



# SEAFARERS LOG



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

Vol. VIII.

NEW YORK, N. Y., FRIDAY, MARCH 1, 1946

No. 9

## More On 'Unity'

That Utopia for which all seamen search is tied up with a certain something called maritime unity. No seaman who really has the interest of the seamen at heart can or will be against unity. Since the start of maritime unionization, all seamen have looked forward to the day when there would be one united maritime movement.

Our experience has always been, however, that the greatest shouters for unity have been those who have created the greatest amount of turmoil and friction and internal strife within the maritime workers ranks.

Recently, several CIO Maritime Unions have been carrying on a "unity" campaign resulting in a joint Washington Conference and the projected conference of May 6 in San Francisco, California. They plan a federation of maritime unions. But why a federation which will be bogged down continuously in a muddle of interlocking constitutions, politics, personalities and confusion?

Before we get down to brass tacks and discuss any unity or other future plans, let's get the score straightened out on the union facts of life. The past records of the NMU, ILWU, ACA and other outfits calling for unity must be reconciled with their present talk and plans for the future. Let's get the record straight and then proceed from there.

### Past History

For years, the NMU and other communist-dominated outfits connected with it in the present conference had been conducting open warfare with the SIU-SUP. From this state of warfare, they have now passed to their proposal for "one big union" of all seamen and connected workers.

And while they were battling the Seafarers, they have been and still are collaborating with those natural enemies of maritime workers—the WSA, RMO, Coast Guard, ship-owners, etc.

The Seafarers has fought these people and agencies consistently. A "unified policy" would have helped but when it comes to dealing with the shipowners and Washington bureaucrats, these "saviors" who now want unity prefer to go right on down the line with our natural enemies. These are points which could and should have been discussed from the beginning and throughout the War.

During the war, the WSA moved into several NMU halls at the latter's express invitation. The NMU welcomed the WSA wholeheartedly and adopted the WSA shipping rules.

The WSA has thus been able to write its own ticket in the halls of the NMU. This, during the time when the SIU-SUP were staging an all-out fight against the WSA and all Government controlled maritime bureaus.

The SIU was blasted as being "anti-Government" because we fought just as hard against Government bureaus as we do against the shipowners, whose place the WSA took over. Was that unity?

Didn't the NMU go whole-hog for the "labor management" program? And, didn't they support the proposed "Tri-partite Board" to handle routine beefs?—In other words, a seamen's war labor board that would force compulsory arbitration.

Simultaneously, the NMU told unorganized men that the SIU was "strike happy" because the SIU had refused

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## Virginia Seizes Norfolk Ferries; Talks Continue

NORFOLK, Feb. 27—Acting without preliminary investigation of the facts in the case, the Virginia Assembly enacted legislation empowering the State Highway Commission to operate Chesapeake Ferry Company vessels which have been tied up for three weeks by an SIU strike for vacations, holidays and a higher monthly scale.

The action was steam-rolled through the State legislative body at the request of Governor Tuck, who has a long record of anti-labor tactics to his discredit.

The State Circuit Court immediately issued a writ instructing the State Highway Commission to operate the ferries at rates paid by the companies.

These are the rates over which the SIU members went on strike.

Despite the high-handed tactics of the State, SIU Secretary-Treasurer John Hawk, who has been negotiating with the company, looked upon the legislative action as a victory for the Union. Reason: the State will operate the ferries until such time as the company can guarantee uninterrupted service.

### ACTION FORESEEN

Hawk believes the company will be forced to come to terms with the SIU, since, in effect, it is out of business until it does.

The legislative action is tantamount to placing the State of Virginia in the position of a strike-breaking body, since it was announced that the ferries would

be operated by scab labor if the men did not go back to work. The totalitarian action follows closely the anti-labor leanings of Governor Tuck, who is a close friend of U.S. Representative Howard Worth Smith, co-author of the Smith-Connolly Bill.

Despite the presence of Hawk and other Union leaders in the area, no investigation was made of the issues at stake. Neither did the State consult with Newton J. Maxey of the Federal Conciliation Service, who has been acting as mediator at the request of the Government, since operation of the ferries between Newport News and Pine Beach and Willoughby Spit and Old Point Comfort constitutes a link in interstate commerce.

### PRESS SUPPORT

The daily press in Norfolk and Newport News has been in sympathy with the strikers throughout, but apparently the Assembly paid no attention to the newspapers, either.

Immediately following the Circuit Court injunction, a State Highway Commission man appeared at the ferry company office, prepared to take over the operation. Meeting with him, Hawk and Norfolk Agent Ray White were told that the State could not, under the law, negotiate with the Union. He requested, however, that the men be asked to go back to work.

Hawk pointed out the unfairness of the legislation, since the Norfolk County Ferry provides wages and working conditions demanded by the Seafarers. If a county can do it out of taxpayers' money, he said, surely the State can afford it out of taxpayers' money.

The State Highwayman was non-committal, but Hawk was able to pin him down on one vital point: that if the men voted to go back to work on the ferries for the State, none of the strikers would be discriminated against.

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## Let Us Have 'Em

The Log wants at once the names and addresses of bars, clubs frequented by seamen, particularly in foreign ports, so that they can be put on the Log mailing list. With the postal delivery to ships snafued, this remains the only practical way of getting the Union paper into the memberships hands.

So do it today—send us the names and correct addresses of your favorite places all over the world, with an estimation of the number of Logs they can use.

Build the Seafarers by building the Seafarers Log!

## Army Undemocratic; Draft Not Needed, Says General

WASHINGTON — Last-minute testimony, including that of a West Point graduate, an Army career man who reached the rank of Brigadier General, slowed down the drive of supporters of peacetime conscription in Congress last week.

Testimony by Brig. Gen. Henry C. Holdridge (Ret.), head of the legislative committee of the Veterans League of America whose offices are at 45 Astor Place, in New York City, set the brass hats back on their heels. Holdridge, who graduated from and has taught at West Point, served a total of almost 30 years in the Army. He was, from 1940 to 1943, Commandant of the Adjutant General's School, and served as director of schools training of the army administration schools through which he turned out 35,000 students.

### NO ARGUMENT

"I am unable," he said, "to find a single argument presented

by the War Dep't in favor of compulsory military training that will stand up under close scrutiny."

"The Army has looked in the back door, put its finger on the same old answer 'compulsory military training,'" he said, "and is trying to work the problem backward to force that answer to fit the problem of the atomic bomb. As a matter of fact, not only is that not the right answer, but the problem is no longer in the same old book . . . We can only conclude that the army is trying to railroad this legislation through on a wave of postwar hysteria."

### BRASSHAT'S BILL

The army's caste system, Holdridge said, "is undemocratic and unAmerican. The army's judicial system is not a system of justice at all. . . The army speaks the language of democracy, but it has little understanding of the spirit

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# SEAFARERS LOG

Published Weekly by the  
SEAFARERS INTERNATIONAL UNION  
OF NORTH AMERICA  
Atlantic and Gulf District

Affiliated with the American Federation of Labor

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

HAnover 2-2784

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Entered as second class matter June 15, 1945, at the Post Office  
in New York, N. Y., under the Act of August 24, 1912.

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## More On 'Unity'

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to surrender their members' welfare to the mercy of the Washington bureaucrats, and instead, took militant action before, during and after the War to protect seamen's conditions. Was that maritime unity?

Leaders of the NMU constantly wine and dined Government bureaucrats and shipowners in their halls and condoned legalized scabbing such as the sailing of "hot" ships which were reallocated as a result of SIU-SUP beefs and job actions. After the SIU-SUP members refused to give in to the shipowners and WSA, these ships were happily accepted by the NMU and sailed by the NMU crews. That was merely another form of unity—wasn't it?

### No Striking

Weren't the NMU leaders the first to advocate "no striking in peacetime?" How about their organizers' training schools with the adopted slogan "reading, writing and no striking?" That must have been unity with the shipowners, or something? Yes, the Feuhrer of these associated unions blasted the SIU as being first, scabs, goons and finks, and then as strike-happy, anti-War, delayers of ships for more than eight years. Now, they call for unity.

Logic tells us something must be wrong—that the leopards don't change their spots overnight—and that even these communists with their many "line" changes can't change that radically in a comparatively brief span of time.

We suspect that it is the desire to swallow up the independent MFOWW and also to quiet the rumblings within the members' ranks caused in part by the division existing between the leaders. Can it be that the membership of the NMU now realizes that the wartime "flag waving" of Comrades Curran and Bridges was designed solely to sell them down the river today?

But, we are from Missouri and more than willing to be shown if the person or persons doing the showing are sincerely honest and have the courage of their convictions.

Yes, unity is wonderful! It is something we all want. But, under the present set-up we don't believe it will be achieved. Until the past record is cleared up and we secure definite assurances which are a lot stronger than words that it won't repeat itself, we can't have unity. Unity must be based on a program for all and not for a chosen group.

### Unanswered Questions

We want definite answers to a number of questions from Mr. Joe Curran, Mr. Harry Bridges and Company before we can even discuss the possibilities of "one big union" or submit our Union to any future course of action.

Will you agree to cease your union baiting and scabbing tactics such as you used against District 50 of the United Mine Workers at Philadelphia November 28, 1945, and against the International Longshoremen's Association in New York?

Do you intend to use the new "national union" as you used the Maritime Federation of the Pacific when you openly bragged that you would break the SUP picket lines?

## THE OTHER SIDE OF THE SIGN



## Men Now In The Marine Hospitals

### BALTIMORE MARINE HOSPITAL

TOM ST. GERMAIN  
MANUEL ROMERO  
LEOPOLD GRUND  
PHILIP McENANEY  
JOHN SCHOLLER  
DANIEL HICKEY  
LIONEL McLOUGHLIN

### NEW ORLEANS

HAROLD SCOTT  
WM. ROSS  
B. O. COFFEE JR.  
JOHN BUCKLEY  
PADRON  
ROLAND HEBERT

J. DENNIS  
C. ZANULINICUS  
P. F. HICKS

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### GALVESTON HOSPITAL

JAMES HART  
CHESENA  
R. V. JONES  
KEANE  
DYKES  
REDMAN  
BANTA  
WILLIAMS  
ALFERDO  
JACK TOMPSON

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### STATEN ISLAND

M. J. FIELDS

### STATEN ISLAND HOSPITAL PATIENTS

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

Tuesday—1:30 to 3:30 p. m.  
(on 5th and 6th floors)

Thursday—1:30 to 3:30 p. m.  
(on 3rd and 4th floors.)

Saturday—1:30 to 3:30 p. m.  
(on 1st and 2nd floors.)

When entering the hospital notify the delegate by postcard, giving your name and the number of your ward.

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

### MOBILE

TIM BURKE  
M. CARDANA  
J. C. DANZEY

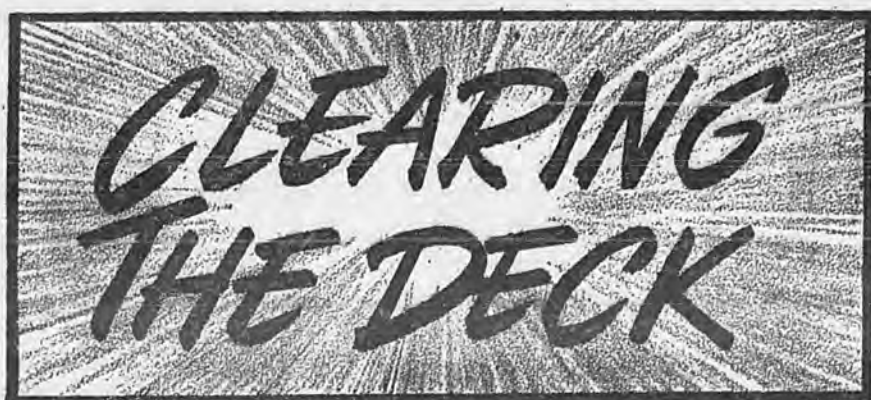
Is it your intention to repeat your Gulf of Mexico sell-out where you used the Maritime Federation of the Gulf as a political football in a vain attempt to take over the longshoremen?

If you are prepared to prove your sincerity and integrity, then by all means, tell us what your plans are and how you intend to act.

Are you willing to join a common fight of maritime unions against the WSA, Coast Guard and all Government bureaus which are attempting to maintain control of the maritime industry?

That is what we want from you. So, put up or shut up!





