

# SEAFARERS LOG

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

Vol. VIII.

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No. 6

## Isthmian Seamen:

# JOIN THE SEAFARERS AS CHARTER MEMBERS

### Striking SIU Tugboatmen Tie-up Mobile Shipping

Mobile, Ala.—Striking rank and file tugboatmen who had tied up all shipping in the Port of Mobile since 7:00 A.M. Sunday morning, won a smashing victory for unionism in spite of the finking efforts of an NMU official who tried to prevent the NLRB-conducted Tugboat election scheduled for last Tuesday.

Clyde Gannaway, NMU port agent, unsuccessfully tried to intervene in the proceedings between the SIU tugboatmen, NLRB Hearing Examiners and the operators by claiming that the NMU had tugworkers signed up. If he had been successful in his efforts, the operators would have been able to stall the election indefinitely.

NLRB officials gave Gannaway until 3:30 p. m. Tuesday to produce substantiating documentary evidence — proof that the NMU really had bonafide reason to intervene, and was not just playing the shipowners game. THIS HE FAILED TO DO, proving conclusively that he was merely playing along with the operators in order to prevent the tugboatmen from enjoying the benefits of unionism.

#### WON BY SIU

All hands then agreed to a checkoff system of voting, and the January 15th payroll was accepted for the determination of voters eligibility. The election to determine the bargaining agent for the striking tugboatmen proceeded with the checking off of pledge cards against the company payroll, and was overwhelmingly won by the SIU. Commencement of negotiations with the company president for a written contract followed Wednesday morning.

Oilers, who are now being paid \$112.50 a month, are demanding a substantial increase. The company claims that payment of a higher wage would force it out of business. However, the SIU offered to take over the tugs and



WILLIAM RAY  
Chairman Strike Committee

run them cooperatively for the benefit of the workers.

A resolution was adopted by the tugboat workers condemning Gannaway for his company-stooge tactics, and trying to sabotage a legitimate rank and file strike. Copies of the resolution were sent to every NMU branch to be read before the membership.

#### MEN CHOSE SIU

Originally the tugboatmen were a group of unorganized seamen who had recognized the necessity for unionism, and chose the Seafarers as the Union of their choice. Since that time, the SIU has thrown resources behind these militant rank and filers.

At the tugboatmen meeting held last Saturday, Feb. 2, the unlicensed tug personnel unani-

(Continued on Page 3)

## Isthmian Seamen Now Given Membership Rights For \$17, In Move To End Phony Issue Of 'Bargain Basement Unionism'

Isthmian seamen can join the SIU today as Book members for a total price of \$17.00. This move now places the issue of what seamen's Union they will join squarely on the basis of merit. No longer can the NMU lure seamen on Isthmian ships into its phony, fink-ridden organization on the basis of "bargain rate unionism." Isthmian men now can look at both unions' record

and contracts and decide, on the basis of what the Unions have done for seamen and are doing for them, which one they want to join.

The SIU membership voted overwhelmingly on February 1 to admit Isthmian seamen to membership upon payment of the original charter member fee of \$17.00. The step was taken because the Isthmian men are bona fide seamen; because they are men entitled to be considered in the same category as the original founders of the SIU.

The drive to bring all Isthmian ships to the SIU fold was expected to move along under forced draft as a result of this new move. Already, it was sailing at a high speed.

Veteran organizers, both ashore and aboard ships, who know which way the wind lies, know that if an election were held today the large majority of Isthmian men would go SIU.

They look upon the charter member rate as an added stimulus, both from the standpoint of placing the issue squarely on the record of contracts and working conditions and by virtue of the prestige Isthmian men will feel at being admitted under the charter rate.

SIU officials pondered long and earnestly the matter of a charter rate for Isthmian men before bringing it before the membership. They decided that Isthmian men must, in all fairness, be considered pioneers in bringing the union to a fleet of ships which never before had been organized. They decided that Isth-

### HERE'S THE SCORE

#### WHAT IT COSTS TO JOIN SIU IF YOU ARE NOT AN ISTHMIAN SEAMAN

Current Month's Dues..\$	2.00
Initiation .....	25.00
Seafarers Int'l Fund ....	2.00
Building Fund .....	10.00
Annual Strike Ass'mt..	12.00
(4 years @ \$3.00 per year)	
Strike & Org'al Fund ..	5.00
Hospital Fund .....	2.00
Strike Fund .....	10.00

TOTAL .....\$68.00

All assessments in the SIU were passed by a secret vote requiring a two-thirds majority.

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#### WHAT IT COSTS TO JOIN THE SIU IF YOU ARE AN ISTHMIAN SEAMAN

Current Month's Dues..\$	2.00
Initiation .....	15.00

TOTAL .....\$17.00

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#### WHAT IT COSTS ALL SEAMEN TO MAINTAIN MEMBERSHIP IN THE SIU

Yearly Dues @ \$2.00 per month .....	\$24.00
Annual \$ like	
Assessment, Yearly ..	3.00
Annual Hosp. Fund ....	2.00
YEARLY TOTAL .....	\$29.00

(Continued on Page 12)

### HERE'S THE SCORE

#### WHAT IT COSTS ISTHMIAN SEAMEN TO JOIN THE NMU

Current Month's Dues..\$	2.50
Initiation .....	15.00
TOTAL .....	\$17.50

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#### WHAT IT COSTS ISTHMIAN SEAMEN TO MAINTAIN MEMBERSHIP IN THE NMU

Yearly Dues @ \$2.50 per month .....	\$30.00
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YEARLY TOTAL .....\$30.00

All of this money goes (along with numerous voluntary assessments) into a General Fund and can be spent at will by the Officials of the Organization without the voice of the membership.

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#### WHAT DOES JOINING THE SIU MEAN TO ISTHMIAN SEAMEN?

This means equal partnership in an Organization now worth over \$3,000,000.00 with membership of 62,000 men; 75 closed shop agreements with the best conditions that the seamen have ever known on the waterfront 1,500 ships sailing under contracts with various companies.



# SEAFARERS LOG

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## More Of The Same

As a direct result of the highly successful SIU educational program now being carried on, rank-and-file Seafarers from all ports have become increasingly education-conscious. In line with that awareness, SIU members are demanding "More of the Same."

What labor know-how the boys have already absorbed has only whetted their appetite for a bigger and better program in the coming year.

Through resolutions, verbally and by mail, many Seafarers have made known their ideas, and these suggestions are being scrupulously followed in the new, greatly expanded educational plan. The incorporation of all worthwhile proposals into the completed outline should make the program not only highly original but also extremely interesting and informative.

Just as the SIU has developed until it is the strongest, most militant and democratic Union in maritime, so must labor education organization keep apace by continuously growing and developing. Dynamic education within the Seafarers is a living, breathing actuality—not a static old line force—and must continue to provide the life blood and sinews for the Union.

Under an expanded program, an enlarged Log of 16 pages may shortly make its appearance: A Log crammed to the gills with more interesting port news; increased "Membership Speaks" material; additional human interest stories about militant and progressive rank-and-filers; more pictures and cartoon illustrations; plus many other additional new features and old favorites. All in all, it should be such a Log of which any Seafarer can be proud, one as good, certainly, as the best labor weekly in the field.

Plans also call for the publication of several additional pamphlets and leaflets to be used for organizational and educational purposes. Also, some pamphlets now in print will be revised, brought up to date, and republished. This written material will be used in the overall coordination of the entire program in the effort to relate it to immediate problems of the seamen.

Informal classes on a variety of subjects are contemplated, and will be directly related to specific questions and problems. Some classes will probably be of short duration and others last longer, but all will be conducted on a strictly informal basis—not like high school or college classes—and stress group discussion methods as well as other techniques involving full class participation.

There is a crying need for weekly organizers' training institutes, and these are being planned as a condensed and concentrated course to develop an informed, militant rank and file leadership with the necessary know-how to cope with almost any seaman's problems on shipboard or ashore. In line with this, research is now being carried on for the purpose of developing a comprehensive leadership manual which will be a constant reference source, and will be kept up to date through continuous additions and revisions.

Upgrading schools controlled by the Union—not government—are recognized as another necessity for the development and upgrading of Seafarers, and several ideas

## IT ADDS UP!



## Men Now In The Marine Hospitals

### STATEN ISLAND

M. J. FIELDS  
L. A. CORNWALL  
D. E. SEBOLD  
J. J. HANLEY  
V. SHAVROFF  
D. J. MONTELEONE  
J. L. WEKKS

### TIMOTHY HOLT

J. L. CAMPBELL  
C. E. HASZ  
H. OLUF  
J. S. NEAL  
J. C. CARSON  
H. L. GILLOT  
R. POWELL  
L. R. KATES

have been advanced as to how they can be successfully set up and operated. However, plans are still in a fairly incomplete stage, and a lot more research and planning will be necessary before upgrading schools become a reality.

Many times, the SIU has missed golden opportunities of presenting the true Union score to the public through not having a publicity director. As a consequence, a lot of untruths and garbled stories are foisted on the public by the daily press. This is another recommendation which is being considered, and further developments may be expected along this line sometime in the future.

These plans on education and publicity — some of which are in the completed stages, and others which are still in the research hopper—are just a part of the overall program of the SIU for the future, and should show the world that the Seafarers not only leads maritime unions in organization, but also in education and planning for the future welfare of all seamen by securing better wages, conditions and contracts.

C. MIDDLETON  
L. L. MOODY  
L. R. BORJA  
D. CARRILLO  
W. B. MUIR  
M. JOHN

### MOBILE

TIM BURKE  
M. CARDANA  
J. C. DANZEY

### ELLIS ISLAND

D. McDONALD  
J. KOSLUSKY

### BRIGHTON MASS. MARINE HOSPITAL

ELMER STEWART  
E. JOHNSTON  
J. SILKOWSKI  
G. PHINNEY, Jr.  
J. SAUNDERS  
F. KENSFIELD  
A. RAMOS  
H. SAUKIASIAN

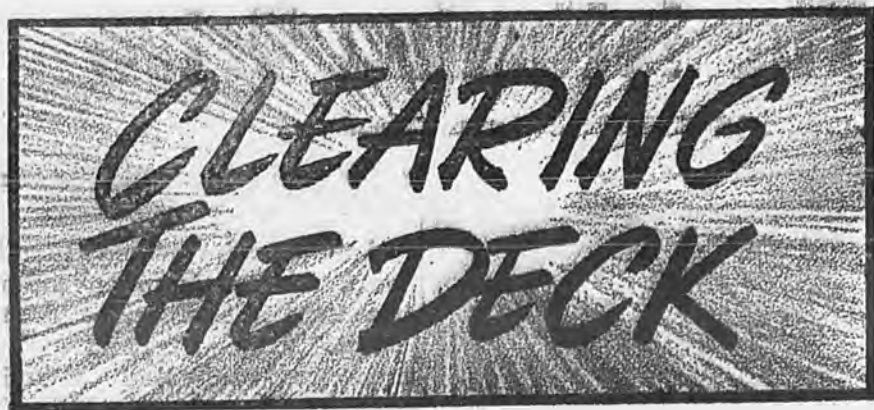
### BALTIMORE HOSPITAL

GEORGE RENN  
FRANK NICHOLSON  
LOUIS HUTTA  
MOSES MORRIS  
MANUEL JUSTO  
JOSE PEREZ  
FRANK ROCCIA

### NORFOLK HOSPITAL

JOHN B. DARCY  
CHARLES T. GASKINS  
EUGENE WENGARTEN  
LLOYD G. McNAIR  
J. H. SMITH  
L. L. LEWIS  
CHARLIE MIZELL  
FRANK HOLLAND  
J. H. SMITH





By PAUL HALL

Acting under the membership's instructions, it has been my privilege to have been in all ports where we have SIU Halls established, with the exception of Mobile, in addition to other areas where we do not have halls, to study the necessity of opening up new spots. I should like, in this space to report on a few of the impressions that I have brought back with me.

