and Holland. I don't know who sent the SEAFARERS LOG to me, but I would like to continue to receive it, and to exchange information on the working conditions of the seamen.

Marcel Convents
Antwerp, Belgium

'Hates To Miss' Issue Of LOG

To the Editor:

Will you please send the LOG to me at my new address in Starke, Fla. Up to now I had been getting it in Mobile and would like to keep receiving the paper. I hate to miss one issue.

You are doing a swell job with the paper. Keep up the good work. I'm wishing you every success.

Ragnvald Tyssoy

Texas City Totally Razed; Seafarers Gives Assistance

By RAY SWEENEY

GALVESTON — The Texas City area has been completely demolished by an explosion and fire which started on a French ship, the Grande Camp, which was loading ammonia nitrate and cotton.

The fire started sometime during the night, and Texas City firemen were called to the scene as soon as it was discovered. Scores of people were allowed to come on the docks to watch the firemen in action.

At 9:12, there was a blast in the hold of the ship, and three minutes later, the Monsanto Chemical Plant, right opposite where the Grande Camp was docked, exploded and caught fire.

This explosion rocked the entire waterfront, including Galveston. Other cities in the area felt the shock.

The Monsanto Chemical Company was the size of a normal twenty-story building. Practically the entire office force was killed, and no one yet knows the total of other employees dead and injured.

SPREAD FAST

The fire spread fast as this area has oil lines all over the waterfront. Pieces of burning steel were hurled as much as five miles through the air, and this caused other fires to start.

Soon the entire city was a mass of flames, and the air was full of the cries of the dying and injured.

Within a short time all the hospital beds were filled to capacity, in both Texas City and Galveston. Doctors, nurses, and ambulances were rushed from Houston. Every kind of conveyance was used to rush injured people to some place where they could get first aid.

The SIU immediately offered its assistance. Some members

were assigned to direct traffic, while others pitched in as fire fighters and rescue workers.

A few days later the High-flyer, a Lykes Brothers ship, blew up, and the men on a Bay Towing Company tug, SIU, were injured as they attempted to get the ship away from the dock.

This explosion was more severe than the first one, but no one was killed since it was expected, and all hands were warned to stay out of reach.

TOWN DEMOLISHED

The whole town is wrecked. Not a house remains standing, and not a window is unbroken. It is doubtful that this city will ever be of any other use than kindling wood.

Besides the hundreds killed, other losses are put at a figure well up into the millions.

The oil loss alone will be more than 1,500,000 barrels.

We in the Seafarers International Union of North America want to take this opportunity to extend our admiration to the people of Texas City who picked themselves up from the ruins, and pitched in to aid the living, bury the dead, and dig the city out from under the rubble caused by the explosions and fires.

Baggage Room Crowded With Unclaimed Gear

By JACK PARKER

NEW YORK — Some of the members of this Union have a mistaken idea as to the use of the baggage room. Therefore, the room, which is none too big to begin with, is now overcrowded with gear.

We have a pile of gear that has been left with us for lengths of time ranging up to two years. The original limit on leaving gear is three months, and we now have the problem of making room for incoming bags and bundles.

Where a man had his address on his possessions, we sent them to him Railway Express, COD. Where only the name and book number was given, we checked through Headquarters file for the home address, and then sent the baggage the same way.

30 DAYS MORE

If any members have gear in the baggage room, it will be held for another thirty days before being disposed of. If unable to appear in person, send a letter to the baggage room, giving instructions on how to dispose of the articles. Give a description of the baggage in question, and the check number.

From now on, when checking gear, the top half of the check must be filled in with the member's home address. Then, if it is left over three months, it can be sent COD to the address given.

Next week we hope to list the items of baggage which have names but no addresses attached. But some have no identification at all, so the absent-minded professors better get busy and send in descriptions of their gear, and instructions on where to send it.



By JOE VOLPIAN

We are in receipt of a letter from a member who complains that he has been badly mistreated. It seems that while at an Army Base the military intelligence came aboard and confiscated some German razors, letter openers and a dagger which he had in his locker along with a brand new Air Corps jacket.

The ship's articles specifically state that no dangerous weapons are to be brought aboard: Razors, letter openers and daggers are considered dangerous weapons. The Air Corps jacket is a part of the uniform of the Army Air Forces and is not an item to be bartered, bought or sold.

This member has been laboring under the misapprehension that only the U. S. Customs authorities have the right to confiscate his property. In fact, the deputy customs inspector who was assigned to his ship told him

so. It just happens that customs men are just as unlikely to know the law as the cop on his beat.

OBEY LAWS

When a ship ties up in any port, the crew is required to respect the laws of that port. If they have a curfew law, the crew must be off the streets when the curfew rings.