By PAUL HALL

The Agents Conference of The Atlantic and Gulf District will be held in less than three weeks in the Port of New York. This should prove one of the most important conferences held since the founding of the Seafarers. Steps will be taken to complete the conversion of the organization to a peacetime basis as well as many other important items. Possibly one of the most important problems which the Agents Conference will face will be the mapping of a full and comprehensive educational system. Another point will be the complete overhauling of shipping rules, issuance of books and re-drawing of a set of rules governing trip-card men.

These are just a few of the many things that will have to be taken up at this conference. We are holding informal meetings at the New York Hall of interest to the rank and file members and port officials to shape up a program for the coming conference. All fellows who are interested in attending these informal meetings and presenting their suggestions, come to the fifth floor any time after 1 p.m., any day in the week, and sit in. After the Agents Conference has started, and the various sub-committees have been designated to deal with specific problems, any interested rank and file member may participate in the meetings and present his particular points and views. In this manner, we should be able to get good decisions and a good program and policy on the many problems which will affect us in the coming year.

### LAST MEETING

The last meeting in the Port of New York brought up several points for discussion which are well worth passing on. The members pointed out that we have a couple of operators under contract who have already started chiseling in their attempts to break down existing contracts. One operator in particular has a great love for trying to ship men from the company office backdoor. The membership at this meeting thoroughly discussed this particular problem, and it was the consensus that every member of the Seafarers Union must be on guard to put an end to this practice. As soon as a new crew replacement comes aboard a ship, check his shipping card and see if he has cleared the Hall. If the man has not cleared the Hall, then make sure he leaves the ship in a hurry—in fact, in a hell of a hurry. The shipowners know that very shortly there will be a lot more men in the industry than there will be jobs. The fact of the matter is that they are encouraging this particular condition as much as possible. There is one steamship official in this port who has issued as many as 100 letters in one day to men who have never been in the industry so that they could get seamen's papers. We are stopping this now, but it gives you an idea of what the shipowners would like to see—50 men to one job. Not only that, but they know the differences that exist between the maritime unions in this field. There was a time when, if our crews had ships tied up on a beef the shipowners threatened us with "other unions."

### CREW POINTERS

The operators are playing this point to the hilt and all of us must watch carefully to see that our rights and contracts are protected. Make sure that every man who goes on board ship is checked thoroughly for Union clearance. Make sure that the crew holds its meetings, elects its delegates and lines its beefs up properly. When the ship comes in for pay-off, stand by for shoreside patrolmen. Nobody should pay off the ship until such time as a patrolman arrives and gets the beefs settled to the crew's satisfaction. These points are very important, not only to protect the union by keeping company stiff and freeloaders out of the ships, but also to protect the men in the handling of their disputes.

As announced recently by Earl Sheppard, greater strength has been added recently to the Seafarers' drive into the Isthmian fleet. In another part of this paper, you will find an article dealing with the reason why the election has not started as yet. The Seafarers' program is getting more of a response daily from the Isthmian men as well as from the Seafarers' membership who are shipping into the Isthmian fleet to help organize.

Possibly the very largest asset we have had during this entire campaign has been the interest taken by the membership of this Union. The membership in all ports have joined in this fight and have announced their intentions of staying in the fleet until the struggle is over.

When this drive originally commenced, some of the members felt that they didn't care to ship Isthmian because of the difference in pay and conditions as compared to Seafarers' ships. Quite a few of them assumed the attitude of "let George do it." This, however, is no longer the attitude today, as the entire Union, both oldtimers and the younger members alike, is contributing to this drive.

These fellows' efforts are not unappreciated and, through making these sacrifices, we stand today ready to go into the voting period in a very strong condition.

## Former NMU Official Helped To Lead SIU Tugboatmen To Strike Victory

MOBILE — One of the results of the overwhelming victory of the SIU in the tugboat strike here is the recognition of the role former NMU members, who know all of the "unity" tricks, can play in bringing about agreements by exposing the hamstringing tactics of Curran's boys, who, on the surface, seem to be "going along."

Such was the case of Mack Hankins, an ex-NMUer, who for three years was Delegate and Agent in Mobile.

Like many misguided NMUers, Hankins worked hard for the union he adopted. His book shows that he voted on almost every important issue that came up, and that he "contributed" to most of the NMU "causes."

Hankins went down the line for the NMU on all matters that pertained to the welfare of seamen. He didn't agree with some of them, and he voiced his opposition, but he went along because he felt it would be all ironed out in the end.

### HE'S NO COMMIE

But he refused to go for the commie line.

So, despite all of the work Mack Hankins had done for seamen in the NMU, the commies brought up phony charges against him. But Hankins knew that most of the rank and file of the NMU wouldn't go for that sort of deal, and had the charges brought up in an open membership meeting. He beat them because they wouldn't stand up against his record, and he left the meeting vindicated.

But that sort of deal was too much for an honest guy like Hankins to swallow. Consequently, after showing up the charges as phony, he dropped the NMU like a hot potato, and came to the SIU where he knew his efforts wouldn't be in vain.

### THE OLD SOAP

The NMU realized its mistake after a while. Hankins was working on one of the Mobile Towing and Wrecking Co. tugs, and the SIU was organizing the outfit. Some NMU boys approached him with this story:

"We were wrong in giving you the business. We're really sorry about the whole thing. No hard feelings, friend. How's about coming back into the fold, pal. And incidentally, friend, bring along some of the boys off the tugs back with you. Just incidentally, Brother, just incidentally."

But Mack Hankins wasn't having any, thank you. He knew when he'd landed with a decent outfit, and he knew he'd stick with it—and get something for the boys.

Well, he did. The Mobile agreement is considered by most SIU officials as probably the best inland tug agreement in the maritime industry. And Mack Hankins had a large finger in the preparation of that pie. He was Chairman of the Strike Committee, and he was able to advise the rest of the boys on just what steps the NMU would take to sabotage the whole deal. The committee was able to act accordingly.

### MOBILE BARGAINING COMMITTEEMEN



Here are some of the tugboat men who formed the bargaining committee which negotiated the agreement on the Mobile tugboat strike. The agreement is considered one of the best in the industry. From left, Stanley Colvin, Mack Hankins, Chairman, Strike Committee, Lindsey Williams, SIU Gulf Tug Representative, and William Ray, Secretary of the Strike Committee.

## Progress Report On Isthmian

By EARL "BULL" SHEPPARD

The organizing drive has now reached the critical stage with the final NLRB decision due to be handed down any day. This will mean that voting will finally get under way, bringing to a head the long weeks of work that has been put in on Isthmian.

The NMU has been stalling on

the issue of wanting to include pursers. This, coupled with the usual slow motion of the NLRB in Washington, has somewhat slowed down action in getting the Isthmian election started.

With the full support of many Isthmian crews, strong pressure has been kept up, and in the very near future the Isthmian seamen will have the opportunity of voting to be represented by the union of their choice. The response of the crews indicates that they will choose the Seafarers.

This means that now, more than ever before, the men riding the Isthmian ships must stay on the ship and work and vote for the Seafarers in the election.

In any kind of contest there is always a tendency to let down when the finish is in sight. This should be borne in mind and every organizer, official and member of the Seafarers should keep on the job working doubly hard to insure victory in this drive.

Better contact than ever before has to be maintained between the Isthmian crews and the union ashore. Seafarers halls and meetings are open to Isthmian seamen, both organized and unorganized. Bring these crews up to the union hall and let them get a first hand look at things.

This is a twenty-four hour a day job. Every Seafarer should bear this in mind, and make it a point to meet as many Isthmian men as possible. Discuss their beefs; bring them up to the hall; be good shipmates ashore as well as aboard ship. This is a job for all Seafarers—do it well.

## Double Talk On Fort Meigs

NEW YORK—A double-talking Skipper is the latest thing we have to contend with. This boy is not as funny as Danny Kaye, or Charlie Chaplin, but he tried. Let no one point the finger at the Captain of the Deaconhill Tanker SS Fort Meigs, and say that he has no sense of humor.

When this vessel paid off in New York on February 13, he told the crew that he was running the ship and didn't want to be bothered with small things like the Union, overtime, or launch service from ship to shore, which men had to pay while the ship laid at anchor for five days. The Patrolman sympathized with him, and told him that he would have plenty of time to study the agreement while waiting for a new crew, if he didn't pay the disputed overtime and for the launch service.

And so, like all comedies, this story has a happy ending. The men of the Fort Meigs collected \$311.00 in overtime, and can be reimbursed for launch service by just bringing their launch receipts to the Deaconhill offices, 17 Battery Place.



# Isthmian Steward A Sea-Napoleon

After spending a week on the Isthmian ship, Red Rover, Messman Al Yarborough was fired by the bully Chief Steward who had tried to make life miserable for him. This is one condition which will certainly be changed by the SIU.

Conditions in the stewards department of the Rover were intolerable, with the Chief Steward having the Messman and Pantryman clean up the Army gun crew galley after they finished work in their own messroom. With three inches of water in the galley, accumulated luff in the refrigerator, dirty dishes and pots, the Army galley really took some cleaning up.

On the Rover stewards dept. men were expected to work straight through from 6:00 a. m. till 1:00 p. m., and then from 3:30 p. m. till 6:00 p. m., making in all a total of nine and one-half hours at straight time rates. The Chief Steward stated, "You'll work 8 to 10 hours in port. That's the regular layout on this ship, and you'll do what I say."

## PEEL, OR ELSE

Al was ordered by the Steward to go back in the galley and peel spuds, after he had finished his breakfast stint and was resting briefly. Upon his refusal to do so, Yarborough was ordered by the Steward, "Peel spuds, or else you're finished!" So, Al was finished. Of course, the Chief

## Virginia Seizes Norfolk Ferries

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The Highwayman also was forced to agree that the State would turn back the ferries to the company upon conclusion of an agreement between the Seafarers and the company.

He was insistent that Hawk and White tell him immediately whether the strikers would go back to work on the boats. Hawk said the decision was up to the rank and file, and that if the members decided to remain on strike a picket line would be thrown up immediately.

The striking members of the Norfolk SIU Branch which has been supported by the Masters, Mates & Pilots Association and the Marine Engineers Beneficial Association (CIO), voted to go back to work, rather than jeopardize the contracts of the other unions, which had agreed to respect their picket lines. The MM&PA and the MEBA had been ordered back to work early today by the State, but hadn't shown up at the time of the vote meeting.

## GAINS ALREADY

The SIU already has won a 48-hour work week for the striking ferryman, with time and a half in excess of an eight-hour day and in excess of 48 hours. The strike was called after four months of negotiating for a two week vacation for the men, 10 holidays a year and an increase in the company pay scale.

Best offer the company has made to date is a 12-day vacation, five holidays a year and no blanket straight-time increases.

Steward had been trying to get him right along, and he finally succeeded.

Other conditions aboard the Red Rover were equally bad. Al received only one towel for the week, and no matches were provided on ship. Straw mattresses were so filthy that they were hardly fit for animals to sleep on, and fumigation was something which had taken place in the long ago. In fact, roaches, weevils and



bedbugs were so thick that they could have taken over the Rover almost any time.

## SIU PROTECTION

The Chief Steward had such a phony setup that when another Messman was sent out to round out the crew, he said he was filled up. He was merely holding the job open for a friend of his who hadn't showed up as yet.

These are just a few of the conditions aboard the Rover about which the Isthmian men are complaining. However, under the protection of an SIU contract things will be a lot different. Boarding Patrolmen of the Seafarers closely check sanitary and living conditions, and make sure that the company lives up to all terms of the contract regarding overtime, division of work duties, and any other legitimate beefs that the men may have. Make Isthmian SIU, and their ships will become like SIU ships—the best sailing the seven seas!

## Port Arthur Booms

By LEON JOHNSON

PORT ARTHUR—We are really getting down to business in Port Arthur. Last week the "Charles Fort" a Robin Line ship docked at Lake Charles. By the time the payoff was over, one of the guys who had just paid off was ready to ship on a tanker.

Our literature is being well received all over town and quite a few unorganized seamen are coming around and making requests for it.

A couple of guys blew in from New York a few days ago. They had made the trip down here just to see how the new Hall was making out, and to ship from the Union's newest Hall.

## CAN'T STOP 'EM

The other day a Deconhill tanker, the Signal Hill, came in and docked at the Magnolia Refinery. We tried all afternoon from noon to 6 p. m. to crash the gate, but the company said "no potatoes." They don't even want to talk to a Union representative.

This didn't hold us up, however, as we got hold of a launch and made the ship anyway. Despite this hold-up by the company, we were able to settle all beefs and dispatch the necessary replacements aboard.