First of all, I noticed the great improvements in the Seafarers' apparatus—the manner in which our inner union affairs are now being handled. As recently as 12 months ago, this union operated its business in a somewhat loose manner, very often causing delay and confusion by its handling of the membership's problems. This has now been remedied and should improve steadily in the very near future.

Most Seafarers have come to acknowledge the fact that they elect officials off ships to represent them during the year; that they are not electing bookkeepers and stenographers, but are electing sailors. Originally, we had a hard time recognizing this as a fact. Consequently there were times when we didn't function as efficiently as an organization of our size should. This has been corrected now, and with the assistance of local officials in the various ports, a central files system has been set up which conforms with the Headquarters Offices and the larger Branch systems, as well as the same type of dispatching systems in the hiring halls, etc. This has benefited the membership greatly, as they can expect and will receive the same type of representation and layout in all ports.

### THE BIG WIND IS GONE

Another thing which strikes one forcibly—and this applies particularly to the Gulf Area—is the deterioration of the opposition to the Seafarers by the comrades. Where a short while ago, they were putting up a big, rough front attempting to look militant, they have completely reversed themselves now and are literally backing up on all fronts in all ports instead of trying to oppose us, they are now bickering among themselves, trying to save their piecard careers. Their main activity now is screaming "collusion" and "SIU goons, thugs," and the like. This is somewhat surprising coming from people who have wasted so much ballyhoo as to their "strength" and "fighting ability." The same tactic is also used up the east coast, but not quite as heavily. There it is used principally as an advance preparation by the leadership of the NMU to excuse the defeats they know they are going to take in the unorganized field very shortly at the hands of the Seafarers.

The morale of our membership in all ports is good. In any Seafarers port, for example, if there are any number of men needed to do any sort of a job for the union anywhere—from hitting the front to distributing our papers and literature aboard unorganized ships—the response is the same. All hands turn out practically en masse. These men are now taking more of an interest in the Organization and the Organization's problems than ever before.

Something, too, which is constructive: These men are used to certain types of representation in certain ports and when they don't get it in other ports, they holler like all hell. This keeps all officials on their toes and punching at all times for the membership's welfare. This is as it should be, and as it should continue to be.

### GETTING THE GLAD HAND

We are expanding in every manner imaginable. We have opened a new Hall in Port Arthur, Texas and are opening another in Houston, Texas. It will be necessary again very shortly to survey areas where we do not have halls, to investigate the possibilities of establishing even more halls for our members.

The reception by all unorganized men in general of the Seafarers' program is gratifying. This applies even to the inland boat and tugboat field. For instance, in another part of this Log, you will see that in the Port of Mobile the previously unorganized tugboatmen have gone on strike in order to get SIU representation. Disappointed members of dual unions and other unorganized seamen can be expected more and more to look to us for assistance. We must be prepared to give this assistance when asked for. We cannot close our eyes to these men's problems and tell them to stay in their own unions or to remain unorganized for finky wages. We will see in the next few months an increased effort thrown into all the Seafarers' work due to these factors, and we must be prepared to absorb all of these men, both disgruntled members of dual unions and unorganized seamen, into our organization when they bring their fleets under the banners of the Seafarers.

### WHAT THEY WANT

Another thing which is noticeable is the progressive type of thinking of the Seafarers in all areas. For instance, the membership is now demanding, and in my opinion it is a good demand, that the Seafarers establish in our newly purchased hall in Tampa a hotel

(Continued on Page 11)

# Seafarers Begin Clearing Up Old Abuses In The Gulf Tugboat Field

By VERNON SMITH

NEW ORLEANS — The era of discrimination, intimidation and general union-busting, as followed by tug-and towboat operators in the Gulf area is rapidly approaching an end. The factor hastening this zenith is the advent of the Seafarers International Union in this all-important field.

The Gulf Coast tugmen have seen what has been accomplished by the SIU for the tugboatmen in Norfolk — the highest tug wages in the world. They have seen what has been accomplished for the tugmen in Philadelphia, where they were victimized by not only employers but by a communist-dominated union as well.

The Gulf tugmen hope the SIU will help them, as it has other workers who have been victimized. They have heard enough about the Seafarers to know that the Union stands foursquare behind legitimate workers opposing entrenched reaction and the commie line of the NMU.

### DISREGARDED RIGHTS

For years tug-and towboat operators in the Deep South have disregarded entirely the fundamental rights of employees aboard their vessels with respect to the rights of organization, decent living and working conditions and a sufficient take-home wage.

When the SIU stepped into this field only a few weeks ago it found conditions deplorable. Men were forced to work as many as 100 or more hours a week without overtime.

Food was bad and in many instances crews of vessels were subsisting for days at a time on such uninspired diets as beans, macaroni, rice, and other starchy

amount of necessary foods such staples with an insufficient as fresh fruits and vegetables, milk and meats.

### COMPANY GRAFT

Sugar was to be pro-rated to the crew, but by the time the ration had passed from hand to hand among the petty company officials, crew members found themselves with an amount sufficient for three or four days for a trip lasting from seven to ten days.

Men were broken out while off watch on the slightest pretext and often worked for 12 to 18 hours at a time without payment of overtime. Any man who had

the temerity to protest or to even suggest payment of overtime was promptly put ashore upon arrival in the home port and replaced by some farm hand who wouldn't protest against such inhuman treatment.

### LINEN BY WHIM

Clean linen was furnished at the whim of company officials. Cases are on record of crew members of tugs having had to go without changes of linen for a month or more.

Some operators have furnished men with cotton mattresses, which after a few days use were

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## Tug Strikers Tie-up Mobile

(Continued from Page 1)

mously voted to strike in order to force the owners to recognize the Union. This the company had consistently refused to do, and only as a last result did the tugboatmen decide to strike at 7:00 a. m. Sunday.

SIU Gulf tug representative Lindsay Williams referred to the record, and stated that the Seafarers had petitioned the NLRB for recognition after the Mobile Towing and Wrecking Co. had refused to recognize the Union as the bargaining agent for their unlicensed personnel.

According to Williams, "The company had been notified by the NLRB to recognize this union of rank and filers but has ignored the order."

### TO NEGOTIATE

As a result of the solid front presented by the tugboatmen, the shipowners declared their willingness, late Monday, to negotiate with the Union. They claimed



**MACK HANKINS**  
Secretary Strike Committee

that previous efforts to meet with SIU representatives had proven fruitless.

The Mobile Central Trades excc. com. announced its support of the tug strike which had meanwhile tied up the major portion of the swollen shipping in Mobile Harbor. Shipping in the area was at an alltime high, and waterfront sources estimated that more than one hundred ships were awaiting loading or unloading, in the river, awaiting repairs or awaiting movement up the river to the boneyard.

### ILA SUPPORT

At a special SIU meeting called in Mobile to discuss the entire tugboat situation, Brother L. Tanner of the ILA addressed the meeting, and pledged the full support of the ILA for the strike.

Lindsay Williams, SIU representative detailed to work on the tugboat organization, also addressed the membership, and brought them up to date on complete tugboat developments.

As this Log goes to press, results of the negotiations between the strikers and the tug operators now taking place in Mobile are awaited with wide interest among the many unorganized tugboat workers who are only waiting for tangible gains before joining up with the Seafarers.

### JUMPING THE GUN



These striking veterans, members of the militant Veterans League of America, demonstrate in Reading, Pa., against the favorite anti-labor devise of refusing unemployment compensation to strikers.





**QUESTION:** — What do you think of Joe Curran's statement that "there is a great deal of merit" in the cafeteria style of feeding on ships?

**JACK WILSON, BOSUN:** — I don't like the idea of changing to a cafeteria feeding system because it eliminates jobs for seamen, and cuts down on the choice of meals. You would have to take meat, eggs or anything else the way it was served, and wouldn't have a chance to get things cooked the way you wanted them. It revives the old idea of standing in line and waiting for service. Seamen are being treated like human beings now with the way they are being fed. So, let's keep it that way. Wonder how Curran would like to line up for his food? He should be in a line—the unemployed!



**WM. CHADBURNE, OILER:** — We seamen don't want any part of cafeteria feeding on ships. You have to take what's on the steam tables—the way it's already cooked—and would have no selection at all. It's definitely opposed to the Seafarers idea of securing more men for the stewards dept., not cutting down on them. Serving at the tables is more like home, and under the cafeteria style we'd have "bread lines." In addition, any time one of the boys wanted seconds or didn't like what he was served, he'd have to go around the second time.



**J. T. WALKER, AB:** — Such a plan would reduce the stewards dept. Messmen, and make it seem a lot less like home style meals. If a fellow comes in off the deck or engine room, and has to grab his own grub, he'll certainly feel like being on a timetable. This cafeteria idea would cut down on the men's time considerably, and smacks too much of an assembly-line speed up system. Believe me, it's a lot of bull, and certainly sounds like someone was pushing the ball for the companies.



**WILLIAM TOLER, SECOND COOK:** — I'm strictly against it because it sounds too much like some shipowner's dream. They're trying to cut down to seven men on some ships now, and this would make it possible for them to try cutting down even further—possibly down to four men or less in the stewards dept. Under the cafeteria plan of feeding, the boys won't get food served the way they like it, and that's bad where steaks and some other meats are concerned. One thing every seaman likes to do is eat, and this scheme would be the same thing as cutting down the pleasures some fellows get out of eating.



## Report On The Isthmian Drive

By EARL "BULL" SHEPPARD, Isthmian Organizer

The concentrated drive to organize the Isthmian Line seamen started in June 1945. The first point on the program was securing enough pledges to enable us to petition the National Labor Relations Board for an election to determine the bargaining agent for the crews of Isthmian ships.

From the beginning we had a few SIU book members aboard Isthmian ships. These few men were carrying on a small organizational drive without any special equipment other than the Log and the regular educational literature of the Union, and their own desire to organize.

The results of their work was that there were quite a few Isthmian seamen coming up to the halls in various ports and joining the Union. The trouble was however, that these men almost invariably quit their Isthmian ship and started sailing one of our contract ships. What we needed was the immediate setting up of an organizational apparatus both aboard ship and ashore.

### DRIVE BEGINS

The joint Agents Conference representing all the affiliated unions of the Seafarers International, the convention, and the Atlantic and Gulf Agents conference had, a few months previous selected Brother Paul Hall, N. Y. Agent as the official in charge of all organization. Brother Hall immediately started working out a schedule of organizational operation and recruiting the necessary forces to carry it through. Shortly after I paid off a ship in New Orleans in the spring of 1945 I was selected to become one of the organizers and subsequently placed in charge of this area.

The first step was the calling for volunteers from the membership to infiltrate the Isthmian fleet as volunteer ship organizers. The membership responded enthusiastically and have done a fine job. They have gone aboard these scows and endured non-union conditions trip after trip acting as volunteer organizers and bringing hundreds of unorganized men under the SIU banner.

### CONTACT MEN

Working in conjunction with the ship organizers have been the shoreside organizers whose main job has been to keep in contact with each ship and crew wherever it might be.

The Isthmian line is one of the major steamship companies with their ships sailing to every port. Thus it was necessary to establish an organizational apparatus to cover the Atlantic, Gulf and Pacific coasts plus Puerto Rico and Honolulu.

This alone was still not enough however, so crews of all contract ships were urged to contact Isthmian ships wherever they ran across one in any part of the world. This established a fraternal basis and has been the thing that has caused many Isthmian seamen to select the SIU as their representative.

From the beginning a section of the Log has been devoted entirely to the Isthmian drive and a large percentage of the pictorial news has been of subjects



EARL "BULL" SHEPPARD

related to the organizational work. In addition to the regular literature, much special explanatory literature has been issued specifically for Isthmian crews. To carry out this work the Log has been given larger offices, the size of the paper has been increased and the staff enlarged.