If the law enforcement agencies of that port have evidence that contraband is aboard, they may search the ship from stem to stern.

If the Captain thinks that a member of the crew has contraband in his locker that may cause a fine to be placed on the ship, or a weapon that may endanger the lives of the rest of the crew, it is his duty to confiscate it, otherwise, his company may be sued for his negligence if another member of the crew is injured with the weapon.

WITNESS USUAL

It is customary, however, that he have a witness when he goes through the man's gear. The FBI may come aboard and conduct a search if they have reason to believe that a Federal offense has been or is about to be committed, such as violation of narcotic laws, smuggling of arms or sabotage.

Police can even enter your home. They are supposed to have a search warrant, but they have been known to crash into homes and business establishments without a warrant.

Lawyers tell us that they can't do that to us, that the Constitution guarantees us protection against illegal search, and that we can resist such entry; however, it is kind of tough to resist nightsticks and guns.

We have no objection to souvenir hunting either as a hobby or for the purpose of making some extra dough; however, if you violate laws in so doing, it is not a Union function to defend you.

The Union's job is to get the best wages and conditions possible for its membership and it looks like a pretty fair job is being done on that score.

ENOUGH TO DO

At the present writing, a financial retrenchment program is being carried out which entails laying off some patrolmen and agents, the extra work to be taken over by those being retained.

Your representatives don't happen to be magicians, too. They are competent men elected to defend your interests against attacks by ship operators, bureaucrats, politicians or pied pipers of any hue. These are Union functions, and it is best that we concentrate our strength on essential goals.

If you get in trouble for a law violation, outside Union jurisdiction, get a lawyer or take the rap, but don't expect the Union officials to become involved in beefs that are disconnected from Union functions.

They have plenty of work to do taking care of duties which are properly their responsibility to the entire membership.

The First Ship, First Accident Hit Port Duluth

By EINAR NORDAAS

DULUTH—With the arrival of the A. A. Augustus of the Hutchinson Fleet, the first ship in, Duluth-Superior Harbor is again humming with spring shipping.

The Augustus is gaining that honor must have opened her engine up a few notches in making her way to this northern port, because when she tied up nine men of the after gang piled off—can't blame them for piling off a record-happy ship.

Most of the other ships that are coming into the port now will, no doubt, have to go to the shipyard for minor repairs, due to the difficulties they have at this time of year in bucking the ice in Whitefish Bay—the stuff is really thick there.

As usual with the opening of the season the accident rate begins to rise. The first fatal acci-



dent of the season occurred a couple of days ago on the Steamer Joliet of the Cleveland Cliffs Company. While she was tied up here, a mooring cable slipped off the post on the dock and hit the Mate standing at the rail. He was killed instantly.

PLAY IT SAFE

Before the season is over many men will be killed and injured due to shipboard accidents, and so many of the accidents will be unnecessary. Play it safe on board ship and be sure.

The regular meeting of the new Maritime Council was held at our Hall on Tuesday, April 15, and all member unions voted unanimously to support the SIU organizing drive on the Great Lakes.

Among other motions passed was one to indorse the passage of the Senate Bill to increase benefits for injured harbor workers.

Brother Slaughter, vice-president of the ILA, gave an outline of anti-labor bills now pending in the Wisconsin and Minnesota legislatures. Letters were drawn up and sent to these bodies protesting the unfairness of the measures.

REPORT IN

Several SIU men have shipped out on unorganized ships, but have failed to report to the Hall as to what ship and line they are working on. It is very important for the success of the drive that we know what ships are covered.

So, Brothers, drop us a line or come down to the Hall, and give us the dope to insure complete coordination and cooperation all down the line.



MM&P Petitions 6 Lakes Fleets For Elections

NEW YORK, April 24—Simultaneous with the drive of the Seafarers International Union to organize all unlicensed personnel sailing on the Great Lakes, the Masters, Mates and Pilots is conducting an all-out organizational drive in behalf of the Lakes' licensed officers.

The officers' union announced yesterday that it had petitioned the National Labor Relations Board for elections in six major fleets, involving 140 vessels.

The move to set the machinery in motion to establish a collective bargaining agent for the Great Lakes licensed men was revealed to the SEAFARERS LOG by Stanley Barr, international vice-president of the MMP, and Tom Simpson, president of the Cleveland branch.

Companies in which the MMP requested NLRB-conducted elections, and the number of ships operated on the Great Lakes by each, are as follows: Pittsburgh (Steel Trust), 63 ships; Interlakes (Pickands-Mather), 36 ships; Bethlehem Steel, 12 ships; Wilson, 12 ships; Interstate (Jones and McLaughlin), 4 ships, and Hanna, 13 ships.