## COME ALONG

The Nickajack Trail, a Los Angeles Tanker Company ship has been in port for several days but is now all crewed up and ready to sail.

A good many members from the nearby cities — Beaumont, Houston, Orange, etc.—are coming around the Hall, keeping the place looking pretty busy.

Shipping is pretty good with quite a few ships other than tankers coming in. If you want to ship on any type of ship come on down to Port Arthur—you are always welcome.

## Tug Crew Wins All Demands

By JAMES HANNERS

NEW YORK — Prompt action by an SIU crew forced the Moran Towing Company to make adequate improvements to the MV Pidgeon Point, before sailing. These improvements were agreed to at the time articles were signed for a trip to Alaska, but at the last minute the company reneged, and the ship was ordered to sail without any overhauling.

The crew, properly indignant at this breach of promise, immediately contacted the Union Hall and a Patrolman was sent aboard. He found that the temperature in the Skipper's quarters was 42 degrees, and this was the warmest room on the ship.

Inasmuch as the outside temperature was 40 degrees, this made it almost as cold inside as out. There was also a lack of electric toasters, and other repairs had not been made.

## TOPSIDE SUPPORT

The company was then contacted and they claimed that repairs came under the jurisdiction of the WSA. The WSA passed the buck right back to the com-

pany by stating that they had no report of the matter.

Fed up by this sort of treatment, the crew walked off the ship, and despite their being on articles, they declined to return until action was taken.

The licensed personnel of the ship supported them, and said that they would refuse to accept any replacements coming from anywhere except the SIU hall.

## INVESTIGATION ORDERED

The Union immediately took action and an investigation was ordered. Representatives of the SIU, the WSA, the U. S. Public Health Service and other Inspectors, went aboard and made a complete survey. The result was that the Pidgeon Point was ordered into drydock immediately for the installation of a complete new heating system, and all other needed repairs.

Today there is adequate heat aboard the ship, the toasters are aboard, and all other equipment has been repaired. The ship has sailed with the original crew, men who took the right action and won their demands 100%.

# HERE'S WHAT I THINK...



QUESTION:—Who was the best officer you ever served under?



**JOHN KELLER, Deck Maintenance**—The best officer I ever served under was Captain Ripken of the SS Joseph S. Emory. He was master on a trip to Calcutta, and he was a very fine officer. He gave us a draw in every port, and made sure that each man had a leave wherever possible. He treated the men right all the time, not just when everything was going fine. He was interested in our problems, and he was like a father to the younger men on board. When I was logged by the Coast Guard, he helped me to get off without any trouble.

**JOE MALAZINSKY, OS**—We had a First Mate named Lewis on the Robert Toombs who was the swellest officer in the merchant service. I was with him on one trip to England and while we were transporting troops and supplies during the invasion of Normandy. He was a regular fellow; never bothered the Bosun and never pushed the men if they were doing their work. When we were in Manchester for a month, fixing up, he went out to a lot of places with us and gave the men plenty of leave if they wanted it. The best of all is that he was in favor of the Union and what the Union can do for sailors.



**JOHN OSTANOSKI, AB** — On the John L. McCarley of the Alcoa Line, we had a young Master, Captain Hall. He treated everybody square and was liked by all the men. Whenever a beef came up, he took prompt action on it. He liked a clean ship, and wanted the men to be comfortable. On board ship, he was the boss, but once we got on land, he was one of the boys. We all went drinking together, and when we got back to New York, from Antwerp, he took us out to a football game. Oh, yes, I almost forgot; he was in favor of the Union and he didn't care who knew it.



**ROBERT DRAKE, Chief Cook** —I guess the best officer I ever served under was 3rd Assistant Engineer William Maguire of the John L. McCarley. He came up the hard way and he never forgot that members of the crew were men and deserved to be treated like men. He took an interest in the men and gave them good advice if they asked for it. When anything was broken in the crew's quarters, he was johnny-on-the-spot to fix it. On the way back to the States, from Antwerp, we hit the tail end of a hurricane. He had his work cut out for him, but he never got flustered, and he never lost his temper during the whole time.





# THE MEMBERSHIP SPEAKS



## Log-A-Rhythms

### THE SEAMAN

By JAMES F. FEELEY

Say, listen ye people  
Now listen to me  
And I'll tell you a tale  
Of a man of the sea

I speak not of he  
Who is dressed all in blue  
But of he who sails tramps  
The sailor-man true

His life is quite hard  
And his life is so cold  
But this sailor-man's tough  
And this sailor-man's bold

He'll never flinch  
From any task that comes  
Whether 'tis battling a storm  
Or manning the guns

In port, he may work  
Thru the day and the night  
Preparing to sail  
And preparing to fight

Then its back out to sea  
Back to his life  
This life he knows best  
One of toil and strife

Now, the voyage is long  
And its hot and dreary  
The good turns bad  
And the seaman grows weary

But his courage does not falter  
He'll bring his ship thru  
Come storm or come subs  
His course will be true

So now back into port  
And you see him ashore  
But a week on the beach  
Then seaward once more

And when this war's over  
At sea, he'll remain  
For that is his life  
The sea's his domain

So, in war or in peace  
He still is the same  
This man of the sea  
This man without fame!

lieve, the Navy no longer handles  
our mail, what can be done to  
remedy this condition.

We had a little discussion concerning the condensed copies of the Seafarer's Log. All agree that it has been a step in the right direction and it has been enjoyed by all. However, we have received only two copies. One suggestion was made that may be a help to a lot of us. We have been away from the states for eight months now and would like to know more about activities pertaining to seaman such as bonus cuts, wage rates, how our organizers are doing, etc. We received pretty good coverage of home and foreign news over the radio.

Respectfully,

Wiley H. Tood,  
Deck Delegate  
George W. Robly,  
Engine Delegate  
Harold H. Nelli,  
Steward Delegate

## COMPANY STIFFS PUSHING MFOWW TERMS AT CREW

Dear Brothers,

A meeting of the book members of the Grace Abbott was called at this date to discuss the beefs and other matters pertaining to the welfare of the crew. Brother Jereczek was chosen as chairman.

Discussion was brought up about the ship being unseaworthy claimed by the Chief Engineer and Captain and what steps to take regarding the protection of the crew. It was looked into by the delegates of the respective departments and these representatives of the crew were told by the WSA at this port that the matter had been taken up at Manila and a report was expected in a day or two. I add to this that the ship is in better shape mechanically than it was the day we left New York. The fact that she was to be turned over to the Japanese Government has caused this phony predicament.

The subject was brought up about the agreement with Calmar SS Co. The rate per hour for overtime and it was suggested that all Calmar chief officers be furnished agreement books so the many beefs concerning overtime may be straightened out before arrival at port. For instance the Chief Engineer is trying to shove a west coast M.F.O.W.W. agreement down the Black Gangs' neck. Namely Chief Engineer Samuel Williams and First Asst. Paul Tauney, both company stiff.

On the question concerning transportation from a west coast port to New York if it has not been noted in the articles. It seems that some of the companies have not been paying it. We would like to know about it. Also in the event articles expire while out here what is the procedure to be followed by the crew.

The situation regarding seaman's mail appears to be a problem for the Union to look into. Taking this ship for example. In two months we have had three different APO numbers and have received a total of 40 letters. If, as we have been led to be-

## MASTER OF DODGE PRAISED BY CREW AS SWELL HOMBRE

Dear Sirs and Brothers:

We, the former crew of the SS Henry Dodge of the Waterman SS Corporation, have just completed a voyage from San Francisco to Italy to Galveston and back.

We have found the present Captain of this ship, Captain



Mikkelson, is one of those masters who we would be pleased to sail with again in the future.

(Signed) Entire Crew.

## MILITANT SEAFARERS ABOUT TO SHIP



A group of militant Seafarers crowd into the office of Organizer Charlie Starling in the Baltimore Hall to wish him well before they sail. Several of these men will be sailing Isthmian.

## NOAH BROWN CREW MAROONED BY WSA IN GULF OF LEYTE

Dear Editor:

We, the crew of the SS Noah Brown, Robin Line, feel we have additional information concerning our present voyage that will be of interest to the Union and its membership. (Please refer to our previous letter published in the Jan. 4th issue of the Log.)

In that letter we wrote: "In our opinion the WSA is handling the ships here in the Pacific area, 'Most Inefficiently.'" That was putting it MILDLY!

Ninety-three days ago, Nov. 7th, 1945, we dropped anchor here in the Gulf of Leyte; and our hook has been on the bottom ever since. Since that day of arrival with a full cargo of food that apparently is not wanted



here, we have been on a "two hour standby notice" awaiting orders from the local branch office of the WSA. IS THAT WHAT THEY CALL EFFICIENCY? . . .

We wonder why we are being held here month after month by the phony WSA, while countries are facing starvation and the States themselves continue to ration sugar of which we have tons in our cargo. IS THAT EFFICIENCY? . . .

This is not a liberty port; and the crews lying out here at anchor have no form of diversion. The WSA makes no attempt to offer any . . . We are literally

## BALTIMORE HALL BROTHERS DONATE TO STANTON, LOG

Dear Editor:

The following brothers made contributions for the men in Fort Stanton T.B. Hospital:

C. V. Morgan	\$1.00
C. G. Frey	1.00
Wm. R. Stringer	1.00
LaVern Peck	1.00
J. DeNota	1.00
J. M. Kemitch	1.00
Harry M. Nebd	1.00
Donald Jones	1.00
W. N. Rollins	1.00
R. H. Gerichck	1.00
John C. Keith	1.00
G. Deater	1.00
R. Leitgeb	1.00
R. C. Colman	1.00
S. Gang	1.00
Charles Cotton	2.50

TOTAL \$18.50

Stated below are contributions to the Seafarers' Log:

C. V. Morgan	\$1.00
C. S. Frey	1.00
Wm. R. Stringer	1.00
LaVern Peck	1.00
J. DeNota	1.00
Charles Cotton	2.50
E. P. Carmichael	1.00

TOTAL \$9.50

Wm. Rentz,  
Baltimore Agent

prisoners, unable to escape the WSA's inefficiency!

We leave this matter in your hands, hoping it will be investigated and used as a point to throw back at the WSA.

Crew of the  
SS Noah Brown  
Howard W. Conner,  
Deck Delegate  
Melvin F. Liedel,  
Engine Delegate  
John T. Cann,  
Steward Delegate





## GI's Write Of Favors On Albion

Expressing their pleasure at sailing home from Calcutta with crew of the SS Albion Victory, 17 GI passengers wrote a letter to the crew through the Master of the Albion. The letter was brought to the Log because of the desire of these soldiers that it be printed in the union paper to show the union how much they appreciated all that was done to make their trip home enjoyable and comfortable.

As stated by Thomas Clark, Engine Room Delegate, who brought in the letter:

"The soldiers' quarters were crowded, so we gave them room with us. We showed them around where to wash clothes, etc. Having them aboard made the trip more enjoyable than it would have been because they were a fine bunch of fellows. They had an understanding of the problems faced by the seamen and shore-side workers."

**SUBJECT:** Letter of Appreciation.

**TO:** All members of the United States Merchant Marine, aboard the SS Albion Victory.

**THRU:** Captain Eugene C. Durham, Master, SS Albion Victory.

We, the undersigned hereby wish to express to Captain Durham and his crew our grateful and wholehearted appreciation for the treatment extended to the seventeen (17) U. S. Army Enlisted Personnel during our return to the United States from Calcutta, India.

The way we were welcomed aboard, our living quarters and conditions, our food and our freedom aboard ship, made our stay more comfortable, more pleasant, more enjoyable than we had ever hoped for on a sea voyage to our homeland.

We cannot help but feel that if we are welcomed and treated by the people in the United States as we were during our voyage to the United States, our long absence from our homeland, loved ones and our stay in a strange and foreign country was worth while.

For a very enjoyable, comfortable and pleasant voyage to the United States we all extend to you, a grateful thanks.

The Albion Victory left New York on August 4, and returned to Baltimore on February 16, after being out for six months and 12 days.

# SHIPS' MINUTES AND NEWS

## HERE'S STOCKTON DECK CREW



Looking fit and healthy after a long trip, the deck crew of the Frank R. Stockton lined up this way for a picture when the ship hit Galveston. Left to right are (standing): Robert Elsmere, AB; William Elliott, OS; Emil Puntillo, AB; Leonard Bolton, Bosun; James Reed, OS; (kneeling): San Miquel, AB; John Julicho, AB; Jim Connors, AB, and Harry Vanner, AB.