### TALK PAYS OFF

Every unorganized man now riding Isthmian ships knows the score on unionism as a result of being shipmates with SIU book member shipmates and being contacted regularly by shoreside organizers. Hundreds of coffee time, meal hour and watch below discussions with SIU members have acquainted these Isthmian men with the advantages of SIU membership. They know the SIU agreements as well in most cases as the SIU men themselves know them, and have shown a special interest in the protection they

get as regards wages, overtime and conditions.

Another point of particular interest to the Isthmian seamen has been the structure of the Union. Ship organizers and all members contacting Isthmian ships have been instructed to give the unorganized seamen the complete score, holding nothing back. As a result, today many unorganized Isthmian seamen are themselves voluntary organizers pointing out to other unorganized men that only in the SIU can they find a Union where the membership makes all the final decision, where officials are regularly elected and where every beef gets immediate attention.

### FOUND OUT

Many Isthmian men have visited SIU halls and attended SIU meetings seeing for themselves at first hand just how the Union works. All of this has been one of the greatest factors in persuading the Isthmian seamen that the Seafarers as a whole is the organization for them.

When organizers boarded ships largely manned by unorganized crews they at first found the crews skeptical in many cases but as the drive has progressed this skepticism has vanished and now a genuine welcome awaits the organizers when they come aboard. This has been brought about by the organizers answering all questions in a straight forward manner. It is pleasing to notice the doubts disappear from port to port, and trip to trip, as knowledge of the SIU and the honest open approach of the organizer and members aboard ships instill a feeling of confidence in the crew members.

### WANT SIU

As a whole we find that the Isthmian Line seamen want organization. They want representation by a militant union that stands and fights for the interests of the seamen. They want a union that is controlled by the membership, a union that has no outside political interests to hamper its progress and activity. In plain words, they want the SIU because it is strictly a union for, of, and by seamen fighting on every front for the interests of the seamen.

With the unanimous approval of the membership of the Seafarers International Union, the unorganized Isthmian seamen are now given the opportunity to become members of the SIU upon payment of the original charter membership fee of seventeen dollars. We look upon them as pioneers, the same as the original seamen who founded the SIU and when they come in for the charter fee they enjoy the same rights and privileges as any other SIU member.

Today we are ready to enter the bargaining elections with the full knowledge that the Isthmian Line men will select the SIU as their bargaining agent. Today the Isthmian seamen are our brothers, they are saying "the SIU is the Union for me."

Shortly they will prove this by their vote and the Isthmian fleet will be another step toward the ultimate establishing of the SIU as the representative and Union of all seamen.

## SIU Opens Hall In Port Arthur

PORT ARTHUR, Texas—Continuing the march of progress which has been made by the Seafarers International Union of North America in the recent acquisition of new Halls and improved facilities in many ports, the SIU announces the opening this week of a new Hall in Port Arthur, Texas. It is located at 445 Austin Ave. with Phone Number 28532. Blondie Johnson, who was a Patrolman in the Port of Norfolk, has been assigned as Port Agent.

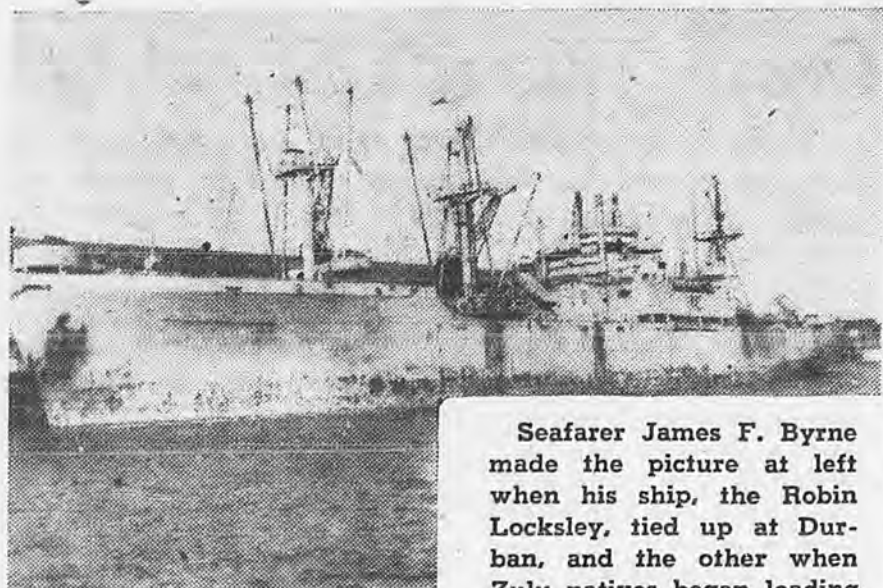
There is a heavy traffic of SIU-contracted ships going through Port Arthur which necessitated the new Hall, and in addition, there is the demand of unorganized men throughout the Texas area. This makes it necessary to seriously consider the opening of other SIU halls in various Texas Ports.

In accordance with the recommendation of the Director of Organization, Paul Hall, after making a series of surveys of the entire area of Texas, another Seafarers Hall will shortly be opened, in Houston, Texas. Serious consideration is also being given to the possible necessity for opening Union Halls in other Texas and Gulf Ports.

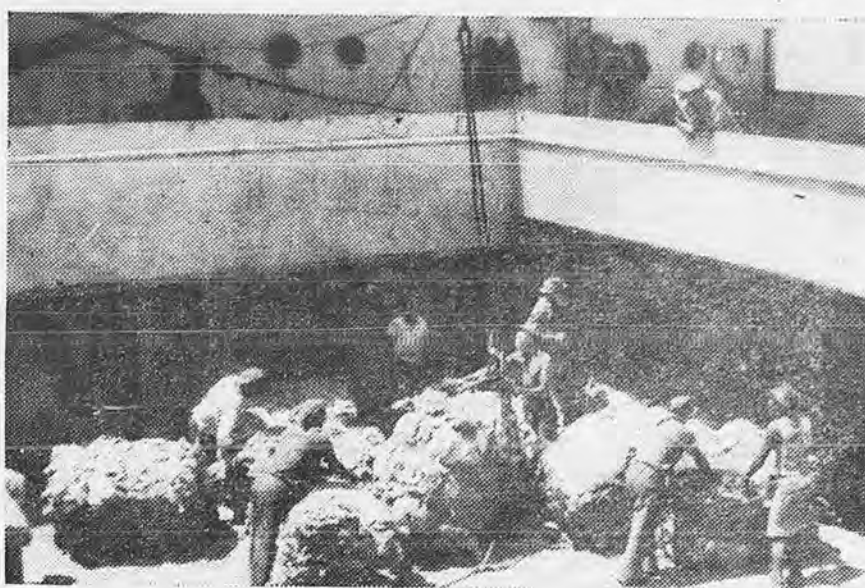


# THE MEMBERSHIP SPEAKS

SCENES AS SS ROBIN LOCKSLEY DOCKED AT DURBAN, SOUTH AFRICA



Seafarer James F. Byrne made the picture at left when his ship, the Robin Locksley, tied up at Durban, and the other when Zulu natives began loading



**This Is Your Paper;  
Write, Draw For It**

The two photos at left, were loaned to us by an SIU member. So were the two shots of the storm on page 7.

Have you any unusual pictures made in foreign ports or at sea? If so, we'd like to use them in the Log. We'll be glad to use any cartoons, drawings, articles or stories, too.

## 'STINKY' RINKER, CHIEF MATE, HAS FITTING HANDLE

Dear Editor:

Here is a little poem we of the Joshua Tree deck crew composed:

**Stinky Rinker**

There once was a man named  
Rinker

To us, he looked like a finker  
Then we made a short trip  
With him on the ship . . .

And now we know he's a  
stinker.

We want to warn our fellow members about this guy Rinker. He was 100 per cent chicken from the start. Two of our ABs took their gear out to the ship about 4 p. m. after signing on,

he could do with himself, and then he sent two standbys with orders to use force if necessary.

The watch got up, went midships and wakened the Captain. His first words were: "I think the guy is crazy." He put a boot where it would do Stinky the most good, and the watch went back to sleep. Fifteen minutes later Stinky was heard humming a hymn (Blessed Be The Tie That Binds). Needless to say, an hour overtime was turned in for that skirmish—and collected.

The old boy has a Master's license. So, Brothers, look out for Stinky Rinker. He'll be either a Chief Mate or a Skipper, but with the SIU we don't think he could ship as ordinary seaman.

**The Deck Gang of  
The Joshua Tree**

## BROTHER RHODES SETS AN EXAMPLE FOR DELEGATES

Dear Editor:

Please allow me space in the Log to commend Brother L. Rhodes, No. 38564. He has been Steward Delegate on the SS Williams Victory of the Smith and Johnson Line for the past three trips. These remarks, incidentally, constitute a tip to all ship delegates on how to handle their respective department effectively.

Brother Rhodes not only looks out for overtime beefs, but teaches the trip card men how to act.

Most important, on the day before his ship arrives in port he gathers everyone—books or trip carders—and holds them until the boarding Patrolman arrives. Then he turns all of the men over to the Patrolman.

If all delegates would follow the example of this Brother, we surely would have less trouble with the free loaders.

**W. Hamilton,  
Patrolman**

The venereal disease rate in Naples, Italy, has risen 427 per cent since VE day.

## HERE'S ANOTHER CHIEF MATE WHO STINKS ON ICE

Dear Editor:

This ship, the Eugene O'Donnell of the Eastern SS Co., sailed from Norfolk in June, destined for Marseilles, then Panama, then the Philippines. We have been shuttling around the Leyte area since October.

Some guys gripe on their ships, but we think we have the prize. We would like the opinion of you all on a certain Chief Mate, Elisha Sampson, who:

1. Refused to let the deck crew finish lashing deck cargo because overtime would be involved. He had orders from the Army to lash it. The ship sailed with improperly lashed cargo, and some of it wasn't lashed at all.

2. Refused to let even one member of the unlicensed personnel go along to unload linen that was being taken to the laundry. Instead he sent the Second Mate.

3. Refused to let crew take on flour, in the rain, between 12 and 1 p. m. because of penalty; 900 pounds of flour was ruined in the rain.



4. Rang the general alarm to celebrate crossing of the Equator. The crew was mad as could be.

5. Works himself and the Third Mate almost eight hours every day. Pays the Third Mate overtime. No overtime for the deck crew.

These are only a few of the things the Mate has done during

the past few months. Every hour that the Chief Mate has been put down.

We wish to have this Chief Mate's papers pulled and to have him blacklisted. We would hate to have another good crew sail under this guy.

The Black Gang has about the same trouble as the Deck Crew—a sorry First Assistant Engineer. There have been no beefs made to the Skipper, who seems to be a pretty nice fellow.

Please give us your opinion as to how we should handle this matter of the Chief Mate. It would be greatly appreciated.

**Charles Paris**

## 'UNHOLY THREE' MAKE THIS SHIP A HOLY TERROR

Dear Editor:

As we reported previously. We do not have minutes to present, as Capt. A. A. Lund (Logging Lund) forbids meetings on his ship the Mission Santa Clara, of which he is Master. What a character, slop chest open at his will, still we are limited to one carton of smokes per week, that is if he should happen to open once a week, and cash slops are out.

Then there is the matter of mattresses and linen on deck, in the tropics. No, just a cot, I wonder if he sleeps on an innerspring.

Among his bad habits, is the practice of growling at the Bosun. Because he does not chip and paint, just the same as the gang he is working. Boats is an "Oldtimer" and put him right, but he still does not see it.

And the Chief Mate. Oh, my aching back! He is a Greek, and this is his first American ship. His handle is "E. Georgeoglov." He does not have the least idea what our Union is, or what it is for. Or for that matter, he does not have the least idea of the American way of life.