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~ ~ ~

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Robert Broadus, \$5.27; D. L. Burdick, \$21.32; D. J. Caron, \$12.05; John Jensonis, \$2.70; C. F. Lawson, \$17.03; Z. F. Mynes, \$22.14; R. Owen, \$5.63.

~ ~ ~

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~ ~ ~

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~ ~ ~

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~ ~ ~

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Jacobsen, Ernest W. 73.80
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Jarrett, Paul E. 2.69
Jensen, Erland M. 31.73
Jock, Joseph 17.00
Joffrian, Eugene 2.54
Johnson, Albert 73.80
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Kahuhu, Phio P. 44.00
Kale, Ulrich H.74
Keenan, Robert A. 1.34
King, Irvin T. 2.53
Kobayashi, Masayoshi 5.62
Kucharski, Ryszard 32.27

L

La Calla, Roscoe J. 2.93
La Londe, Dayton Jr. 1.07
Law, James R. 3.66
Lawton, James B. 35.94
Lewis, Joe B. 3.67
Lizewski, Olexander J. 2.95
Lockler, James J. 7.20
Lorber, Roy 1.38
Lowell, Kenneth H. 44.94

M

Mangels, Rudolph W. 2.41
Mansell, Cecil A. 4.82
Mansfield, Marshall M. 4.84
Marten, Austin W. 1.44
Masel, Edawrd 3.13
Mason, Gordon O. 63.94
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McLinden, Richard E. 1.44
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Miller, Harm 1.44
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Moellinger, Melvin 20.77
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Mongone, Albert 1.07
Moore, Warren B. 1.11
Morgan, James J. 2.91
Morgan, William A. 5.58
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N

Nancarrow, Richard D. 2.20
Napolitano, Joseph 9.24
Nelson, Harold W. 5.73
Nester, Jack 1.20
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Noel, Henry A. 26.40
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Oden, Richard 1.34
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Oland, John 74.74
Olsaniewski, Edward 3.66
O'Rourke, Albert 16.14
O'Rourke, Albert 5.14
Otteson, A. J. 2.95
Owen, Robert R. 1.11

P

Panelli, Aladine 16.44
Panter, Bruce A. 7.43
Pariani, Albert 2.63
Paul, Richard R. 3.36
Peek, Fred L. 2.95
Pellegrini, Rudolph 11.73
Percival, James 26.40
Perowa, Joseph 83.59
Petersen, Christian 6.80
Peterson, Edwin H. 1.46

Job Action Convinces Operators To Bargain

(Continued from Page 1)

ed the advantages which Seafarers enjoy.

Developments moved fast after that decision was made. Pledge cards authorizing the SIU to represent them were signed 100 per cent by the crew, and a comprehensive check up was made of every phase of working and living conditions.

A member of the local Branch made a trip on the ship, sailing as messman. He paid off, after 10 days, and collected \$19, after having worked an average of 18 hours a day.

This first hand report was of great advantage in making clear

the almost feudal conditions which prevailed on the ship.

Last week it was decided to pull the pin. The Maritime Trades Department was informed that job action was in the wind, and the full support of longshoremen, teamsters, taxi drivers, and ship repair men was pledged.

Cal Tanner, Mobile Agent, also came into the picture, and the SIU officials had the situation under control from the start.

Strike placards were drawn up declaring that the company was unfair to the seamen of the SIU Canadian District. When the crew walked off the ship, the action was a complete success.

PERSONALS

GUSTAVE A. MATTSON

It is important that you get in touch with Cezar Tyjewski, 1725 Thirty-first Avenue, Seattle, Washington, or Tompings, Boal & Tompkins, Attorneys, 116 John Street, New York 7, N. Y.

~ ~ ~

ANTONE S. LAMEGO

Your wife is very anxious to hear from you.

~ ~ ~

JOHN L. MAHONEY

Get in touch with A. J. Keller, D. C., 6 Pleasant Street, Maiden, Mass.

~ ~ ~

WILLIAM MAJOR WEST

Write to your mother, Mrs. C. S. West, 512 Maycox Avenue, Norfolk 5, Virginia.

~ ~ ~

WILFRED J. SHEA

Your mother writes: "Please contact me as soon as possible at 315 Saratoga St., East Boston, Mass. Lost your address in moving. Activity in your case. Must see N. Y. doctor for exam."

~ ~ ~

HAROLD B. NITZ

Get in touch with Nathan Berk, Counselor at Law, 270 Broadway, New York 7, N. Y.

~ ~ ~

WILLIAM "BLUEY" CAMP

Write F. "Darkie" Willis, Box 2243 Custom House Station, New Orleans, La., or Union Hall, 339 Chartres St., New Orleans.