## Master Of Benjamin Williams Had Whole Crew Aroused

Lately, the Log seems to have been replete with stories of the strange doings of certain Masters, Mates and Stewards. But Chief Engineer Ventura L. Blanco has come up with a tale about the Master of the Benjamin Williams that is a beauty. His story concerns Voyage 11 of the Williams, and could well be titled "Handy Lexicon on Derelictions for Ships Masters."

First off, the Chief was unable to get qualified men for his department. Then came the unexpected order at 5 p. m. on December 1 that the ship would sail at 6 p. m. Luckily, the Chief had gotten word of the sailing previously from the supercargo, and was able to have the engines warmed up to leave in time.

Under way, the Master repeatedly asked the Chief to get more speed out of the ship. Blanco couldn't convince him that the ship was running at top speed until he took him to the engine room and showed him the gauges, all up to maximum pressure.

### SAFETY HAZARD

The first fire drill was on December 6, but the Captain wouldn't let Blanco test the motor in the lifeboat, so 16 days went by without testing.

Came December 18.

"We opened up the fuel oil transfer pump for inspection," Blanco says. "There we found two broken studs, for which we had no replacements. I wanted an okeh from the Master to get new ones and also some spares from the Agent, but I never could find him aboard ship for more than half an hour a day.

"One day I asked the Agent where I could locate the Master. He replied that he didn't know and was looking for him himself.

### COULDN'T WAIT

"As we had to pump up the settler tanks, we couldn't wait any longer for replacements and had to repair the broken parts aboard ship.

"On December 26, after the main engines were ready, sea orders were cancelled, due to the weather. Sailing orders were postponed until 7 a. m. the next day, but the engine room telegraph was on 'Stand by all night'—why I don't know. Something new in the Merchant Marine.

"On January 4 the Master decided to take charge of the engine room. He proceeded to snoop around the Engineer quarters and the unlicensed personnel quarters. That was when I hung a sign on my door. It read 'Engine Room Under New Management.'

### SEAMAN IN IRONS

"On another occasion the Master ordered the Chief Mate to put a seaman in irons, which is against rules and regulations while a ship is in port.

"On the after part of the bridge deck the Master himself installed red and blue lights facing aft. These lights sometimes caused confusion to other ships in the vicinity. But he was head man in the show."

### CREW OBJECTED

On January 20 the crew held a meeting in the crew mess and passed a resolution to call on the Union not to send any more men to the Calmar Line until they got rid of Captain Dower. Blanco also reports that the Master intentionally overcharged on the slop chest items, and that due to these actions not a single man aboard was for him. Noting this, the Captain had the Purser readjust prices to normal.

On January 24, the Captain had Lutavis put in irons for refusing to work overtime, painting passageways. He was released 10 minutes later after the crew protested.

There were several other matters recorded by the Chief and other crew members. All in all, they add up to severe indictment of the Master.

## Steward Describes Trip On Hungry Ship

### An Open Letter to Smith and Johnson

I shipped SIU on October 28, 1945, to take a job as chief steward with Smith and Johnson Company of New York. When I arrived at the office they decided to send me to Galveston (Texas) as a chief steward on the SS Coastal Advocate. When we arrived at Galveston we saw no one at the station or at the office. I

was accompanied by the Chief Engineer who was sent with me for the same ship. The only thing we could do was to take a taxi and go from hotel to hotel in search for a room.

The Chief Engineer met the Port Engineer and received his instructions. It was impossible for me to meet the Port Steward (Mr. Hoover) because he had business on some ship. This way I spent two days in Galveston at my hotel and it wasn't until the 1st of November that I met Mr. Hoover at 11 a. m.

He said "Steward I am glad to know you, but I have lots of trouble. Instead of boarding the Coastal Advocate please go to the E. S. Collins at once and try to organize the Steward Department. Then tomorrow report to me here at the office." I immediately went to my hotel room packed and took a taxi to the ship. As soon as I boarded it, it left for Texas City. When on ship I started checking the attendance of my department, I found that the Saloon Messman, Messman, Dishwasher, Galley Utility, and the second were absent from the ship. I reported this to the Captain and when I returned to my dept. from the bridge I found the rest of my crew back on board. When I asked one where they had been he replied. "We were held and questioned by the Galveston police about a murder which occurred near the ship in Galveston."

### NO SUPPLIES

Later I took the Chief Cook with me and I started to inspect the fish box, the meat box, the dairy box, store room and found them all empty and dirty. I also found all the cereal, rice, flour, etc. full of worms. We started to clean the store rooms and put a new order in for food because it was impossible to feed this food to the crew for it was no good and not enough any way.

I checked my stock and found one hundred pounds of beef kidney full of worms and so I returned it, but I did not receive a substitute supply of this reject. The butcher also eliminated many other things from order and never replaced them.

We left Texas City in a big storm and for ten days it was impossible to check my stock. When I was able to go down to the store room I took the Captain and the Chief Engineer down with me to show them just how much I received in Texas City and also showed them all my bills that I was forced to sign by the Port Steward who assured me not to worry that I would get everything. The Captain entered these things in to the ships log right

away. I tried to use my supply in a economical way until we reached Patrasco (Greece). The captain tried his best with the War Shipping Administration in Patrasco to get some food but received very little.

After leaving Corfu (Greece) I was out of food. I tried my best to go to Tunis. At Tunis the agent of the War Shipping Administration gave me part of what I requested and I myself was forced to kill the meat because the Arabs refused to kill on that day.

Then we left for Gibraltar and encountered a terrible storm. We lost on the whole five days on this trip. I told the Captain that our supply would not last until America and he sent me to the British Food Control and they gave me as much as they could spare. On our trip to the States the Chief Cook was constantly sick for he drank too much and the Second Cook could not even make bread because he was only a kitchen man who was promoted to this rank without the least experience and I could not replace him at Galveston.

### HUNGRY SHIP

For ten days and nights I worked myself in the galley. When we reached Baltimore I stopped feeding because there wasn't a bit of food on the whole ship. The Assistant Port Steward then came on board and gave me hell because I bought food while out of the states and he demanded an explanation in writing and I wrote to the Port Steward and explained. At the same time I sent a letter of my expenses spent in Galveston and Texas City which amounted to \$39.60.

After arguing and fighting many times at the office I received only \$19.80. I want to demonstrate to the Smith and Johnston officers and the SIU members the way Smith and Johnston treats a seaman who left New York to take a job far away in Texas; after making a three months sacrifice with such an inexperienced crew. This is the way they treat a Steward with 31 years experience at sea. That is why all the capable seamen do not return to a sea job. For they are always discouraged and receive such poor consideration from the people who sit in the office all day and do not understand what kind of life we have on ship.

Thomas De Fazio  
Chief Steward

(Editor's Note: Steward De Fazio has documented his evidence carefully. He has a statement from the Captain of the ship, his expense account in New Orleans, and an inventory of supplies aboard the ship.)





## MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

**ANSON BURLINGAME**, Dec. 16—Chairman Thomas E. Gould; Secretary Bruce N. Bliss. Delegate's report included disputed overtime, fact that there is an insufficient supply of matches for use of crew and no conveniences in galley. Motions carried: That report be made to New Orleans hall that no Patrolman came aboard to check conditions of ship; that all overtime be settled before final payoff; that list of necessities be drawn up by department delegates.

**HAWSER EYE**, Nov. 25 — Chairman Steve Finn; Secretary Eldor Peterson. Motions carried: That Delegate see Chief Mate about Second Mate interfering with work on deck; that Delegates see Captain about getting cots for crew at first port reached; that all reading material and games be moved to large locker in laundry room.

**HAWSER EYE**, Dec. 3—Chairman Jean Remond; Secretary Eldor Peterson. Members signed statement that Chief Engineer was bothering crew members and cursed Puerto Ricans for their nationality. Members reported thefts of personal articles. Discussion of Steward's Department being logged by Captain because messroom was filthy and dishes unwashed. No action taken. Motion carried: that Delegates see Captain on regular opening day of slop chest for cigarettes for crew.

**FRANK C. EMERSON**, Dec. 10 10—Chairman Frank Sintich; Secretary S. E. A. Bayne. Agreed to supply all reading material for troops aboard and cigarettes for those short of funds. Also agreed to discontinue boiling clothes in sailors' showers and keep dishes out of messroom between meals. Motion carried: To give soldiers complete use of head starboard entrance.

**FRANK C. EMERSON**, Dec. 30 —Chairman Gordon Kinney; Secretary S. Bague. Motions carried: That Agent or Patrolman be contacted to be present tomorrow, Dec. 31, to see that crew is paid off; Captain had said he would not pay off for a couple of days, but since working watches for ballast and dunnage were through at 7 a. m. today, we demand that we be paid off 24 hours after; that J. Landron proceed to Savannah to request Agent Thompson to contact the ship tomorrow morning.

**CLAYMONT VICTORY**—Chairman R. Hillman; Secretary S. Danes. Discussion of work of Waiters and Bedroom Stewards in regard to overtime. Suggested and approved that ship be cleaned for next crew. Motions carried: That request be made for

new toaster and fans; that mail be delivered by Purser; that watches have key to the Steward's pantry to assure them of a night lunch; that all men cooperate in cleaning messhall after movies; that obstructions such as pad-eyes, bits, eye-bolts, etc., be painted white as safety measure for crew moving about in dark.

**LINCOLN VICTORY** — Chairman Frederick J. Wilkins; Secretary Alex Dolomanuk. Motions carried: To have engine head and fo'c'sle painted; that a Messman be given chance to prove himself capable of holding job; to make less noise and cooperate in keeping messhall clean evenings; that Steward's refrigerator be fixed; to have wooden lockers taken out and replaced by metal ones; that Army personnel be fed after crew; that strict roll call be enacted after each meeting.

**JOSEPH M. CAREY**—Chairman H. T. Hall; Secretary M. Rompilla. All of men complained of mail situation, agreed to send telegram to Waterman Steamship Co. to find out about hold-up in mail. Question of quarreling brought up, and it was decided that questions should be brought up at meetings and decided by majority vote. Motions carried: that after each meal Messmen should clean up to satisfaction of crew; that ash trays are to be put in messrooms; to have each man wash own cup.

**CAPE FARO**, Jan. 16—Chairman Lee O'Marsh; Secretary Thomas A. Powers. Motions carried: That Patrolman check with agencies about having fire and boat drill on Sundays; that Delegates see Captain about getting better supply of medicine for Purser and about Purser's attitude toward crew; that each member help keep heads clean and cigarette butts off deck; to keep all visitors out of laundry and mess halls.

**CAPE FARO**, Jan. 27—Chairman Ralph Dargan; Secretary T. A. Powers. Steward said he would have galley range repaired in New Orleans. Black Gang's debts for leaving cups and saucers in messroom at coffee time amount to \$8.75.

**S. M. BABCOCK**, Jan. 20 —Chairman William "Shorty" Moise; Secretary John H. Twyman. Arrangements made for cleaning messrooms, keeping library neat, returning books, changing linen, getting toast for breakfast and keeping storm doors closed during heavy seas. Motion carried: To hold crew meetings at 1 p. m. every Sunday.

**S. M. BABCOCK**, Jan. 27 —(Not noted) Fruits and juices are to be provided for crew, dirty linen will be returned and laundry will be kept clean. Motions carried: To fine any member found not fully dressed in messrooms; to fine any man leaving

cups on tables; that money collected be given to SIU for benefit of the Log.

**WILLIAM B. GILES**, Feb. 6—Chairman Jack Moore; Secretary John Grissop. Discussion of logging of two Steward's Department men, since it seemed too severe. Decision to prevent Third Cook from joining Union reversed, as he had been cleared of all charges. Suggestion for individual donations to Log. Motion carried: That Steward Department go on record as making donation to Seamen's Friend Society.

**WALLACE M. TYLER**, Jan. 27 —Chairman John Crowley; Secretary Frederick Bloom. Charges read against three men, who were found by the crew to be undesirable members of the SIU. Night lunch to be increased. Motions carried: One member of each department to clean up washing room before arrival in port; all fines collected on trip to be returned, and all fining to cease; all fo'c'sles to be left clean and presentable after payoff.