Just today he said he intended to log anyone for anything at all. So that he could get even

for the penalty hours that have been turned in. Which are all good time. And I might add, he made good this threat this very day. He had five men logged tonight, and reminded them that it was because they had gone against his orders, and continued to turn in the penalty time. It seems to me, this may be classed as direct discrimination against the Union, and the members of same on board, also a violation of The Wagner Act.

When I started this letter to you, there were 35 loggings to date for a voyage barely exceeding three months. As I mentioned before, five were logged today, that makes the total 40, and they were very proud of them.

The Steward has his share of the total. He is Lt. Senior Grade C. A. Shay an "Officer" for the pleasure of the "Officers." A complaint is usually answered,



"the Officers like it, so it must be good." He has been seen playing favorites, to the saloon side of the ship. He has no love for the crew at all, as he is: "An Officer."

We have about 70 hours written up against the Mate and the Old Man, for doing sailors' work on deck. They just don't seem to understand.

Taking everything into consideration, and all things being equal, I believe they could be called "The Unholy Three." And for the good of all the Brothers, please do not let any one of these characters take one of our ships out, unless of course, a full crew of "Cow-boys."

**Edward C. Gamage  
Louis J. Waitkus**



and fooled around the deck for a while. At 9 p. m. they saw a man on deck, and it proved to be Rinker, mate on watch. They did not expect pay for that day, but he assumed they did and informed them who was who. He was Chief Mate, he said, and they were only a pair of ABs.

They were called before the Skipper about it. He proved to be a swell guy. (Everyone liked Capt. T. J. Cullum) and everything was okeh.

His crowning achievement, though, was when he called the 12-4 watch to the bridge to check their overtime — at 4:30 a. m.! The watch sent back word they were asleep. Five minutes later he sent a standby back with the order: "To the bridge or out comes the log book." We sent word back what





# SHIPS' MINUTES AND NEWS

GI'S SHOW APPRECIATION FOR GOOD CHOW

## IN APPRECIATION TO THE GALLEY — SLAVES THANKS FOR THE SWELL CHOW

Along with this memento came \$94.16

### Hungry GI's Raise Fund For Steward's Dept.

Members of the Steward's Department aboard the Madawaska Victory received a signal honor (with pelf to boot) when their ship docked at Pier 3, Brooklyn Army Base on January 29, with 1,548 appreciate GI's singing of their chow.

Stewards Departments on many ships have been commended by GI's they fed. But aboard the Locksley the 1,357 men of the 100th Infantry Division and 191 members of the Second Armored Division took up a collection to show their appreciation. In addition, their commander, Lieut. Col. Edwin H. Hughes, reported on the excellence of meals.

The N. Y. World Telegram, which reported the arrival and the praise of the cooks, quoted troop transport officers at the pier as "fighting off a tendency to faint," and saying "it was the first time such a thing ever happened."

#### BOOTY DIVIDED

In addition to the honor, there was a division of booty for the ten SIU members of the Steward's Department. They divided \$94.16, which meant that each man received \$9.40.

Those sharing the proceeds were:

Chief Steward R. C. Kinnask, Second Night Cook Joseph Rantouque, Fourth Army Cook Louis Baxter, Saladman George Spangler, Jr., Third Army Cook Jimmy T. LaJolli, Chief Baker Joseph C. Gordon, Chief Butcher Harry A. Hamilton, Second Day Cook Albert J. Simmons, Don

### Captain Is In Right Church, But Is Dead Wrong On The Pew

The Captain of the Schoharie goes strictly by the agreement, crew members reveal in their minutes of January 22. Only trouble is that he has a copy of the agreement dated 1941, and insists that he will go by that one instead of the 1943 copy. All of which leaves the Schoharie crew sort of up in the air: they quote chapter and verse, and the Captain does, too. But it doesn't gibe.

M. Revisa and Chief Army Cook Jack C. Jones.

Brother Jones told the Log that part of the reason for the praise had been adequate provisioning of the ship, allowing him and his fellow cooks some leeway in the matter of preparation.

#### IMPRESSIVE MENU

For breakfast the meat-hungry troops were fed ham on two occasions, and pork sausage and bacon the rest of the time.

For dinner they had this variety in the meat line: steaks, pork chops, ham, chicken, hamburger steaks, pot roast, chicken cacciatore, Hungarian goulash and noodles and pork and apple sauce.

Pardon us, while we step down to the canteen!

Action taken at the meeting, presided over by William H. Richards and recorded by Edward Pananen, included:

To ask Patrolman what punishment should be applied to Watertender missing four consecutive watches.

To request fumigation of the ship; there are many bugs and rats in the storeroom that are big enough to fight back when cornered.

To ask Patrolman to investigate the slop chest. Inadequate supplies were taken on in Philadelphia and the bridge gets preference on everything. Crew takes what is left, if anything.

Election of committee of six full book members to decide whether mess boys should be allowed to continue sailing. It was decided to give them one more chance.

Listing of repairs necessary.

### Captain Was Raving; Crew Wasn't Slaving

There is a certain Master who has been raving to passengers aboard his ship about unions in general and the SIU in particular. His acts in regard to the crew have borne out his attitude. The skipper is Capt. Talbert of the SS Leonidas Polk, Mississippi Lines, and he really will have something to rave about pretty soon.

His actions will be brought before a Union meeting in New Orleans, with the request that the entire SIU be enlisted to see that he does not sail again on SIU ships. In addition, charges will be brought against him before the Bureau of Steam and Navigation for violation of the U. S. Navigation Law on the following count:

Failure to provide a proper draw at Rio de Janeiro on December 7, 1945, as required by law.

#### ACTION AT SEA

The double barrelled action was decided upon at a Ships Meeting at sea on December 28, through motions proposed by Brother Freuge and seconded by Brother McRae. The resolutions were recorded by Chairman Dunham and Secretary Miller.

In proposing the Union action, Brothers Freuge and McRae listed the following acts by the Captain as detrimental to the Union:

Permitting the present Second Mate to sail on this trip, when he knew the Mate was not a member of the Masters, Mates and Pilots Union.

Refusing to allow a crew member to go ashore at Rio de Janeiro for medical treatment.

#### UNION BAITER

Continuous raving to passengers about all unions and about the SIU in particular.

Failure to put out a proper draw at Rio.

Rationing of cigarettes on the entire trip, when he had personal knowledge before we left the States that rationing had been abandoned.

Failure to have mail brought aboard at Trinidad on the return trip, thus showing his utter disregard for the crew and its welfare.

There had been a forewarning of the Captain's attitude on the outgoing trip of the Polk. Minutes of the meeting on November 11, as recorded by Secretary Schenk and Chairman Ryan reveal that there was some discussion in reference to the Captain's order that the foredeck be reserved for passengers. No resolution was reached, however.

#### EGG SITUATIONS

Resolutions at that meeting included:

That no man is to leave the table hungry; this was decided after the Steward made a request to limit the number of eggs at breakfast, explaining that eggs cannot be purchased in foreign ports; it was agreed to use judgement in the size or orders.

That each department use its own head and showers.

That the Deck Delegate have salt tablets and dispenser in order.

That book racks be put up in the PO Mess.

### Sleepy Steward Set Straight On Ship Squareness

They are having Steward trouble aboard the Rufus Choate, according to the minutes of the January 23 meeting. Not that Steward trouble is unusual. But in this case the Steward just seems to be a cantankerous, pusillanimous — (you are welcome to provide any other adjectives or nouns you see fit.)

For one thing, the ship left the States with an inadequate supply of silverware, side dishes, mess jackets and aprons, a fact which has led to no graciousness at mealtimes. Came a request for extra glasses, and the Steward said he had no more. Union Delegates went below and found more than enough for the whole crew.

Oh, yes, the little man admitted, he knew they were there, but he didn't want them used for fear they'd be broken. (Some of the Brothers commented that he shouldn't feel that way about his head.)

There was also a little matter of overtime. The Steward didn't believe in such foolishness. Overtime? Perish forbid.

This character also took a Christian Science view of sickness. The Bedroom Steward was ill and confined to his bed.



This will never do, said the Steward, as he kept bothering the man, and asking him to turn to.

That matter of painting the messhall also bothered him. Every time anyone mentioned it to him, you'd have thought he'd have to pay for it out of his own pocket.

The crew took a slightly dim view of the Great Man's little peccadillos. Chairman Roy Cole reports that they voted to see that if he sails again, it is to be with a somewhat inferior rating.

### Cigs Short: Purser Practices 'Appeasement'

The old practice of "appeasement" reared its ugly head the SS Hastings on its recent South American run. The appeasement took the form of gifts or sale of slop chest cigarettes to port officials in Rio de Janeiro and to passengers. The result was a shortage for the crew.

First off, the Purser was discovered by Chairman J. Dioro taking several cartons of cigarettes to the passengers' rooms. He claimed they were his own, to do with as he pleased. Previously, he had told the Electrician they were the Captain's.

Later he admitted that, acting on company orders, he used slop chest cigarettes to pacify various officials in Rio, and said he intended to do the same in



Montevideo. One of the Sanitary men who came aboard in Rio told the Engine Delegate he was given 10 cartons of cigarettes. He didn't know why. The crew thinks the answer to that one would be interesting.

That Purser fellow also was

reported negligent in attending to the crew's needs, giving unsatisfactory substitutes or stalling the sick men off.

Brother Epstein asked for Whitfield's Ointment for athlete's foot. He was given Insective Louse Powder.

Brother Diorio asked for merthiolate to treat cuts and bruises. His wounds were not examined, and he was given highly dangerous sulfadiazene, which seldom is administered without a thorough examination, and told to treat himself.

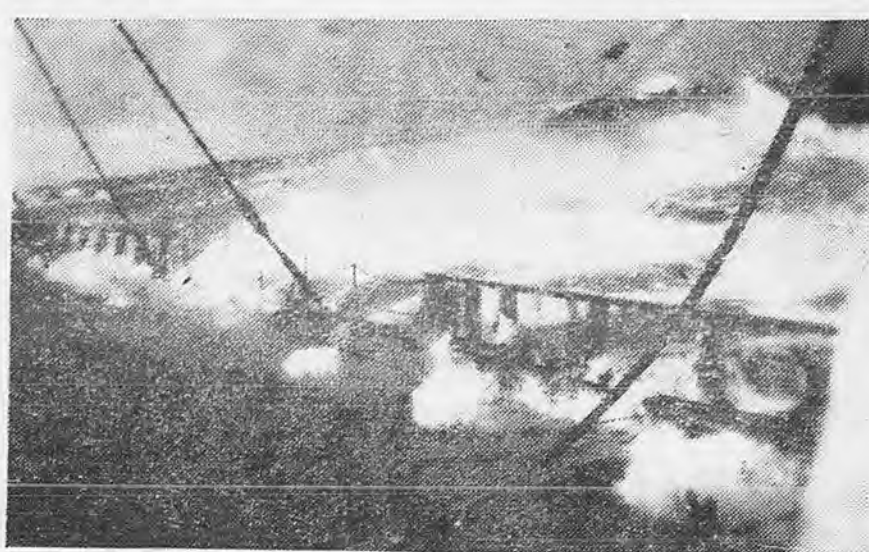
The SIU Brethren voted to bring the matter before the Captain; if the Skipper did not act, a committee was to be appointed to visit the American Consul at Montevideo.





What happens when a real North Atlantic nor'easter hits a ship is shown in these two pictures, made by an unidentified SIU member who dropped them off in the Log office and didn't leave his name or any information about them.

Many SIU members have experienced storms of this sort, and remember the terrible beating their ship took in them, the pounding lurches as the ships smacked the bottom of a trough, and the lesser waves cracking against the midship.



## MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

**T. B. ROBERTSON, Dec. 18—** Chairman D. E. Williams; Secretary E. L. Patterson. Motions carried included: that silverware be cleaned properly after each meal; that all stores be drawn by respective Messmen for their own messrooms; that overtime be properly written up; that Messmen be held responsible for having sufficient milk, bread, sugar, coffee, tea, etc., for night lunches. Suggestions made for repairs and cleanliness. Chairman read union literature and forecastle card to trip card men to acquaint them with conditions and duties they assume when signing articles.

**BUNTLINE HITCH, Jan. 13—** Chairman P. Taurasi; Secretary B. Skelos. Carried following motions: that Hans Vingen be transferred from Norwegian Seamen's Union to SIU (his book is fully paid in Norwegian Union); that no crew member be paid off until all beefs settled; that repair list with suggestions for improved conditions for ship from all departments be presented. New trip card men were voted into Union. Steward reprimanded for wasting fresh fruit and not following decision made at last meeting that fruit be put on table at night.

**JOSEPH LEE, Jan. 2—** Chairman Elmer Huff; Secretary George Curran. Motions carried: that mess halls be painted and cleaned before ship reaches port; that man assigned to Deck and Engine Departments sanitary work do a better job; that dishes and cups be kept off tables between meals; that food be served in more efficient manner; that foc'sles be cleaned before leaving ship. Voting on trip card men, Tavaris and Fetzek accepted, R. Lucarello given probationary book and one man rejected. Suggestions made for general improvement aboard ship for safety and comfort of crew.

**THOMAS SULLY, Nov. 21—** Chairman Theodore Lang; Secretary Louis Harris. Motions carried: That messhall be kept clean between meals; that unnecessary noises in passageways cease to let men off watch sleep; that all members take up disputed overtime as soon as dispute arises, to have it rectified, if possible, before coming into

U. S. port; that no drinking water or food be wasted; that permit men and trip carders get in touch with Patrolman when he boards vessel before payoff.

**JOHN STEVENS** (No date noted)—Donald R. Short, chairman. Meeting called for purpose of wising up young trip carders who were bragging about how salty they were (hot from Sheepshead Bay). They were sitting on tables in mess room and putting their feet on chairs or bulkhead paint work. Motion carried to draw up list



of laws; fines arranged for misdemeanors, such as not washing up cups, etc., between meals, spitting on deck, etc. Motion carried to send \$51.00 collected in fines to buy smokes for sick, hospitalized Brothers. (A wish goes with the smokes. Get well quick, fellahs!)

**FITZHUGH LEE, Jan. 19—** Chairman Cecil Morash; Secretary J. Brouseau. Motion carried to have ship fumigated. General discussion of watches not being relieved until very last minute and men not doing work assigned. List of necessary repairs drawn up. Mess halls are to be kept clean and unnecessary noise to cease, so watch can sleep.

**NASHUA VICTORY, Jan. 25—** (No chairman, secretary listed.) Motion carried recommending that utility man be carried on every ship to clean heads, passageways, etc. It is unsanitary for messboys, pantryman, or bedroom steward to do this work. Motion carried to try to obtain third cook's wages for galley man, since ship has no third cook and galley man is doing his work; job was put up on board for third cook and that is what man reported for. Motion carried to investigate overtime for oilers when ship is working, such as discharging cargo.

## Valuable Papers Found In Branch At New Orleans

Dear Editor:

In cleaning out the New Orleans Branch storeroom today, we found valuable papers for the following men:

Walter J. Moral, John A. Siebold, Theodore Lewis, George Johnson, Thomas J. Golden, Edward P. Ormsby, Peter DeVries, Karl Sweetser, Maurice Richardson, J. E. Adams, John J. Kogut, A. L. Mareaux, Lloyd D. Mills, William Cook, Harry Johnson and John J. Ash.

A seaman's wallet belonging to Lyle E. Fowler, containing a \$50 war bond and other important papers, was also found. I have written to his mother and notified the SUP in which he holds membership.

J. S. White,  
New Orleans Agent

## CLEVELAND HALL QUIETEST OF ALL, BUT HE LIKES IT

Dear Editor:

Just got the enclosed card at the hall here in Cleveland. Talk about quiet restful places—this hall beats them all. There were only a couple of guys around; however, we managed to argue salt and fresh for a while.

I paid off in L.A. and am taking a rest for a month, but will be in New Orleans, camping at Mabel's, by the first of February.

We had a fair trip—the Robert Fechner, South Atlantic—made five months... loaded in New Orleans and went to Manila. I'm glad that the Log can be sent home like this. It will let more people know what the SIU is doing and has been doing for us.

Am enclosing a couple of bucks for the Log.

Jim Currie

Editor's Note: Thanks for the donation. A receipt will be made out and mailed to you.

**NICHOLAS D. LABADIE, Jan. 3—** Chairman Frederick H. Schwalb; Secretary Irving Smith. Motion carried that last standby on watch is responsible for cleanliness of mess hall. To prevent crew from abusing mess hall privileges a list of fines was drawn up. Money will be donated to The Log. Shore discussion held in reference to cleanliness of recreation room. Brothers Bilko, Lietner and Dominico took part.

## CUT AND RUN

By HANK

Last week several of our oldtimers sailed in and anchored awhile for some beery and merry greetings. There were Alex Baltimore Ski and James Kane—two of our best union men now sailing with the scrambled gold. After proudly showing them the odd looking sea bags (light blue in color with leather straps here, there and everywhere) he had made last trip, Three-Fingered Morgan smilingly remembered the days and ways he had raised Ski down Puerto Rico-way. And sure enough, Bosun Robert Hillman, our highest decorated oldtimer, was glowing and showing his medal around, and praising his shipmates. This week he's aboard ship, probably shouting his well-worn words, "Do The Best You Can!"

ice—with just two months more to finish before he starts coming home. We'll bet he'll be proud to see our new halls and the other changes, too.

Andrew Lavezoli, proud father of a seven month baby, is starting to get proud all over again. The little family is expecting another little guest soon. What will be the treat, Andy, cigars or drinks?

We're hoping the landlubbing life Bill Sullivan is living in now is treating him decently. Bill was discharged from the Merchant Marine, recently. How's the new job, Bill, or are you just taking it easy for awhile?

We're expecting to say hullo and hear the most humorous details from Bob Kennedy and Bo Bunea who are due to arrive soon from Marseille on the Cornell Victory. Frankly, we'd like to be back there among the francs, the frogs and the fast welcomes shelled to us.

Hank Sadocha just blew in with lots of his buddies and they're now just waiting for the ships to come in. Hank's in the steward's dept. now and with him are Art Bratkowski, Joe Bratkowski and Paul Andersen.

Paul Gondzar just grabbed a South American cruise with a Pacific tanker. His pals, Keith Mino, Vern Mino and Ken Harrier are still waiting for more jobs to show up. We don't know the present whereabouts of pie-card Boston Kennedy but there's one thing we'd like to ask High-pressure Charlie Bush: Where's that Eastern Co. uniform we heard so much about, eh?

Wherever our men go we always like to be wishing them smooth sailing, good chow and swell ports. So we're saying the best of everything to Tex Tye, Third Engineer on one of the Lykes ships and to Tom Wheeler, Third Mate on a Waterman wagon!

All the way over there in Yokohama and around, there's Bosun Ronnie Chaleraf stretching out a year's shuttling serv-

To David Harn and John McLullen aboard the John S. Mosby: Warren Callahan says hullo and expects to see you guys over at the hall for old time's sake. Isthmian organizer Thomas "Rocky" Benson (a good looking guy, by the way) and Mike Rossi, that Smiling Bosun and Midtown waiter, will be shooting down New Orleans way this year for the Mardi Gras. Mike's going to run for the Patrolman's job down there, so we wish him good luck!





## Around the Ports

### Texas Now Ready For Expansion

By D. STONE

GALVESTON—Come to Texas and catch a good T-2 Tanker. Brother, that's no fooling. We are having a deluge of these tankers. They're damned good jobs and the best tanker conditions in the world—so all you boys who would like to make a good trip with no winches banging in your ears in port—then come down to beautiful Texas.

It appears that traffic here is going to hold up, with many of the Pacific Tankers to run steady from Texas ports. This is the time when the Seafarers should study the necessity of opening several more halls in the Texas ports. Several of our freighter companies are bidding to run in several ports in this section regularly now, so this should assure us of a steady traffic.

#### GOOD SHAPE

The affairs of the port are in good shape now, with the Hall given a recent shaking and cleaning up. We may not have a very large hall here, but one thing is sure—there isn't a cleaner one anywhere.

We notice with interest the demand for an expanded educational system for the Union, by the many ports and ships crews. From the look of things here, we are in accord with the idea. It is easy to see that our membership is rapidly stabilizing itself now—with all the boys who were interested in beating the draft

pulling out and going back to Uncle Hank's farm.

The young fellows staying in this business are a likely looking lot of prospective union men, and we should make it our business to see that they are properly educated.

#### OPEN NEW PORTS

Brother Paul Hall has been in this section lately, surveying the necessity of opening up more



halls. This branch has notified him that in our opinion it is a good idea. The quicker the better—especially so for the ports of Houston and Port Arthur. We have plenty of traffic in both these ports and to guarantee the proper coverage of our ships these ports should, for the time being, at least, have Seafarers representatives.

The organizing program is getting plenty of support from the membership now, and, it looks as though that if this is true of the rest of the ports, then we are sure of success in our expansion program.

## SIU Supports N.O. Longshoremen

NEW ORLEANS — Turnabout is fair play, so the membership of the New Orleans Branch of the SIU decided on February 1, in voting to extend support to the International Longshoremen's Association on strike against the Seatrail Line in New Orleans.

Specifically, the New Orleans Branch elected a three-man committee to work with the strikers in contacting all ILA locals to see how much aid they will give. In addition, the three-man committee will recommend the amount of financial aid to be given the strikers by the SIU. The recommendations will be submitted to all SIU branches and acted upon at the regular meeting on February 13.

#### TURNABOUT

Any money the Union agrees to donate is to be paid from the Strike and Organization Fund.

The recommended support of the strikers by the New Orleans branch comes in return for the aid given by the Longshoremen

during the Seafarers' Seatrail strike a few years ago. The men on strike are the same ones who refused to cross the SIU picket lines during that strike, and materially aided the Seafarers in winning it and securing the outfit.

In the floor discussion, it was made clear that every member of the New Orleans Branch feels the SIU should be committed to help them financially.

#### LOW DOWN

Members pointed out that the longshoremen's pay scale was below that paid the Cuban longshoremen in Havana. The company is trying to freeze out these men and secure a contract with others to work the ships.

The longshoremen, it was pointed out, are in dire need of assistance from all persons in the maritime industry. Their local has been giving them as much assistance as possible, but they have been on strike since early December, and it looks like they will be out for some time longer.

## NO NEWS??

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

SAN JUAN  
NORFOLK  
PHILADELPHIA  
JACKSONVILLE  
TAMPA  
BALTIMORE  
MOBILE

## Many Tripcarders Good Union Men

By JOHN MOGAN

BOSTON—Business and Shipping were only fair for the past week. We had a payoff in Searsport, Me., which was covered by Jimmie Sweeney. On the return to Boston he was accompanied by a few of the crew of the John B. Lennon.

When they got as far as Bangor the bus driver quit; it was too rough a journey for him, after taking 7½ hours to do 40 miles. Sweeney and the boys prevailed on a taxi driver to take them from Bangor to Portland. After two hours of tough going, in which time they had covered 12 miles, the taxi driver wanted to renege on his contract; but the boys prevailed on him to keep going.

They made it all right, but those boys will never forget what North Maine is like after a winter snowstorm.