~ ~ ~

CHARLES E. BRADY

Write to John C. McCullough, Route 2, Box 38, Atmore, Ala.

MONEY DUE

SS JOHN HATONE

The following men are due lodging, overtime and subsistence: Lee Parker, 9½ hrs.; overtime; J. Y. Sepulveda, 9½ hrs.; and L. T. Shelander, 5½ hrs. R. Newell and C. Kinzel are due just overtime of 9½ hrs. each. The money can be collected by contacting the offices of Waterman SS Company in Mobile, Alabama.

~ ~ ~

CAPE BRETTON

8 hours overtime for Good Friday, a longshoremen's holiday can be collected at the Bull Line office in New York.

~ ~ ~

SS HENRY W. BEECHAM

The beef on stowaways working on deck has been settled. Collect at, or by writing to, Waterman SS Co., 19 Rector St., New York.

SIU HALLS

ASHTABULA 1027 West Fifth St.
BALTIMORE 14 North Gay St.
Calvert 4539
BOSTON 276 State St.
Boudoin 4455
BUFFALO 10 Exchange St.
Cleveland 7391
CHARLESTON 424 King St.
Phone 3-3680
CHICAGO 24 W. Superior Ave.
Superior 5175
CLEVELAND 1014 E. St. Clair Ave.
Main 0147
CORPUS CHRISTI 1824 Mesquite St.
Corpus Christi 3-1509
DETROIT 1038 Third St.
Cadillac 6857
DULUTH 531 W. Michigan St.
Melrose 4110
GALVESTON 308½—23rd St.
Phone 2-8448
HONOLULU 16 Merchant St.
Phone 58777
HOUSTON 1515 75th St.
Wentworth 3-3809
JACKSONVILLE 920 Main St.
Phone 5-5919
MARCUS HOOK 1½ W. 8th St.
Chester 5-3110
MILWAUKEE 643 South 2nd St.
MOBILE 1 South Lawrence St.
Phone 2-1754
NEW ORLEANS 339 Chartres St.
Magnolia 6112-6113
NEW YORK 51 Beaver St.
HAnover 2-2784
NORFOLK 127-129 Bank St.
Phone 4-1083
PHILADELPHIA 9 South 7th St.
LOmbard 3-7651
PORT ARTHUR 909 Fort Worth Ave.
Phone 2-8532
PORTLAND 111 W. Burnside St.
Beacon 4336
RICHMOND, Calif. 257 5th St.
Phone 2599
SAN FRANCISCO 105 Market St.
Douglas 5475-8363
SAN JUAN, P.R. 252 Ponce de Leon
San Juan 2-5996
SAVANNAH 220 East Bay St.
Phone 8-1728
SEATTLE 86 Seneca St.
Main 0290
TAMPA 1809-1811 N. Franklin St.
Phone M-1323
TOLEDO 615 Summit St.
WILMINGTON 440 Avalon Blvd.
Terminal 4-3131
VICTORIA, B.C. 602 Boughton St.
Garden 8331
VANCOUVER 144 W. Hastings St.
Pacific 7824

NOTICE!

MALLIE CATON

Your papers are being held for you in the Philadelphia Hall. You can call for them anytime.

~ ~ ~

WALLACE D. HAND

Please come to headquarters or send your book in so that it can be straightened out.

~ ~ ~

E. E. WITZKE

You overpaid \$5.00 on receipt number 36213. You can obtain refund by contacting Patrolman Jimmy Drawdy, New York Hall.

Pan-Atlantic Adds 3 Ships To Coastal Fleet

NEW YORK, April 24—The Atlantic-Gulf coastwise service of the Pan-Atlantic Steamship Corporation, a Waterman subsidiary, has been expanded by the addition of the three Victory ships, first of which is scheduled to sail from this port tomorrow. The additions bring the total to seven ships now operating in this service.

Operating out of New York exclusively, the new vessels will sail every Friday for Miami, Tampa, New Orleans and then to Mobile, Panama City and Port St. Joe.

The four ships now on coastal runs will leave for the Gulf from Boston and Philadelphia with calls at the same ports listed for the new ships.

THE GAD SAGA

(WITH A HAPPY ENDING)

OF RAYMOND M. AYARS



WAS VOLUNTEER ORGANIZER ON M.S. SUN



GOT SIX PLEDGE CARDS



WAS FIRED BY THE COMPANY



WENT TO THE NMU



"NOTHING DOING!," SAID THE NMU

BUT NOW HE'S GOT A TRIP CARD WITH
THE SIU - THE UNION THAT FIGHTS
ITS MEMBERS' BEEFS ALL THE WAY
UP AND DOWN THE LINE!



SEAFARERS INTERNATIONAL UNION
A.F. of L.