**BLUE ISLAND VICTORY**, Dec. 15—Chairman Roome; Secretary Deeney. Beef raised about not getting enough fruit juices. Steward explained that Waterman put small amount aboard. He will try to exchange fresh fruit for juices with Army. Motions carried: One prime meat will be on menu instead of two secondary meats; a partially cold supper to be served Sunday nights; no troops to be allowed in messhall and outside passageways, these areas to be posted; Delegates to see Patrolman to stop troop commander from interfering with the Steward Department; all beefs from Steward Department to be presented in form of a motion to other departments; to discover why repair list drawn up on previous trip was not attended to, and to draw up a new list and add repairs; that no man pay off until all beefs settled to crew's satisfaction; to acquire separate quarters for Maintenance Men and Wipers.

**MIDLAND VICTORY**, Jan. 26 —Chairman C. C. Davis; Secretary J. S. Sandstrom. Steward consented to put more vegetables on menu, provide more glasses and also cold drinks for noon and night. Steward explained about unavoidable milk shortage. Motions carried: Arrangements for cleaning heads; overtime to be turned in promptly; to keep laundry clean or Captain will close it; to price washing machines and donate toward purchase of one at first port.



Show your badge!  
...THE SIU BADGE...  
...THE BADGE OF A REAL UNION!

## SEAFARER SAM SAYS:



## CUT AND RUN

By HANK

AB Leo Siarkowski and Bosun Gunnar Svallund told us about the swell guys they shipped with on the Spartanburg Victory, which by the way, was the first American ship to visit Finland. They're wondering whether Mike Sikorski, Jimmy Van Sant, George McGeorge and Jack Heacox are still down Philly way.

We thought we wouldn't be seeing James Manning and Earl Snuffy Smith after they shipped on the Floyd Gibbons. Something happened, however, and they're right back again—haunting the hall and hunting an easier ship!

Looks like J. P. Shuler is going to be rather lonely without Frenchy Michelet—who went to Philly to ship out. The way these piecard cooks were stealing each other's recipes finally made Jimmy Stewart cook up this beefy comment: "It doesn't make any difference which one cooks the stuff. It will kill the guy who eats it, anyway!"

## Let Us Have 'Em

The Log wants at once the names and addresses of bars clubs frequented by seamen, particularly in foreign ports, so that they can be put on the Log mailing list. With the postal delivery to ships snafued, this remains the only practical way of getting the Union paper into the memberships hands.

So do it today—send us the names and correct addresses of your favorite place all over the world, with an estimation of the number of Logs they can use.

Salvatore Frank and Johnny Sullivan have left Mrs. Sullivan's house (and that good old home cooking) and are happily aboard a scow which has the swellest skipper they've ever sailed with. Congratulations, Captain Larsen, for being on the Swell-Captains-To-Sail-With list!

L. Nasukiewicz and Henry Red Twyman shipped out on an Isthmian wagon this week. Bon voyage, fellas, and bon organizing, too! ... We heard that Jimmy Mulligan was around—but we haven't seen him yet ... We wonder whether Steward Luis Cohen ever sold those binoculars? And if he'll ever go back to Venezuela, too?

We saw big Frank Radz-wila, that smiling Cook, visiting the Hall for a ship. Say Frank, you just missed seeing Thomas (Rebel) Melton a few days ago. Rebel didn't grow another one of those dignified beards (remember his SS Delaires beard?) probably because he's just going home for a while and don't want to pretend he's someone else!

Bob Hicks said he didn't want to see his name in the Log any more because his wife reads it. Aw, come on now, Bob, just once more, and see if your wife won't be prouder than the first time?

We haven't seen Bill Kennedy, although he was around after he and Bob Bunce came in recently. Bob is helping out on the Isthmian organizing drive, which is important enough to get as much support by the membership in every way ... Steve Gang shipped with his buddy on the Floyd Gibbons — after saying goodbye to their pal, Red.





## SIU Isthmian Drive Swings Into High Gear On West Coast

By ROBERT A. MATTHEWS

SAN FRANCISCO — Shipping in this port continues slow in comparison with the other ports on the Coast. This is due mostly to the fact that the Machinists are still on strike in the entire Bay area. This strike has tied up the shipyards in San Francisco for a period of over four months. The International President, Harvey Brown, is in the city at the present in an effort to end the walkout, so it will end in the near future.

During the past week we had the John Sargent, a Mississippi ship, in to payoff. This ship was out over six months. We squared all the overtime disputes before the payoff, and we still have two items pending.

### GASSED UP

Also in for payoff was the Granston Victory, South Atlantic. This ship was out about two months and there was no beefing until the payoff. Almost the entire crew was gassed up and she was distinctly not a pleasure to pay off. There were a few beefs that cropped up at payoff time, and these were settled in favor of the crew.

The Isthmian organizing work is in high gear on the entire West Coast, with every ship being contacted every day. All the latest literature relating to the Isthmian drive is given to the crews. We have Isthmian seamen clamoring for Union books every day and they are surprised to find that, contrary to what the NMU claims, the book only costs \$17.00.

### LOOKS LIKE SIU

I just talked with Joe Wread in Seattle. They have the Marine Fox and the Mandan Victory, Isthmian ships, in that port. He reports that the Marine Fox is at least 90% SIU and the Mandan Victory is 95% SIU. From information I have, it looks like Isthmian will go at least 75% SIU—or more, if the membership plugs along as it has been.

I understand that the commies have stated that they have been making good headway in the Isthmian ships in the Port of San Francisco. I can only say that this is just about as ridiculous a lie as their usual claims.

They have only one guy who can do any talking at all, namely Garabedian, and he can't do much as he has nothing to talk of. He might be a good salesman if he had any product worth selling. To

show how much good he is doing I can cite the fact that he was



put off two ships bodily by the crew in one week.

I just boarded the SS Kenyon Victory, Isthmian. She is just in from Shanghai and is 100% SIU. Most of the guys will stay on this ship until the election.

We are still getting the crews in from ships which have been turned over to the Japs. The crew from the Abel Stearns, Bull Line, is due in Seattle today.

We paid off the repatriated crews from the SS George Poindexter and the SS Lucius Q. Lemar here in San Francisco. We are now settling these crews' claims for extra pay for undergoing these sub-standard experiences.

To date we have the crews from the SS James King and the SS Von L. Myers in Portland, the Poindexter and Lucius Q. Lemar in San Francisco, and the Abel Stearns in Seattle. These men will get from \$75.00 to \$90.00 each, which represents the difference between second class accommodations and what they actually got for the voyage back to the United States.

They will get subsistence at the rate of \$5.20 per day for the time spent ashore in Japan awaiting passage home, and they will also get overtime for any work performed on a repatriating vessel. As soon as it is settled, I will notify all interested parties through the Seafarers' Log.

Business in general has been very slow the past couple of weeks, and it is my opinion that it will get much slower. Alcoa has already closed up here, Bull Line will follow shortly, and Waterman will close up about the middle of June. About the only thing we can count on definitely being out here are the few Calmar ships which are running Intercoastal, and a few Waterman Intercoastal.

## AROUND THE PORTS

### It's Okay To Go To Boston, Now; Shipping Is Up

By JOHN MOGAN

BOSTON — Business and shipping took a big jump this last week; the delegates had to do some fast jumping around to cover all the ships in port and nothing was missed. Much of the stuff was in transit, calling for three or four replacements each; so that, for the first time in a long while, there were a few jobs on the board with no takers.

The Isthmian Line has quite a few ships coming into Boston during the next couple of weeks; one paid off here last week and was covered by a patrolman. This ship was in pretty fair shape coming in, and, we hope, she'll be in better shape going out. At this writing, another has arrived and

will probably pay off here, today or tomorrow. With the cooperation of the members of the Branch we will try to crew her up completely.

### SWITCHEROO

According to the local news, the Army Base in Boston is transferring its cargo handling facilities to Searsport, Me., in order to return the berths here to commercial shipping. If that be true, Searsport may be a busy spot for the rest of the winter and through the summer months; and by the same token the present Army Base in South Boston should get back into stride in the handling of merchandise cargo. At the moment there is a Warehousemen's strike in progress here, and the waterfront situa-

tion is slightly gummed up for the present.

Eastern Steamship has the Yarmouth and the Evangeline back at last, and they are hoping to get them reconverted and back on their regular runs by June or July. After looking these ships over, it is apparent that there is a great deal of work to be done on them. Another lesson to be gathered after looking over these vessels is that the Army Transport doesn't keep their ships in very good condition.

### THINGS CHANGE

Well, a week ago we were bewailing the lack of ships in the columns of the Log. How things change in seven days! By actual count the Patrolmen had to make one or more visits to 16 ships in Boston, and two ships up in Maine. And during the week all these ships have been on the Dispatcher's books, either for replacements or full crews. So it is safe to grab a rattler for Beantown now. And, as an added inducement, the sun has been shining the last couple of days!

### News From The Jacksonville Front

By LOUIS GOFFIN

JACKSONVILLE — We had quite a busy week, what with having three SIU ships in port at the same time. We also renewed a number of old acquaintances since most of the boys on these ships sailed out of New York.

The SS Frank R. Stockton came in from Galveston for emergency repairs. She had already signed foreign articles in Galveston, and was bound for Southern France. The Purser on this wagon took it on himself to figure out what each man should receive in the way of a draw, and after deducting slopchest and withholding taxes, this jerk made a decision that each hand would collect the large amount of five bucks. This, notwithstanding the fact that the ship was on Articles more than half a month and each man had quite a few bucks coming.

We contacted this bird and the Skipper, and after showing him the error of his ways, we managed to get the boys what they wanted. This Purser is the same guy who gave us trouble when we paid off the MV Gay Head in New York. Well, everybody was happy about the way things turned out, except the Purser.

### AN OKAY SKIPPER

The Bull Line SS Munroe was here for little over a day to discharge a few sacks of coffee, prior to going on to New York for a final payoff. We received a call from the crew requesting that we come aboard as some of the crew wished to pay off under mutual consent. We explained to the crew that it was up to the Master of the ship if he wished to pay anyone off, since New York was her final port of discharge.

Nevertheless, at the insistence of the crew, we called on the Skipper and found him to be Captain Houston, whom we had once sailed under when he was Chief Mate. After a short conference with him and his gold-

braided Purser, he agreed to pay off any one who wanted to, under mutual consent, providing we could replace each man. This was done, except for one fireman, and the ship sailed for New York with enough men to handle her.

### READY TO GO

Our old standby, the LA Tanker SS Newberg is still in drydock. She will payoff her standby time and sign on coastwise articles on February 25, and then probably leave for Galveston.

We note from the minutes from Galveston and Port Arthur, that they are short of all ratings. We have passed on this information to the boys around here, and have advised them that if they can get to Galveston on their own hook, to look up old Jack Parker and he would probably ship them the same day.

Well, that's all at present from this gob-infested town.

### Short And Sweet From Savannah

By ARTHUR THOMPSON

Shipping here has been good this week. We paid off two ships here and we still need rated men. It is so busy that we don't have time to send in a full report. Will send in a more complete one next week.

### Buffalo Tugboat Beef Unsettled

By ALEX McLEAN

BUFFALO — To all the Brothers on the coast, up and down: You had better stay put for a few more weeks unless your pockets are bulging with that green lettuce, as no green has shown up here yet. You guessed it—it is still snowing and the boys at the Hall are getting the shovels polished for one more round before the sun gets where it hits you on both sides of the fence.

A six hour conference Wednesday among company and Union executives and United States labor conciliators brought no settlement in the five month old dispute between the Great Lakes Towing Company and Buffalo Tugmens Union.

The conference was attended by R. H. Colwell and Thomas M. Finn of the Conciliation Service; Capt. Chester Willett, towing

company president; August A. Wolf, president of the Tug Firemen, Linemen, Oilers and Watchmen's Union; and Fred B. Gerard, president of local 4, Licensed Tugmen. Mr. Colwell said he will report back to Washington since further conciliation conferences will be of no avail whatsoever.

Negotiations were understood to have been completed today for the purchase of the Great Lakes Freighter Hasen Butler by the Detroit & Cleveland Navigation company from the Midland Steamship Lines of Cleveland. The ship will be converted to an auto-carrier for sailings between Buffalo and Detroit.

The Great Lakes Transit Corporation of Buffalo is planning to join with the Overland Freight Corp. of Detroit in the formation of a new lake package freight and automobile shipping concern.

### Port Baltimore Shows Its Heart

By WILLIAM RENTZ

BALTIMORE — We can report that shipping this week has been very good. Any man who wants to ship out can come down to Baltimore and get fast action.

Our members here in the Marine Hospital were the happy recipients of a cut of the money donated to them by crews of the various SIU ships that have hit this port.