We also paid off the Juliet Lowe in Portland last week on the same day. This trip wasn't nearly so precarious—Portland is within the limits of civilization. However, when the jobs go on the board for these ports, the members start shivering just thinking of going up there. Things being what they are, though, insofar as shipping is concerned, they were crewed up without too much trouble.

#### GOOD BOYS

Another smooth payoff was the Murray Blum, which crewed up on the West Coast and Galveston, and went to Antwerp. There were only two book members on the ship, but the trip carders were a cooperative crowd and helped to get overtime beefs settled in an hour's time. Nearly all of them are excellent Union material. In my opinion just so long as we find it necessary to issue these trip cards in order to fulfill our contracts, the old-timers should give them the same respect and consideration as any other brother—unless and until the newcomers give evidence of being poor material.

The Isthmian campaign is going well here. We feel that we can do well with any Isthmian

SAVANNAH—Business picked up again in Savannah and Charleston. The SS Lyman Hall of the South Atlantic paid off yesterday and the Burnett, which has been in Charleston about a month, is finally due to payoff. We'll be there Monday.

We also have a Bull Line ship there which should payoff soon. All of this means jobs and, with our top heavy shipping list, this is good news.

We had a meeting last Wednesday which was almost a novelty. We have plenty of men on the beach but getting twenty-five book members together is no easy job. Some of the crew of the Lyman Hall came in and that gave us members to form a quorum.

The Hall was one of the clean-

est payoffs we've had. There were very few beefs and the old-timers on the ship were very helpful in getting the trip cards squared away. The crew also donated \$23.00 to the Log, which puts them on the Honor Roll.

There was only one discordant note in the whole procedure. One of the crew was gassed up and he kept insisting he was getting cheated on his transportation. According to the rider under which the crew signed, they were entitled to transportation and subsistence minus taxes.

This beef has come up many times before and will probably come up again. A careful perusal of rider 64, revised, will show that the tax is deducted from the transportation, and no amount of arguing will alter that fact. This member thinks he was cheated and will not listen to reason. He argued with others in the crew who told him he was wrong and still he believed he was right.

#### READ CAREFULLY

If every member insists on having the articles and riders read before signing on, and if each man has it explained so there won't be any misunderstanding a lot of later trouble will be avoided. It's not being a Union member to let these things ride and plague the officials with them later on. If you don't like the rider, don't sign on and, above all things, never sign without having a Union representative on board. He can explain things beforehand and tell you what you want to know.

Our only hospital case at present is Eugene Yon. We hope he'll be out soon.

## Tankers Plentiful In Port Arthur

By LEON (BLONDY) JOHNSON

PORT ARTHUR — This Port has just opened up as a new Seafarers' port. As can be expected on such a short time, there isn't too much to report. The thing that strikes a fellow so quickly here, however, is the good name the Seafarers enjoys in this area. Personally, from my observations, the Seafarers should have opened a hall not only in this port—but in other Texas ports long ago.

We expect from all indications to have plenty of jobs here on SIU Tankers right along. So some of you would-be tankermen come on down and grab a good one. It is regrettable that at the present we do not have a larger Hall here—nevertheless, if it is at all possible we will get a larger and better Hall. However this one will have to do till we get one.

It is to be noticed that the SIU Log and other material went over well with the men around this port who are not union men or who belong to the NMU. This is no surprise though, as that is the case not only here but in every port.

Don't forget fellows — When your ship docks in Port Arthur—Call the Union Hall at once—the number is—28532.

Yours for more Seafarers' Halls in the Texas field.

#### IDEA MEN

This week, however, it looks as though we'll be plenty busy straightening out the New Bedford, Martha's Vineyard, Nantucket line. A change of ownership is pending, and someone down in that area has ideas of forming a new Union to take care of the employees of this line. Needless to say, there will have to be a change of ideas by the party or parties with ambitions.



As yet, there has been no appreciable increase in shipping for this port, except for the SUP stuff running in from the coast. Although this trade provides quite a number of deck jobs, we still need a few SIU ships to take care of the engine and steward gangs.

We've advised quite a few of the local boys to journey south for a job, and we've been hearing from them that they didn't have to wait around for a job very long. In summation, local boys paying off elsewhere should check on conditions here before they grab the train for Beantown. Still, it might be a great deal different a week from now.





## IN THE PHILADELPHIA HALL



No beachcombing in Philadelphia—There are jobs for all. Here we have the local piccards hard on the job: A. Steve Cardullo, Patrolman, putting the jobs on the board; J. Redden, Dispatcher, and J. "Red" Truesdale, new Agent, getting a flash over the phone.



Agent J. Truesdale listens to a beef from Brother J. Merkel, acting AB.

## AFL Higgins Victory Threatened

NEW ORLEANS—A Natl. Labor Board regional examiner scheduled hearings this week to determine the validity of 66 votes which may decide whether 2341 employees of the Higgins Industries here will be represented by the AFL or CIO.

With only 1411 voting the AFL led in the first official tally by a count of 669 to 652 for the CIO. However, 66 votes were challenged, 28 ballots were cast for neither and six were ruled void. The AFL's 17 vote margin may be increased or reversed by the

findings of the regional director who will hold the hearings with representatives of the AFL crafts and the Industrial Union of Marine & Shipbuilding Workers-CIO.

Despite the surprisingly low number of ballots cast the two union groups waged vigorous campaigns. The small vote for "neither" was credited in part to the action of the New Orleans Archdiocese of the Catholic Church which, supporting neither union specifically, urged the Higgins employees to "vote for a union."

## Three Foes Still Face Seamen

By LOUIS GOFFIN

NEW YORK — We're still up in the big city, but in a few days we will be heading for the sunny South—at least, we hope that it its sunny.

While waiting for the day, our mind has been reviewing the events of the past year or so, especially insofar as it concerns the merchant seamen, the part they played in the winning of the war and some of their postwar problems.

The records show how well the cargoes so necessary for the winning of the war were kept rolling, at great risk of life—how, indeed, at one time, casualties among the merchant seamen far exceeded those of the armed forces.

## GOODBYE, PHONIES

All that, however, is now history, along with the phony medical centers, the wartime riders, the RMO, and the rest of the phony set-ups that were foisted on the underpaid, overworked merchant seamen (Heroes in Dungeness) under the excuse of wartime emergency — and which were abolished, incidentally, chiefly because of the strong opposition of the SIU.

However, there are three foes whose very existence still perils the attempts of the seaman to further his emancipation. And these three are the commie officials of the NMU, the Coast Guard, and the shipowners.

## DOUBLE-BARRELLED STOOGES

The commie officials of the NMU, who misled their membership all through the war, making them abject followers of the operators and their government bureaus, are still following the strict line of the communist party, wherein, following the party line they are trying to destroy the American Labor Movement.

They play the game from both ends: collaborating with the shipowners (the latest move is Curran's approval of a company proposition to have his crews feed themselves cafeteria style), and scabbing on legitimate trade

## SIU After Tugboat Abuses

(Continued from Page 3)

so hard and lumpy that sleeping on a steel deck felt like an innerspring by comparison.

Rotary shipping was entirely unknown. In order to obtain a job men had to kowtow to company stooges or be a close relative of minor company officials. Men were discriminated against for little or no reason. The fact that a man was able and competent meant nothing. Men were hired and fired on their ability to take what the companies dished out.

## SIU WAS NEEDED

When officials of the SIU investigated, they decided these men needed representation in a hurry. The Seafarers had inherited a contract with three of the largest tugboat companies in the New Orleans vicinity. Upon looking over the contracts, officials found the only redeeming feature in any of them was a clause call-

ing for a 105 day per year paid vacation on a pro-rated basis. But the companies were chiseling even on that until SIU officials stepped in and bluntly stated that henceforth there would be no more attempts to deprive men of their hard earned vacations.

Another clause in the inherited contracts called for the payment of \$7.00 a month for all overtime worked by any one employee in one month. After carefully reading these phony contracts, SIU officials and organizers immediately began contacting the personnel of these boats and showing them just what the SIU could and would do for them.

## THEY'RE ENTHUSIASTIC

After the explanation of what the SIU stood for and the things that it fought against, the men were highly enthusiastic to learn that here at last was an organization that would fight to the last man for decent living and working conditions and wages for them.

Meetings were organized. Large turnouts of crew members attended to discuss organization and the drafting of new contracts to be presented to the companies. In drawing up the contracts the men had the voice as to what and what didn't go into them. This was an innovation, since their previous contracts had been drawn and signed without the membership even reading them until it was too late to do anything about them.

## 500 ACTIVE MEMBERS

Present membership in the Gulf District Tugboat and Allied Workers stands close to 500 active members. Three major towing companies are under contract, operating over 20 tugs and more and more men from various companies are coming into the Tugboatmen's local daily. As fast as the men learn what the score is they come in asking for pledge cards.

Within the next few months the SIU should have the entire Gulf Coast area organized solidly under the Seafarers' banner and then together with the deepseamen and the longshoremen the tugboatmen will be able to ask for and get the same conditions for which deep sea men had to fight so long and hard.

## Shirt Makers Hoard In Plot To Up Prices

NEW YORK — Charges that manufacturers, gambling that OPA would raise price ceilings to more profitable levels on men's clothing, had hoarded more than 3,000,000 shirts and 400,000 men's suits, were made here and in Washington last week. Manufacturers have been holding the shirts because they were made to sell at above \$3, and OPA requires them to sell only the same proportion of the higher priced shirts as they made and sold in 1943.

Confirmation of the charges was given by the Natl. Assn. of Shirt and Pajama Manufacturers. "Only two things could free these shirts to a shirt-hungry public, a change in the OPA ruling or a greater volume of low-cost fabric production," their spokesmen announced.

## 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.



# THE WEEK'S NEWS IN REVIEW



A Sports And News Roundup For The Benefit Of Our Union Members In Foreign Ports.

## CURRENT EVENTS . . .

### AT HOME

#### THE HOME FRONT

The watchful waiting by embattled industry and labor narrowed down, toward week's end, to keeping a weather eye open for one specific Administration move, said to be upcoming at any moment. This is the new wage-price policy, to be effective for a year. On it will hinge the settlement of many strikes, or, if it is as unrealistic as some of the Delirium-Trumans which have preceded it, almost complete chaos on the labor front.

Considerable secrecy surrounds the new policy, and officials are reportedly worrying about how to "sell" the new formula to the public. One thing is certain: the new policy will be directly tied up with extension of price controls.

Early settlement of the steel strike was forecast if the policy goes far enough; certainly, it will have an effect on the General Motors, General Electric and Western Electric disputes. Negotiations on these and others seem to be mired down pending the policy announcement.

Formulating the policy were Price Administrator Chester Bowles—on whom labor could look as a champion—and Reconversion Director John W. Snyder, who has sided with Big Business on many issues. Somewhere in the middle is the man who will decide: Harry Truman.

#### CURMUDGEON SPEAKS

Elsewhere at home, the oil scandal pot bubbled furiously as Interior Secretary Ickes charged Edwin Pauley, nominated for Under-Secretary of the Navy, with attempting to promote bribes for oil interests immediately after President Roosevelt's death . . . The House struck out features of the Case strike-control bill but failed to bring an agreement. Liberal members of the Senate warned that if anti-labor amendments went too far, a Fair Employment rider would be attached to assure defeat by the reactionary Southern bloc . . . The United Nations Organization Site Committee selected a likely spot on the Westchester County, New York-Connecticut line. Immediate howls were raised by residents of the area, and the Site Committee modified its "seizure" proposals.

#### BLACK TEXTILES

The textile industry made its first formal appearance in a black market role. Seventeen indictments were handed down by a Federal court, charging \$500,000 in illegal profits . . . One of the key witnesses for the prosecu-

tion in the Pearl Harbor inquiry admitted that he had planned to make his testimony make Admiral Kimmel look good . . . The Pacific liner Yukon went aground and broke in half in Johnstone Bay, Alaska. Latest reports said 281 had been rescued, and the Navy held out hope for 215 others, mostly GIs . . . Women, and sometimes a few hardy men, were still standing in two-block lines waiting to buy nylon stockings . . . A Brooklyn woman who couldn't find a room in Miami Beach camped in a hotel lobby for four days, despite management protests.