It is not only the money alone, which naturally comes in handy to a guy who's flat on his back,

but the knowledge that he has not been forgotten by his Brothers—this is pretty good medicine and damned good Union spirit.

The names of these Seafarers in the hospital, each of whom received \$7, are as follows:

George Renn; P. Podolsky; Moses Morris; O. Iversun; J. Dellamano; Frank Nicholson; E. G. Kalker, and Manuel Bando.

The boys want me to relay their thanks to the Seafarers who were so thoughtful, and I want to add mine in the name of the SIU.



## Short Story Of Rickshaw Izzy

By J. TRUESDALE

PHILADELPHIA — Shipping has picked up here, with three ships paying off last week. Lots of oldtimers are coming back to Philly, and it looks like we shouldn't have to be sending to New York for men anymore.

Old man Mitch of Sonia's Cafe is going to the hospital soon. We all of us here wish him the best of luck, as he has always been very good to the boys down there.

On the social front: Alex Janowski is having a pretty hard time figuring out who is the better looking, Mary or Cleo, the two waitresses in Sonia's. And while were talking about such things, where does Blackie Cardullo disappear to every once in a while-

### SINGAPORE SAGA

We just shipped Rickshaw Izzy, alias Izzy Cohen, who holds book number 194. There's quite an interesting story about how he came to be a seaman, but I'll let Alex Janowski do the talking.

"Back in 1931," says Alex, "one of our Brothers, Paper Bag Wilson, was sailing aboard the SS Defiance of the AP Line. The ship was tied up in Singapore when he was accosted by a seedy-looking individual who asked Wilson if he needed a high speed taxi.

"Paper Bag said that was just what he needed, and for the guy to come for him later in the evening.

"Well, about 11 o'clock that night, Wilson had a beautiful babe in tow and some half dozen stingers under his belt, and started to expand. He announced to all and sundry that in a short while his private car would pick him up.

### PRIVATE CAR

"Just at this time, Izzy Cohen pulled in front of the joint pulling a dilapidated rickshaw. Paper Bag got aboard and had Izzy take him back to the ship.

"As soon as they hit the dock Wilson shoved the rickshaw off the pier, hauled Izzy aboard one of the Dollar Line tubs and sign-

ed him up as an Ordinary Seaman. Paper Bag figured that this was the human thing to do, in order to save other seaman embarrassment when they hit Singapore.

"From that day to this, Izzy has been sailing ships, and plaguing the Agents from Maine clear around to Frisco. We finally shipped him out yesterday, after a prolonged stay in the Port of Philadelphia — so, for now, Goodbye and Good Luck to Rickshaw Izzy."

And with this last I agree.

## GET THE LOG

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

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

## NO NEWS??

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

MOBILE  
NORFOLK  
GALVESTON  
TAMPA  
SAN JUAN

And now in more sombre vein. The entire membership of the Philadelphia Branch wishes to extend its deepest sympathies to Philadelphia. Patrolman Freddie Bruggner, whose mother died in New York this week.



By FRENCHY MICHELET

There's been quite a bit of speculation in the last few years about the whereabouts of the former bigshots of the old WPA setup. People have naturally wondered what ever happened to these guys because everybody knew that no earthly power would ever induce one of 'em to take a job with any actual labor attached to it.

We are happy to be able to resolve the mystery—they've all taken jobs in the Stewards Department Re-Training Program of the WSA.

You see, Chum, this happens to be the grandest boondoggling project ever conceived by the political mind. It works like this: First, you set up a training school and you don't train the trainees; then you set up a re-training school and you don't retrain the re-trainees; then you get a tailor-made setup for setting up a re-re-training school not to re-re-train the re-re-trainees. Get it? The idea has infinite possibilities!

### STILL AROUND

Nowhere in the recorded history of the scientific plundering of the hapless taxpayer has such a masterful plan evolved from the bureaucratic mind. This is the absolute ne plus ultra . . . the heaven of the heaven the angels sigh for.

So if you're looking for Joe Blow who used to write all those important directives, memoranda and questionnaires back in the good old WPA days why, just hustle over to 37 Broadway and he'll come shuffling out the door by and by.

Now that the operators are returning to peacetime manning scales, many of our members who entered the industry during the war are refusing to accept the prewar setup and Chief Stewards are consequently finding themselves in a quandary for no detailed working rules for the Steward Department exist today. This is a condition that the organization must remedy and must remedy immediately.

### MEMBERSHIP'S JOB

We are consequently planning to introduce a motion at the next regular meeting to elect a rank

and file committee to formulate these badly needed working rules.

This is not a difficult job, for although the Union has hundreds of contracted jobs, they conform pretty much to types. Consequently, working rules need be formulated for only a few types, such as Victories, Liberties, and etc.

We would have written these working rules long ago, but we feel that this is a job for a rank and file committee. (The working rules for Liberty Ships that appeared in these columns several



weeks ago were merely a guide to assist Chief Stewards to lay out the work, and by no means a directive of the Union as some members have elected to interpret it.)

The Stewards Department pie-cards here plan to take this committee aboard every type ship in the harbor and show them exactly what work must be done, and then let the committee lay out the work for each type of ship. The committee will also be asked to lay out set rules for the division of extra meal money, the duties of men on day work, etc. These working rules will then be submitted to the Agents Conference for action and submission to the membership for ratification.

### GET ON LINE

Having come into a rich legacy of several pairs of nylon hose (size 9) we are now interviewing cute dolls with small feet. This is to be a purely barter arrangement and we want to say here and now that we ain't looking for anybody to do our laundry!

Shuler's friends (all three of 'em) have trotted topside and informed us in no uncertain terms that we gotta start treating the guy with the dignity his station demands. Well, all right then. But we still say that he ain't smart enough to peel potatoes in our galley.

## New Orleans Is Really Rolling

By C. J. (BUCK) STEPHENS

NEW ORLEANS — Shipping and business last week was very good. At the present time there are 31 SIU ships in the Port of New Orleans. There are quite a number of American Liberty and Calmar Line ships coming in here for grain and coal for Europe.

The SS Robert S. Lovett, the American Liberty Line scow that we had so much trouble on last time she was in port, is back here again and from all indications she is another headache. The coming longshore strike on the Pacific Coast must have the companies sending their ships to the Gulf so they will not be tied up out there.

Shipping in all Texas ports is very good, and now that we have established new Halls in Port Arthur and Houston the membership can be assured that they will get some real good representation when they hit any port in Texas. Any members who can stand their own transportation should head either for New Orleans or Texas, as they are in need of rated men in all departments at the present time.

### FINAL DISPATCH

Recently one of our old members passed away; due to some slip up the Log has never been notified of it before. Brother Eugene "Red" Collins, Gulf No. 3, passed away in the Marine Hospital after being there quite some time.

As Brother Collins would have wanted it, the membership in the Port of New Orleans gave him a swell funeral with a real old time Irish wake. Nearly every member on the beach at the time attended the wake and later on attended the funeral. The boys

around the Port of New Orleans hated to see an oldtimer like "Red" pass away.

### GOING STRONG

The Speed Derby is still going on down here but not with as many contenders for the two thousand bucks as there were last week. They have been going 58 days now, and out of twenty couples there are only three couples and one solo girl left. The villain of the show, Jack Glenn, a merchant seaman, is now in position to win the contest by getting himself a partner last night.

The contest had better end soon, because the joint is about ready to fall in. I hope we don't have any bad weather around



here or the show will have to close up. The crew of the SS Charles Conrad sure hated to sail before the contest ended; they usually attended about 10 or 15 strong every night. Don't worry, gang, I'll let you know who wins.

The towboatmen around New Orleans should look forward to some real action in that field within the very near future. Now that we have a new contract signed in Mobile, we will have something to go by and the companies will have to come across or else.

## Great Lakes Secy-Treas. Reports

By EMANUEL LASHOVER

### D & C Navigation Company:

We have sent this company copies of the proposed changes in the contract for 1946 and set a meeting date for next Monday, February 25, 1946, at 10:00 a. m. so that we can go over in a body to start the negotiations. (D & C has purchased an automobile ship, the Hasen Butler, and has assigned Tom Quigley as Chief Engineer.)

### Overlakes Freight Company:

We checked with the Company on their plans for operation for 1946 and thus far they don't know themselves where they stand. Will report on this Company next meeting.

### Constitution Committee:

Today we have to elect a committee of five full book members to study the constitution and recommend changes therein. After these changes have been approved by the membership, they will go on a ballot and all members will have a chance to register either approval or disapproval, according to the method set-up in the present constitution. (The following were elected to the Constitution Committee: James Green, Jack Hart, John Green, Dick Boddy, David Walker.)

### Sandboats:

Your Secretary and Detroit Agent spent the entire day meeting with the sandboat Operators and Commissioner Marshman of the United States Conciliation Service and accomplished exactly nothing.

At the first meeting with these people, most of the minor points were agreed upon and left just three items undecided. First, the \$12.00 wage increase, which they are willing to go along with, if we don't change the bonus set-up.

Second, the 30 day bonus clause which they turned down flat. A compromise was suggested by the conciliator, which seemed fair, that the bonus be paid for the first sixty-days of continuous service and then for every thirty days of continuous service thereafter.

Third, that the rate of pay for winter work be raised to \$1.20 per hour. The companies turned this down too.

After spending the whole day arguing, we walked out after notifying the operators that when and if they were ready to sail their boats, they could come down to the Detroit Hall and sign on the dotted line; and that, further, no boats would sail unless under a signed contract. The next move is up to them and I believe they will come across.





# Saving Lives Is Not New To Him

To the quick thinking and immediate action of Seafarer George H. Thompson, seaman Hughes McCauley owes his life.

It all happened on the night of February 1, when McCauley, groping his way through the pitch darkness of Pier 36, North River, stumbled over a plank and pitched into the freezing waters.

A watchman heard the splash, ran over with a lantern and yelled for help.

Thompson, Steward's Utility, and Joseph Frechette, Chief Butcher, both shipmates of McCauley aboard the Eastern SS Company's Lincoln Victory, heard his shouts. When they got there a minute later, McCauley could be seen by the light of the lantern, floating face down in the murky water. The current was slowly moving him away from the pier.

## NO DELAY

Thompson stopped only long enough to peel off his jacket. He says his heart seemed to stop beating for an instant as he struck the icy water.

McCauley was out cold. He evidently had hit his head as he went over. It was no trick for Thompson to pull him back to the pier, but once there he had to tread water for a long time before any means could be found for hauling them out.

Finally Frechette snagged a rope and a ladder. Thompson threw a hitch around McCauley, and while others pulled, he crawled up the ladder and helped ease the burden on the rope, guiding the inert figure up the 12 feet to the dock. He had been in the ice-laden water 25 minutes, McCauley 30.

While Frechette and others went to work on McCauley,



George H. Thompson (left) and Joseph Frechette.

Thompson got a chill. He says he was shaking like the well-known dog that ate the peach stones. The police rescue squad showed up then, and wanted to take him to the hospital along with McCauley. But Thompson knew what he wanted and refused. He went aboard ship, broke out a pint, and while two other seamen rubbed him down, killed it in about three drinks.

## READY FOR BED

He was ready to go to bed when the Purser told him to. Only ill effects; a bad cold, and a bruise on his leg where he

had struck a piece of driftwood when he dived.

McCauley was taken to Charles Hospital, and later to Staten Island Hospital, where his condition was described by hospital attendants as "good." It wasn't good enough, though, for him to ship out when the Lincoln Victory sailed last week.

This wasn't Thompson's first experience at life saving. He grew up in Cincinnati and worked on river boats before he went to sea. Four years ago he received a medal for pulling a man out of the Mississippi at Cairo, Ill.

# Doing Two Men's Work Not Overtime, Says NMU

ExArmy Corporal James L. McAbee is a man of strong convictions. He served in the Army for two years and went overseas with an anti-aircraft outfit. Following his discharge, he signed up with the Merchant Marine. His assignments were all on ships sailing to Europe. One trip, on the SS Hood Victory, as assistant butcher, was from September 25 to October 15, 1945 and it was on this trip that he met up with the NMU tactics which caused him to join the SIU, "A Union that would fight for its men."

When the Hood Victory docked in Boston McAbee had 102 hours of overtime coming to him for doing the Chief Butcher's work when the Chief Butcher was too drunk to do it himself. At the payoff, he was told by the NMU Patrolman that doing the work of two men was not considered overtime.