#### BRADLEY ATTACKED

The American Legion attacked Gen. Bradley for his conducting of the Veterans Administration, and was rebuffed by General Eisenhower . . . Sec. Byrnes defended his conducting of the State Department, said he had Truman's full support . . . Two large sunspots appeared in the solar nebula, and electrical and communications systems were expected to be affected . . . The Navy expects to get its full complement of men without recourse to draft.

### ABROAD

The United Nations Organization was caught in the throes of an intra-mural fight between Russian and British delegates. Each sought to prove that the other country was engaging in imperialistic expansion which would endanger the peace. Specifically, the Russians demanded

#### Warns Wall Street



Rep. Andrew J. Biemiller (D., Wisc.), one of organized labor's most outspoken advocates in Washington, last week told Congress that "The economic Bourbons of Wall Street proved again they have learned nothing and forgotten everything since 1933." Praising labor for having accepted fact finding recommendations, Biemiller warned flatly that the Wall Street reactionaries "hope to smash labor and all liberal legislation." (LPA)

### UNION BEAUTY



Queen of the St. Louis AFL's annual Labor Charity Ball was Miss Shirley Bierman, member of the Natl. Federation of Post Office Clerks-AFL. Shirley, whose beauty captured 1113 votes, almost started a rank-and-file revolt in several other unions that demanded to know why their business agents couldn't go out and get members like her. (LPA.)

removal of British troops from Greece. The British denounced the "incessant Russian propaganda against the British Commonwealth.

Other nations, anxious to get on with the world's business, proposed various formulas to satisfy both countries, but it was no go. Most of them agreed, however, that the Russian delegates' constant invoking of the veto clause negated not only the effect but the spirit of UNO.

#### CHINA BRIGHTER

Things were looking up in China, as plans for the coalition government matured, and Chiang Kai-shek said he would not seek office. But the Communists still made demands for Manchurian areas, and fighting broke out sporadically . . . The U.S. extended diplomatic recognition to Rumania . . . Grave food shortage appeared anew for Britain, and belts were tightened as new ration controls were announced. . . . The bodies of 190,000 Russian, Polish, French and British prisoners were discovered in Germany . . . The U.S. feels that peace terms with Germany and Japan should be brought to a conclusion soon.

The U.S. Supreme Court denied the appeal of Jap General Yamashita from the death sentence for his crimes in the Philippines . . . The Arab League has gone on record opposing any aid to Zionism, foretelling new conflicts in Palestine . . . An advanced degree of autonomy "within the framework of the Netherlands Kingdom," and not complete autonomy will be offered to Indonesia . . . In Chile 83 Communists tried to persuade Socialist workers to join the general strike. The Socialists counted off 83 men, sent them out to battle the commie band. The Communists withdrew after a short slugfest.

## SPORTS . . .

### NEW CHAMP CROWNED

Marty Servo, the 26-year old welter from Schenectady, climaxed his ten-year ring career when he knocked out Freddy "Red" Cochrane in the 4th round of their scheduled 15-rounder to become the new welterweight champ of the world. From the very first minute, Marty hit the redhead with everything but the galley stove, and the outcome was almost a foregone conclusion.

Despite the fact that a lot of wise money was riding on Servo, who entered the ring a 1-to-3 favorite, more than 17,000 filed through the turnstiles to pile up a gate of \$92,505 for the bout at Madison Square Garden.

This was the first chance that Cochrane had to defend the 147-pound title since he won it in 1941, due to his four year's of naval service for Uncle Sam, and he didn't do too badly in a financial way, as the challenger guaranteed him a purse of \$50,000, which ain't hay, brother!

### FOURTH ROUND KO

As the 4th round got under way, Marty started Red on his way with a succession of four rapid left hooks to the jaw, and forced him to clinch. Near the end of the round, Marty backed



Cochrane into a corner, and let him have a left to the jaw followed by a flurry from both hands which dropped Freddy into the limbo of ex-champs.

The new welter king has only been defeated twice in his entire career—both times by Sugar Ray Robinson, and Sugar is the boy he'll have to meet next May in defense of his crown. Robinson is now at his peak, but if Marty gets a few more victories under his belt, he's not going to be the soft touch some of the ring dopsters figure him to be.

### HERE AND THERE

A lot of people think Babe Pratt got a bum deal from the National Hockey League by their recent action in barring the Babe from hockey for life due to charges that he was betting on the games and consorting with gamblers. Pratt's case was handled in a very dictatorial way, and he was certainly entitled to an open hearing with a chance to defend himself.

The baseball majors concluded their two-day session in New

York with a new ruling aimed at the discontinuance of bonus payments to new players upon signing contracts . . . Rumor has it that slugger Hank Greenberg is trying to secure \$65,000 for his 1946 services from the Detroit Tigers. Nice pickings if you get 'em.

Prior to the running of the Columbian Handicap at Hialeah, E. G. Drake's filly Swoon tried to jump the fence, and when jockey Tommy McTaggart grabbed the reins, the filly rolled over him. Later, McTaggart died in a Miami hospital . . . Larry MacPhail announced that the



baseball Yankees would up some ticket prices amounting to a 7½ per cent overall raise . . . Baseball experts admit that baseball schools which they ridiculed some time ago, are clicking and are of benefit to the diamond game.

### SPORTS SQUIBS

Add to the suffering of Hamburg the fact that Max Schmeling and Walter Neusel will battle there for the German heavy championship . . . Navy remained as the only major undefeated basketball quintet as Notre Dame and West Virginia both took it on the chin . . . The wise guys claim Jack Kearns is trying to raise a couple of bankrolls for promoting a six-day bike race, and the other for opening an auto agency.

The Washington Senators are spending \$20,000 plus to improve Griffith Stadium . . . The Amateur Softball Association has made four major changes in its rules—limiting the team to 9 players, by eliminating the long short; shortening the base paths to 55 feet; enlarging the batters box; and allowing a hit batsman to take first base . . . Baseball's International League announced a 154-game schedule to open on April 17.

New Giant's rookie, Bob Joyce, won 31 games while pitching for San Francisco of the Pacific Coast League last year . . . Giant's manager Mel Ott is definitely still interested in acquiring one or more hurlers from the St. Louis Cardinals . . . The gentlemanly Charley Gehring, Detroit Tigers, bowed out quietly to devote his entire time to business. Many experts rank Charley tops as second sackers go.





By FRENCHY MICHELET

The resolution looking toward the establishment of an SIU-operated upgrading school that was recently introduced in the Port of New Orleans by Paul Hall, C. J. Stephens and Steely White, and subsequently so overwhelmingly endorsed when voted on by the rank and file up and down the Coast, is one of the most progressive steps ever taken by this organization. The following suggestions are our version of what the stewards department end of the school should embody:

On the first floor of the New York Hall is a restaurant and gin mill that would make a commodious cafeteria if the bar was ripped out. In the cellar there is ample room to install one of the most modern galleys in New York.

**PAY THE FREIGHT**

This place should be operated as a school for Cooks and Messmen by the Union, and the food could be sold in a cafeteria to the membership at reduced prices and to the general public at fancy prices. The school would consequently not only be operated without cost to the union, but would in all probability pay for the other two departmental schools as well. Moreover, it would be a self-supporting soup kitchen in the event of a strike.

The need for a union-operated school for the stewards department is too well known to need urging here. It's common knowledge that a good stewards department makes for a good ship. We have the men in our organization to really teach practical stewards department know how to our rank and file.

**TOP MEN**

A union that can boast men like Louis Fromm and Alfred Stewart within its ranks, to mention only two at random, is in a position to command the services of the best men in the business—bar none! If Louis Fromm was to teach all the SIU bakers how to make a real seagoing cake, and Alfred Stewart was to teach the cooks to prepare steaks and chops as only "Kid Shine" can, then, Brother, peace and contentment would reign on every ship in the union.

**ALL RATINGS**

The details would have to be worked out by a rank and file committee, of course, but to speculate further: Messmen and Waiters could be taught their business in the cafeteria. So could all ratings in the stewards department. Working rules and the duties for men on various types of ships could be formulated and made part of the curriculum.

Then, too, Chief Stewards could be taught the easy way to do things. As it is now, every Chief Steward has his own version of how the work should be laid out, the overtime split up or the extra meal money split up.

We urge all members to bring this up at the next regular meet-

ing for thorough discussion, for there is no question but that the welfare of the entire membership is inextricably bound up with the ability and knowledge of the stewards department.

**YUM! YUM!**

A Steward will add greatly to the variety of the menu aboard ship if he will substitute fresh pork or prime rib for the usual Thursday chicken dinner, and if he fries the chicken Thursday night. Here is an ideal way to fry chicken to insure one of the tastiest of shipboard meals:

Cut up the chicken and remove the skin, wash thoroughly and soak in cold salted water for



twenty minutes to remove the cold storage taste. Now make a batter of 12 eggs, four cans of evaporated milk and about two pounds of flour. Add a pint of cold water to the batter and beat well. Dry the chicken and soak in the batter, then roll in well-salted flour and fry in deep fat until a golden brown. You must be careful that the fat does not get too hot or it will burn the meat without cooking through. Try this once a week and we'll guarantee you a contented crew.

P.S.—Speaking of the school... Shuler could teach the Messboys, 'cause he's got to be a pretty good messboy himself since we have taken him in hand.

**SIU HALLS**

NEW YORK ..... 51 Beaver St. HANOVER 2-2784  
BOSTON ..... 330 Atlantic Ave. Liberty 4057  
BALTIMORE ..... 14 North Gay St. Calvert 4539  
PHILADELPHIA ..... 9 South 7th St. Phone Lombard 7651  
NORFOLK ..... 127-129 Bank Street 4-1083  
NEW ORLEANS ..... 339 Chartres St. Canal 3336  
SAVANNAH ..... 220 East Bay St. 3-1728  
MOBILE ..... 7 St. Michael St. 2-1754  
SAN JUAN, P. R. .... 45 Ponce de Leon San Juan 2-5996  
GALVESTON ..... 305 1/2 22nd St. 2-8043  
RICHMOND, Calif. .... 257 5th St.  
SAN FRANCISCO ..... 59 Clay St.  
SEATTLE ..... 86 Seneca St.  
PORTLAND ..... 111 W. Burnside St.  
WILMINGTON ..... 440 Avalon Blvd.  
HONOLULU ..... 16 Merchant St.  
BUFFALO ..... 10 Exchange St.  
CHICAGO ..... 24 W. Superior Ave.  
CLEVELAND ..... 1014 E. St. Clair St.  
DETROIT ..... 1038 Third St.  
DULUTH ..... 531 W. Michigan St.  
VICTORIA, B. C. .... 602 Boughton St.  
VANCOUVER ..... 144 W. Hastings St.  
TAMPA ..... 842 Zack St. M-1323  
JACKSONVILLE ..... 920 Main St. 5-1231  
PORT ARTHUR ..... 445 Austin Ave. Phone: 28532

# N. Y. Tugmen Defy Govt. Seizure

The New York tugboat strike went into its fourth day on February 7, with the sort of backing and filling common to any tugboat operation, but with Government pledged to step into the role of strike-breaker and run the struck boats.

The tugboat men, however, voted on February 6 to stay on strike, despite Government seizure of the vessels, and appeals from Mayor O'Dwyer of New York and Government officials.

SIU leaders stated unequivocally that the Seafarers would go down the line for the towboat men, financially "and physically, if necessary."

Several phony issues were raised by City and Government

officials in urging the tug men to go back to work. Among these was the assertion that New York "faced disaster" as a result of the strike. Reactionary newspapers jumped on these statements in attempts to indict the tug men, maritime unions and labor in general.

**MAYOR'S WARNING**

Mayor O'Dwyer warned of "deaths, fires, explosions and vast property damage as a result of freezing pipes and equipment" if the strikers stayed out and coal was not brought to the city.

Tugboat leaders pointed out the fact that there had been ample warning that the strike had been upcoming for four months, and said no efforts had been made to stockpile coal or other supplies to tide the city over the crisis.

The strike vote was taken under the Smith-Connally Act. This means that the tugboat companies were given a 60-day notice before the strike took effect. In addition, the companies were given a week's notice of the ac-

tual deadline before the strike began.

**IN BAD FAITH**

Had the towboat companies acted in good faith with either the union or the community they would have been prepared to meet the tug men's demands or notified the outfits which would be affected to prepare for it.

It is apparent that the issues of coal, fuel and other materials had been made to order for those was wished to break the back of the strike.

The Government was impressed with the issues, however, and ordered the Office of Defense Transportation, a defunct wartime agency, to operate the tugs and ferries affected.

**NEW YORK**

Individual Donations ..... \$ 5.00  
SS WEBB MILLER ..... 12.00  
SS JOHN CRITTENDEN ..... 7.00  
SS SCHOHARIE ..... 20.00  
SS GEO. WASHINGTON ..... 5.00  
SS GALEN STONE ..... 20.00  
SS CAPE COMFORT ..... 8.00  
SS MADAWASKA VIC. .... 43.00  
SS BONANZA ..... 1.00  
SS SMITH VICTORY ..... 9.00  
SS NEW ZEALAND VIC... 61.00  
SS McCAULEY ..... 22.00  
SS WALKER ..... 6.00  
SS FITZHUGH LEE ..... 11.00  
SS CAPE TEXAS ..... 6.00

**BOSTON**

SS J. B. SENNON ..... \$13.00  
Individual Donations ..... 8.00

## MONEY DUE

**SS WILLIAM F. McCLENNON**

The following men can collect their overtime by writing to the Waterman Steamship Company, Wainwright Building, Norfolk, Virginia:

G. Teacher; Vincent Petrello; Daniel Brewer; George Garman; Vincent J. Patterson; James R. Miller; C. Daniel.

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**MV COASTAL MARINER**

Subsistence money due the following men for the day, Dec. 27, 1945, in Baltimore.

These men are: Thomas Lockwood, AB; Marcelino Santiago, OS; Jose Figueroa, Second Cook; Francisco Duclos, Galley Utility; Norman Wood, Messman.

This money has been turned in as "Unclaimed Wages" and can be collected at the New York Office.

~ ~ ~

**SS SIDNEY HAMPTON VICTORY**

The following men have money due:

Oliver Thompson, 11 hrs.; Claude Townsend, 11 hrs.; A. Layn, 11 hrs.; W. Sallie, 11 hrs.; C. Gooden, 11 hrs.; G. Wilson, 11 hrs.; J. Griffith, 7 1/2 hrs.; Otto Babb, 8 hrs.; M. Bass, 8 hrs.; J. Ward, 8 hrs.; M. Whitehurst, 8 hrs.

Can be collected at Bull Line office.

~ ~ ~

**SS J. CRITTENDON**

Francis Attwood, 57 hrs.; Alfred Bernard, 34 hrs.; Thomas Gardner, 34 hrs.; Edward DeMello, 17 hrs.; John Walsh, 17 hrs. R. W. Barus has 1 month, 15 days missing utility man wages coming.

Can be collected at Bull Line office.

~ ~ ~

**SS BEN CHEW**

H. W. Davis, \$3.56; N. E. Routh, \$5.44; W. Thomas, \$4.45; H. S. Fry, \$1.78; T. Coyne, \$1.78; W. H. Bellows, \$1.78; J. B. Omohynero, \$7.57; R. J. Sweeney, \$2.67; E. Brewster, \$2.67; J. E. Enright, \$32.37; J. Webb, \$17.82; P. Creel, \$22.27; P. C. Rowland, \$22.54; W. Thornton, \$17.88; W. A. Keeley, \$20.56; W. E. Goodwin, \$3.56.

Can be collected at 44 Whitehall St.

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**SS LUCY STONE**

All hands are entitled to 13 hours overtime. This can be collected at Mississippi SS Co., 17 Battery Place, N. Y.

## PERSONALS

**KENNETH HUNTER**

(Book No. 5608)

When in New York, please come to the 6th floor of the SIU Hall and see someone in the Secretary-Treasurer's office on a very urgent matter.

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Brothers Chester Kuplicki and Albert P. Ryder desire information regarding man who injured himself on December 23, 1945, and went to the Hospital at Casablanca as a result. Write them in care of New York Hall.

## Clearing The Deck

(Continued from Page 3)

and run it by the Seafarers as a hotel for seamen. Now is the chance for us to prove that this thing is workable; then go and show that it can be applied in any port not just only in a small port.

The membership, too, is demanding the release of control of this industry by the finky government bureaus in Washington and the bureaucrats who control them. The Seafarers are demanding, also, the acquisition of one of the government-built ships to act as a training ship for our members who wish to qualify for higher ratings.

We see the Seafarers now insisting on many of these things which we know the seamen as a whole are lacking: Union control of upgrading systems; Union control of seamen's hotels; Union control of slop chest on all ships. This type of progressive thinking, along with the fighting spirit shown on the waterfront by our members, means that we will be able now to double and re-double our efforts.

We have problems within the union itself which must be settled. For instance, in the Ports of Mobile and Boston, we are in need of new union halls and clean facilities for our members, the same as we have in other ports. We are in need of an expanded educational program.

These things must be attended to shortly. The quicker these inner union problems are answered, the quicker we will be able to apply all of our strength at the point of production.

## WORKING TOGETHER

The one powerful factor, the one powerful thing which should guarantee our success in the handling of these problems is something which we have and which other organizations in this industry do not have. That is, cooperation and mutual respect within this union between so-called young fellows and oldtimers. In the other organizations oldtimers are leaving while the younger members are in a confused and upset mind as to their union's problems. The Seafarers are very fortunate that within their ranks these two groups are as one. There are no distinctions. The oldtimers and the youngtimers, alike, recognize our problems and have the same high opinion of the organization. This is our weapon — this is our real strength — this is the thing which will make these fights which lie ahead simple.





# ISTHMIAN SEAFARER



## ISTHMIAN SEAMEN TO GET SIU'S CHARTER RATE

### PHONY NMU ISSUE IS KNOCKED OUT

(Continued from Page 1)

Isthmian men were in the same position as the founders of the SIU, who struck out boldly against strongly entrenched opposition to form a union that was not dominated by a political party.

Their decision received the enthusiastic endorsement of the membership. In the New York Hall, for instance, introduction of the resolution was followed by a discussion on the floor. Then every member present—and the Third Deck was filled to capacity—voted in favor of the charter rate for Isthmian seamen.

Other halls reported a similar reaction.

In every case, officials carefully explained to the membership:

That the big rave of the NMU in its campaign to organize Isthmian under its finky banner has been that it costs \$65.00 to join the SIU.

That the SIU outstrips the NMU on every question of wage scales, overtime rates and ship-board conditions.

And that the charter member rate would square away the differential between the SIU and NMU membership rates, leaving the Isthmian seamen free to make their choice between the Unions on the valid basis of which one offers the seaman more.

It was explained that the SIU does not believe in "bargain basement" unionism. It is a factor which cannot be measured in dollars and cents. Every SIU member is agreed that he has more than made up the difference in the membership rate by overtime pay which the SIU has been able to get for him.

They explained, however, in all frankness, that the SIU does want to organize Isthmian under the SIU banner, so the maritime industry can be stabilized. To do so, the SIU wants to eliminate the phony issue of "we sell unionism cheaper."

Here are the issues that now face Isthmian seamen in deciding on which Union shall represent them:

Which has the better agreements?

Which has the better working conditions?

Which is free from outside political control?

Which is democratically controlled by the membership and not by a few topside officials?

Now they can decide these issues alone, without the distracting factor of a large membership fee, as opposed to a small one—and, from the responses already received there is no doubt as to their choice—The Seafarers International Union.

## SEA PHOENIX CREW GOES SIU TOO!

### MEET THE MEN OF THE SEA PHOENIX



Above: Here are some of the Sea Phoenix men who made the SIU their choice:

1st row: Hamilton and Charcoal; R. L. Brane, J. E. Bond and M. Perry. 2nd row: T. N. Johnson, H. Gillman, Murphy, Dows, and Walker. 3rd row: Jose Re, Scott, Sherrer, Mathias, English, and G. Carlson.

Left: Bosun Murphy and crew member Wert.

## East Point Victory Crew Asks Bargaining Election At Once

The SIU received a heartening letter the other day.

It was a letter from the crew of the Isthmian ship Eastpoint Victory, currently in New York.

And it asked the SIU to take immediate steps to see that the election to decide the collective bargaining agent for the Isthmian Line be held as soon as possible.

The letter was signed with 29 names, with ratings, of the crew. SIU officials were impressed. It began to look like their organizing campaign for Isthmian was bearing fruit—or that the NMU's campaign was backfiring, a suspicion some Seafarers have had for some time.

Not that the Eastpoint Victory crew members made any mention

of wanting any special union to represent them or not to represent them. It was just that they made a point of writing to the SIU that made the piecards feel good.

Because if this Isthmian crew wants action, it means that other crews do, too. It means they're tired of the old run-around they've been getting from the company, and the old soft soap they've been getting from commie-line NMU organizers.

We'd like to say right here and now, Isthmian Brothers of the East Point Victory, that the SIU will take immediate steps to try to jack up forces that control collective bargaining elections and try to get that date brought just as close as possible.

Following the familiar pattern set on Isthmian Line ships, the 27 crew members of the Isthmian freighter Sea Phoenix, voted unanimously on February 6 to have the Seafarers International Union of North America represent them as collective bargaining agent in all future negotiations with the shipping company.

The action was taken at a meeting called by Deck Delegate Jack Dows aboard ship in Brooklyn. The meeting had been called for the purpose of electing delegates for each department.

In the course of the meeting Bernard Murphy introduced a motion, which was seconded by Jim Hamilton, that a hand vote be taken to decide whether the crew members wanted a union to represent them, and what, if any, union it was to be.

The motion brought forth a storm of discussion.

Man after man took the floor. Some told of their experiences with Isthmian in the past. Others told of their experiences aboard ships under SIU and NMU agreements.

Then there were the inevitable comparisons between the NMU and SIU conditions and agreements.

One telling point made by a crewman was the fact that the five cents an hour more in overtime under SIU agreements would be more than enough to pay members dues for a year.

Gradually it simmered down until everybody who wanted to talk had had their say.

Then the hand vote was taken. Result:

For SIU affiliation—27.

For NMU affiliation—0.

For no union affiliation—0

That's all there was to it. The crew of the Sea Phoenix felt good. They had settled an important point in a democratic manner, and all were sure they had made a wise decision.

They felt so good about it, that they decided the NMU ought to know. So they drew up a petition requesting that:

"The National Maritime Union immediately discontinue present tactics of stalling the pending elections for this company on unessential technicalities.

"We feel that all parties involved have had ample opportunity to present their cases to all of us in the Isthmian fleet, and that further stalling only keeps us from getting the Union conditions that are rightfully ours."

The entire 27 men signed it, then went on with business.

Previously they had elected Whitey Sherrer chairman, R. K. Kaiser recording secretary, Jack Dows deck delegate, Dutch Van der Ende engine delegate and Charles Kaufman Stewards Delegate.



On the left are crewmen Scott and Hamilton, who is holding Charcoal very firmly.