## JOINS SIU

He was then asked to join the NMU. He answered by coming to the SIU so that he could enjoy better protection and higher wages.

On one of the trips to Europe, McAbee visited the concentration camp of Mauthausen. There he saw what terror, brutality, and malnutrition had made of the prisoners of the Nazis.

"Men," said McAbee, "who

were once healthy and handsome were reduced to crying idiots, grubbing for cigarettes or pieces of food. Over the camp hung a

pall of death, and the stench of decaying bodies filled the air. It was a scene no American could ever forget."

## SIU Sets Pace On Sea Lynx

Red Fisher, volunteer ship's organizer aboard the Sea Lynx of the Isthmian Line, reports outstanding progress for the Seafarers in the current organizing campaign to determine a union bargaining agent for Isthmian ships.

According to Red, the Deck and Engine Departments are practically all for the SIU, and definite progress is being made in the Stewards Dept. All in all, the Sea Lynx is shaping up very good.

The majority of the Isthmian crew members are anxiously waiting for the election to start, so that very shortly they may receive the same protection and coverage that the average Seafarer does under the terms of an SIU contract.

A full book member aboard a ship should take it on himself to check each man coming aboard, to see if he has a slip from the dispatcher. If he doesn't, send him back to the hall for one.

# Pegler, The Hate-Monger

By LOUIS GOFFIN

We note that Westbrook Pegler, the peddler of hate of the worker and labor-unions, is continuing his raps against the Merchant Seamen, and plumping for the building-up of the "poor, mistreated" Navy man. This is one for the books, since Pegler spent the war years sitting on his fanny and drawing down \$50,000 a year from the syndicate which prints his slimy columns. He should be the last person in the world to draw distinctions between Merchant Seamen and Navy men.

Maybe Pegler can tell us why there is about 75,000 Navy personnel based in a small place like Green Cove Springs, outside of Jacksonville, if the Navy is laying up over twelve hundred ships. According to a recent article by the Admiral in Command of the East Coast, these crews would be inactivated and sent someplace else. The wages these men are drawing is paid for by our taxes and his; why doesn't he print these facts?

## HIGH PAY?

Does Pegler know, or is he trying to claim ignorance of the fact that the average Merchant Seaman works only about eight months out of the year, and that after his taxes are deducted, he

has about six months take-home pay for the entire year?

On the other hand, the average Navy man has a full year's pay, plus allotments, and certain clothing allowances. He also gets leaves of absence with pay, and pays less for his amusements than does the Merchant Seaman.

Does Pegler know that other than the \$5,000 insurance, deceased Merchant Seamen left their families nothing to live on,



whereas any member of the military service who was killed left his family \$10,000 insurance, plus various benefits from the government for many years to come.

## HEROES NO MORE

We believe that Pegler knows all these things; nevertheless he has the deliberate gall to condemn a Bill of Rights for the seamen who did so much to help win the war.

It wasn't so long ago that he, among others, was calling us "heroes in dungarees." Now that the war is over, and the flag-waving is finished, we are "bums in dungarees."

During the early part of the war, the Merchant Seamen took the brunt of the enemy submarine action. More seamen were lost during this action than in any branch of the military service. These facts will be remembered when Pegler's attacks have been forgotten by all right-thinking people. The story of the Merchant Marine will be a bright spot in the history of our country long after Westbrook Pegler's slime has faded away into the past.

# Hits At Army

(Continued from Page 1)

of democracy." Holdridge insisted, "The army leadership is class-conscious, ultra-conservative, absolutist. The individual has no entity, but exists to serve the machine."

"It is significant that this bill is, itself, being superimposed upon the army by the army autocracy, and not by the GI. The training program of the army is no more democratic than Hitler's compulsory training program was democratic. It is not democracy but regimentation. It will result in the standardization of our American youth."

## ISTHMIAN'S LARGEST—MARINE FOX



Part of the Isthmian crew aboard the Marine Fox. Isthmian's largest vessel is very much pro-Seafarers with Johnny Arabacz and several other SIU brothers making sure it stays that way. Hat's off to a swell gang on a swell ship!





# BULLETIN BOARD

## SS ELEAZAR WHELOCK (Voyage No. 6)

Genaro Mendez	20.91
Robert C. Whitehead	17.77
Feliz J. Branigan	128.25
Richard Mason	144.97
Major E. Reid	132.43
A. L. Matthews	165.19
Elmer E. Holmes	147.77
Jim Copeland	131.73
Richard A. Young	241.16
Joseph Scarborough	184.01
Ivan S. Lewis	159.61
Oscar Johnson	133.83
Raymond Foster	132.42
Quinton B. Knox	203.53
Nazrie Warrick	133.83
George I. Roberts	6.63
Roger Latty	38.33
John Cuthbert	78.76
Robert Johnson	130.34
James T. Daughtrey	487.53
Heinrich Viik	234.73

## SS FRANK R. STOCKTON (Voyage No. 2)

Walter A. Zercoc	\$ 2.78
Samuel A. Nichols, Jr.	3.77
Clyde R. Hendrick	8.37
Peter E. Barnett, Jr.	8.37
James L. Gresback	8.37
Harold C. Vincent	8.37
William L. Wenzel	8.37

## SS JOHN BLAIR (Voyage No. 6)

John J. Madden	\$18.12
James J. Dill	33.45
Robert F. Kennedy	30.67
Harold F. McCarthy	35.55
Eugene Ritter	32.06
Nicola Mastropolito	33.45
Thomas E. Thompson	28.58
Harold B. Stever	32.06
Avery W. Gisy	34.84
James E. Warner	33.45
Martin Pedersen	32.43
Stanley Kephart	43.57
William R. Holloway	37.64
Joseph Czarnecki	42.52
Fred B. LaPlant	42.52
Thomas J. Hughes	92.01
Stanley J. Wojtowicz	79.46
Julius T. Morton	39.03
Walter Adlam	33.45
Moses A. Lucas	33.45
James H. Roberts	33.45
Harvey C. Roberts	33.45
Paul L. Yancy	33.45
Winston T. LaLande	33.45
Louis Machado	33.45
Henry Davis	33.45
George H. Stevenson	33.45
James Willis	33.45
Arthur M. Smith	33.45
George R. Bickert	167.07
Albert E. Christie	8.49

## SS JOHN T. HOLT (Voyage No. 4)

Ali Hassen	\$ 8.02
Charles Mephram	1.39
Charles Ulbinsky	.70
Jack Baker	1.39
Louis Berwick	4.18
Lalim Chami	2.52
Raymond Dates	.70
Arnold Heinvali	2.52
William Lalley	43.91
Robert Gwelke	16.73
John Echbach	9.76
Eugene Grimley	6.96
Salo Beaties	41.12
Andrew King	23.00
Salvatore Nicastro	5.57
Harry Kessler	7.67
Lawrence Puckett	9.76
Paul Schwartz	7.67
Charles L. Heard	5.57

## Here It Is —

Listed here are the rest of the men who have money due resulting from \$21,345 the Seafarers collected on the Calmar Beachhead beef. Collect at the company office.

Vincenzo Russo	10.45
Anthony Jaraiz	5.57
Harry O'Neill	13.94
Ralph Chappell	16.03
Harry Burnett	46.70

## SS J. WILLARD GIBBS (Voyage No. 4)

Everet A. Movall	\$96.54
Flournor B. Francis	35.55
Edward F. Bellington	25.09
Joseph E. Henault	36.25
Ruby W. McAuley	50.19
Edwin Valez	34.51
Alvin S. Coffey	31.37
George E. Ruel, Jr.	30.32
Anthony Tosado	37.79
John S. Szyayarto	31.71
Abrey L. Thomas	35.20
John L. Madden	61.33
Edward Santeler	58.20
Luke R. Holland, Jr.	64.13
Francis J. Best	75.27
Joe Sura	91.31
Francis J. Olcheskie	93.75
Walter V. Grace	94.45
Robert G. Penders	11.15
Peter C. Dubendorf	12.55
Kenneth D. Strong	57.15
Jerry G. O'Brien	70.40
John Bove	57.85
Frank J. Sobolewski	58.55
Ralph P. Johnston	58.55
Donald Kimble	60.64
Donald O'Neal	65.52
Francisco S. Alonso	56.46
Philip F. Barrows	55.76
William Pyontek	58.55
Earl Nice	56.46

## SS JOHN H. B. LATROBE (Voyage No. 5)

Benjamin F. Sellers	\$96.88
Olin G. Rains	19.51

## 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

Juan C. Rivera	69.70
Antonio Lopez	69.70
Edward Dacey	91.31
Michel Francalancia	81.55
Everett Knowles	66.91
Richard A. Floyd	44.26
Eli Popovich	105.57

## SS GRACE ABBOT (Voyage No. 5M)

William A. Fallon	\$11.15
James J. Powers	13.94
William L. Jones	8.37
Arthur J. Williams	11.15
James E. Dicks	19.51
Albert C. Fish	11.15
John B. Dillon	16.73
Arthur A. Barstow	18.82
George H. Wasson	8.37
Samuel T. Parks	8.37
James C. O'Neil	25.09
Richard Mitchell	25.09
Raymond Sofrin	25.09
Delmar Reed	44.61
James W. Morrissey	41.82
Donald J. Tolan	41.82
Frederick J. Foley	41.82
Morris Goldman	41.82
Albert E. Berry	41.82
George A. Rittenhouse	41.82
Wesley E. Cordwell	41.82
Wladislaw J. Sokol	41.82
Richard C. Burns	41.82
Carl G. Shippe	41.82
Abraham D. Rapaport	208.07

## NOTICE!

The following men have their books at the San Francisco Hall. Call on or write to Agent Robert A. Matthews, 59 Clay St.

W. V. Agee, 33640; J. R. Allen, 22436; F. L. Alvord, 28030. Lehman Baker, 190-G; J. G. Blanton, 33143; Gustav Boeck, 10800; John Boush, 36657; B. H. Brown, 29935; H. D. Burch, 39403. D. C. Cameron, 36745; G. Chambers, 25234; Juan E. Conception, 27373; M. H. Connelly, 1019; R. W. Credit, 44995; C. V. Culpepper, 29938. E. Dillard, 22106; J. Dougherty, 25751; J. P. Doyle, 6070. M. D. Easte, 29941; C. G. Eister, 44258; C. Ellzey, 25753; R. G. Esteve, 10216. C. B. Folz, 29743; J. P. Foxhoven, 36093; Dale Fry, 49818. F. E. Gamble, 28846; W. F. Gavlik, 29947; R. E. Green, 24817. J. M. Harris, 43865; J. T. Hicks, 24848; A. F. Hiers, 23377; Tom Henery, 28021; K. J. Herzog, 32676. H. Johannesen, 6866; K. S. Johnson, 29951; E. A. Jury, 28818. J. E. Kane, 22021. W. Leighton, 6778. J. Maasik, 25878. A. Mikeska, 35140; W. R. Miller, 38124; L. H. Minks, 41505; C. J. Mouton, 7667; J. O. Mullin, 27928. A. R. Nowlin, 38128. J. E. O'Quinn, 48100. J. L. Phelps, 41657. L. Rodrigues, 26281. Charles F. Rush, 31209; R. S. Russak, 39881. T. Samuelson, 24810; H. J. Schroer, 23563; J. Spencer, 33253; J. R. Straater, 38542. A. Toop, 35339; J. Tournier, 105-G. Q. West, 31757. G. H. Whitney, 35550.



## GALVESTON

SS HOMESTEAD	\$ 6.00
Individual Donations	33.00

## NEW ORLEANS

SS SCOTTS BLUFF	14.00
Individual Donations	65.00

## BOSTON

SS CHARLES WARFIELD	12.00
Roy K. Johnson	26.00

## SAN FRANCISCO

Individual Donations	6.00
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## NEW YORK

Individual Donations	19.00
SS J. COHEN	39.00
SS BONANZA	7.00
SS KOHAS	52.00
SS JAMES WAYNE	23.00

SS MISSION	32.00
SS SAN LOUIS REY	18.00
SS CAPE BORDA	28.00
SS J. McDONOUGH	12.00
SS ROBIN TUXFORD	3.00
SS POINT VINCENT	38.00
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SS WHITE SANDS	15.00
SS FT. McHENRY	15.00
SS W. TILCHMAN	9.00
SS MONARCH OF THE SEAS	24.00
SS NICOLETTE	28.00
SS CODY VICTORY	21.00

Individual Donations	\$ 21.00
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SS COASTAL	3.58
SS TONTO	33.00

TOTAL	\$592.50
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SS COASTAL	3.58
SS TONTO	33.00

## MONEY DUE

### SS LUCIUS O. C. LAMAR

The amount of \$75 has been collected for the following crewmembers, representing the cash difference between cabin-class accommodations and those actually furnished when they were repatriated after the ship had been sold to Japan.

John A. Lafoe, Bos'n; Paul E. Callander, AB; Knownly R. Dorman, AB; Allen W. Nugent, AB; Orlando Consalves, AB; Charles H. Phillips, Jr., AB; William E. Myers, AB.

John P. Hughes, OS; Gerald J. McFarren, OS; Filippo Carlino, OS; Wayne H. Seindler, Dk. Maint.; John W. Thompson, Oiler; James P. Burke, Dk. Eng.; Lawrence F. Derry, Oiler.

Paul T. Gazic, Oiler; George W. Doring, FWT; Carl B. Wambly, FWT; Louis Springer, FWT; Ray R. Rabeneck, Wiper; Scott McCormick, Wiper.

Harry C. Peeler, Steward; Nicholas A. Nadouros, Chief Cook; Archibald R. Volkerts, 2nd Cook and Baker; Mateo H. Lorenzo, Messman; Juan Hernandez, Messman; Ralph H. Douget, Massman; Alvin Baidus, Utility; Robert Bailey.

The money may be collected at the Waterman SS office in New York.

(Submitted by Robert A. Matthews, west coast representative.)

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### SS FT. MEIGS

J. Manfredi, 4 hrs.; Ludwig, 3 hrs.; Medvid, 3 hrs.; Vazquez, 1 hr.; Smith, 2 hrs.; Lambardo, 1 hr.

N. Cartwright, 46 hrs.; C. Liveto, 55 hrs.; R. Jinkens, 44 hrs.; M. Iturino, 26 hrs.; D. Dufault, 39 hrs.; R. Watford, 26 hrs.; H. Lowery, 26 hrs.; Smith, 26 hrs.; Lejsore, 3 hrs.; Steisapin, 3 hrs.; Buerfield, 3 hrs.

This money may be collected by writing Deconhill SS Co., 311 California St., San Francisco, Calif.

Men who were not reimbursed for launch service may collect this money at room 1723, 17 Battery Place, N. Y.

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### SS WHITE SANDS

Men who paid off the SS White Sands without their overtime may collect same by writing: Mr. George Clark, Claims Office, Pacific Tankers Inc., 419 Sansome St., San Francisco, Calif.

## NOTICE!

### Seafarers Sailing As Engineers

All members—retired and former members—of the SIU, now sailing as licensed Engineers, report to the New York SIU Hall as soon as possible.

## PERSONALS

### ROY STUBBLEFIELD

Your seaman's papers have been found and are in the New Orleans Hall.



## IT'S SIU-ISTHMIAN'S SEA LYNX



Part of the Sea Lynx crew who are largely for the Seafarers. Reading from left to right: J. Baird, Carpenter; A. Hamad, AB; R. McReynolds, AB; D. Robb, AB; J. Carr, OS; K. Ellsworth, Oiler; Monceau, AB; F. Shockey, AB; J. Gallagher, AB; Bill Smith, Oiler; and Tom Slaughter, FWT. The rest of the Sea Lynx crew were on board working, and could not get off at the time.

## Crew Member Gives Lowdown On Isthmian Sea Fiddler Score

BY BEN TAFLEWITZ

WILMINGTON, Cal. — After reading some supposed facts and figures concerning Isthmian's Sea Fiddler in the NMU Pilot, I'm submitting the true facts about this vessel to the Log in order to set the record straight on her course.

First off, the Sea Fiddler is a troop ship carrying 99 crew members and officers, something which the Pilot neglected to state when bragging about their 18 pledges. Even if the NMU had 18 on board as they claim, it would still be a long way from a majority. However, Meyers the NMU organizer on the ship, actually collected 24 pledges, of which more than half were no good as they were signed by pro-SIU men who did so in order to get rid of the smooth-talking Myers.

### THE LINEUP

Here's the way that the Fiddler actually lines up: for the SIU—54; for NMU—8; undecided—6; making a total of 68 unlicensed personnel. In addition, there are 15 Army personnel, and 16 licensed men to make up the 99 total. These facts are based on the latest figures and collected pledges upon arrival at San Pedro, and give the SIU a percentage of approximately 80 per cent.

While waiting at San Pedro, two NMU organizers boarded the ship, and with a dramatic flourish proceeded to tell the Isthmian crew how much they had done for them. However, the gang didn't fall for any of their high-pressure guff as the Seafarers on

board had already put them straight.

As usual, the hungry NMUers arrived around meal time, went into their act, and told everyone that "they" were going to get us paid off on Saturday without any further delay. That's a big laugh! We arrived at San Pedro on February 14th, and after a ten day wait, we're paying off on the 23rd.

### STRATEGIC RETREAT

That's the longest wait I've ever seen on a ship—ten days—and yet these NMU piecarks were hailing it as a victory that they had achieved! You can imagine how peeved the men were, and only the retreat of the valiant two (organizers) saved the situation from coming to physical blows!

The fellows are completely disgusted over having to wait so long for the payoff, plus the small amount of overtime which is being allowed, and a number of them are not going to sign on again. However, more than half the crew will stick, as they are East Coast boys who want to return there, and are going to pick up their SIU books before they leave the ship.

After some repairs here, the Sea Fiddler is scheduled to go to San Francisco to load prisoners for Europe, and will probably stop on the East Coast on the way over.

### IN GOOD CAUSE

Here's the big laugh. After sailing this trip as a Jr. Engineer in order to make a couple of extra cents, the Captain and Chief Engineer have notified me that I am being fired for conduct unbecoming an officer! That's the first time that I ever heard of a Jr. Engineer being classed as an

officer, and not being allowed to eat or fraternize with the rest of the crew. Why, we're nothing more than glorified Oilers on this C-3!

This is the first time I've ever been fired, but it's in a swell cause—that of organizing the unorganized Isthmian men—and I'd do it again in order to advance the cause of real honest-to-goodness democratic unionism as exemplified by the Seafarers!

## St. Augustine Victory Holds Meetings In True SIU Style

Another Isthmian vessel, the St. Augustine Victory, joins the many Isthmian ships now holding shipboard meeting in typical Seafarers fashion, and sends in a copy of the minutes for the first meeting ever held on the St. Augustine.

With the election of Ivan Schlipf as chairman and Eugene Sedlack as recording secretary, the crew got down to the serious

business of discussing safety, sanitation and other shipboard problems. Such interest was aroused by the novel idea of a shipboard meeting on the Augustine that the Chief Mate and Purser both attended.

A number of safety measures were first discussed, and several valuable suggestions adopted such as the proper marking of first stations; the placing of life-line and lifejacket on the bow; issuance of safety gear to men going aloft; checking of topping lifts and crows nest; checking by the Electrician of all winches; the repairing of the seats in crew's mess, and building of motor platforms on bridge deck by the Carpenter.

### VIOLATORS FINED

Among the suggestions adopted for the purpose of improving sanitation were the closing of messhall in port; cleaning of laundry once a week; cleaning of the messhall nightly by watch on deck; furnishing of additional soap dishes and wastebasket, and cleaning of the gear locker on port side-midships weekly by the engine sanitary man.

It was finally decided to post a list of sanitary rules and to fine violators of the rules. A three man trial committee composed of Arvel Bearden, Leonard Pollock and Frank Lambert was elected to pass on rule violations, with the power to levy fines from ten cents to one dollar according to the seriousness of violation; the fine money to be donated to the U.S. Marine Hospital.

The meeting was adjourned after more than two hours, with all who participated feeling that something concrete had been achieved by the results of such a genuinely democratic seamen's meeting, and looking forward to the next meeting a la Seafarers aboard the St. Augustine. Yes she's all for the SIU—at least, the great majority of the St. Augustine's crew.

### 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't.	12.00
(4 years @ \$3.00 per year)	
Strike & Org'l 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.

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

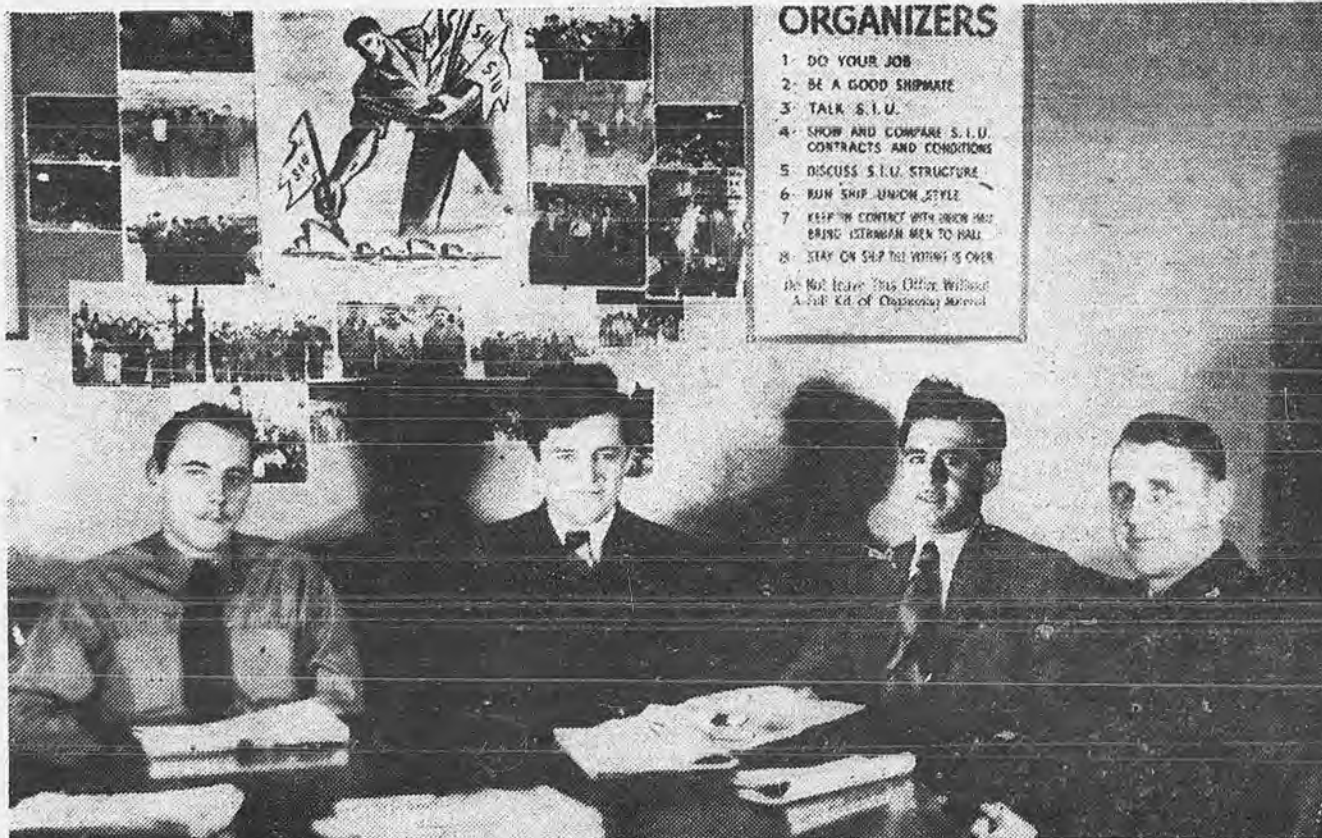
Current Month's Dues	\$ 2.00
Initiation	15.00

**TOTAL** .....\$17.00

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

Yearly Dues @ \$2.00 per month	\$24.00
Annual Strike Assessment, Yearly	3.00
Annual Hosp. Fund	2.00
<b>YEARLY TOTAL</b>	<b>\$29.00</b>

## ISTHMIAN SEAMEN WHO WENT SIU CONFER IN NEW YORK HALL



Four Isthmian seamen who went SIU some time ago dropped into the New York Hall to give the Seafarers the lowdown on conditions on the Isthmian ship St. Augustine Victory. The Skipper, they related in a bull session in the conference room, refused to give any draws, refused to pay off a seaman who learned his sister was dying. These are abuses they are sure will be remedied when election comes up and Isthmian votes to have the SIU as collective bargaining agent. From left are: Edward Martin, Messman; Joe Colhi, AB; Phil Miranda, Deckman and Arvel Bearden, Carpenter.