

Polls Close Jan. 31st--Vote At Any Branch

**SECURITY
IN
UNITY**

SEAFARERS LOG

OFFICIAL ORGAN OF THE ATLANTIC AND GULF DISTRICT,
SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA



VOL. IV

NEW YORK, N. Y., TUESDAY, JANUARY 13, 1942

No. 1

Shipowners Find Way to Dodge Heavy War Costs

While the seamen risk their lives to transport munitions and supplies to the Allied forces all over the world, the ship owners not only sit back and take in a neat profit, not only collect a nice fat insurance check if their ships are sunk, but now are assured of a very low premium rate on the insurance they take out to protect their investments.

It is the U. S. government itself that has stepped in to protect the poor shipowner from being gouged by the insurance companies. When the war broke out, the insurance underwriters boosted the rates, and the shipowners began to yell.

So, apparently more concerned about the shipowners' profits than the seamen's lives, Congress passed a law which gave the Maritime Commission authority to insure the shipowners directly in case the private insurance rates became "exorbitant."

The Maritime Commission has set up a \$40,000,000 revolving fund which will be used for this purpose once the program is launched.

Remember the screams from the shipowners when the seamen asked for life insurance? It's different when the operators want insurance—not for their lives—but for their profits.

It all depends, of course, whether you're riding the fogle or a swivel chair.

New York Mine Fields Widened

According to an official Navy announcement, the mined area in the entrance to New York harbor has been extended and mariners have been warned that "it might be necessary at any time to close without previous warnings the channels temporarily left open."

The mined area has been broadened, the Navy said, to take the area north of a line between Hoffman Island and Norton Point, and within lines drawn between Hoffman Island, Fort Wadsworth Light, Fort Lafayette Light and Norton Point Light.

Ships arriving in or leaving New York harbor are instructed to carefully note the open lanes which will be marked by buoys. No vessel will be permitted to anchor in the channel area. Ships are also instructed to enter the port during daylight hours.

Gov. Report Blames Bosses For Majority of Strikes

Refusal by employers to obey laws guaranteeing workers the right to organize still constitutes one of the major causes of strikes. This fact was revealed last week in a significant study published by the Department of Labor.

Half the walkouts during the first eight months of 1941, the study showed, arose principally out of workers' demands for recognition and union security—to which they are entitled by law—or against efforts by bosses to intimidate unionists, in violation of the Wagner Act.

In other words, if employers in these instances had abided by the nation's laws, 50 per cent of the work stoppages for the period might have been averted.

Contrary to the claims made in propaganda by foes of labor, only two per cent of the strikes during the eight months—involving a mere fourteenth of one per cent of the workers who walked out—were caused by jurisdictional disputes, the report disclosed. Sympathy strikes
(Continued on Page 4)

Notice for the Crew of the S.S. Antinoi

Brother James Lee signed on the Antinoi on December 9, 1941. On his way to report, he met with an accident which he believes was attributable to the negligence of the ship operator.

Brother Lee is seeking compensation from the operator and needs witnesses from the crew. Any brother that was aboard the Antinoi on December 9 should get in touch with Silas B. Axtell, 15 Moore Street, New York City.

"LOG" TO APPEAR WEEKLY NEW FEATURES PLANNED

Notice to All Ship's Delegates

The Union no longer receives advance information on sailing schedules. The branch agents make every effort to cover pay-offs, but war-time censorship makes it impossible to know exactly when your ship will dock. If you have beefs that require the help of a patrolman, you can hurry things up by telephoning the agent the minute you dock and notifying him of your arrival.

SIU Scalers Chartered in New Orleans

The Seafarers International Union has chartered a branch of Marine Scalers in New Orleans. The following letter sent to the Log by the Agent, asks for support which he shall, of course, receive from all SIU men.

Dear Sir and Brother:

I wish to inform our brother members that are sailing on SIU ships coming into New Orleans that we have a Scalers Union in this port. The charter was granted to us by Brother Harry Lundberg, acting International President. The name of the charter reads: Seafarers International Union of North America, Marine Ships Scalers Union of New Orleans and Vicinity.

So Brothers, when you see any men coming on board your ship to do any scalers' work, be sure they have Dispatchers Slips from our hall.

Thanking all our brother seamen for their help, I remain
Fraternally yours,

L. E. WESSELS, Agent
Marine Ship Scalers Union.

DO NOT SHIP

Permits revoked for conduct unbecoming a member of the SIU.

INSTANCE L. McDONALD
JOHN CORENZO

Third Anniversary Occasion For Expansion; Paper Will Be Published Every Monday

This issue of the Log is the first one for the new year. But this occasion is even more than just the beginning of another year, it is the Log's third birthday. The very first issue appeared in January 1939.

A lot has happened since January 1939. These past three years have seen the SIU grow tremendously in size and bring benefits to the seamen that in the old days would have seemed impossible.

But they were possible! And it was not because John Shipowner suddenly got soft—it was because the seamen had the guts to fight for what they were entitled to—and because they had an organization that knew how to lead them to victory.

It has been no insignificant part that the Log has played in the three year battle for the wages and conditions SIU men now enjoy. Knowledge is an important weapon in the struggle with the employers. It has been the Log's job to give the membership knowledge of what the rank and file members were thinking, of what the leadership was doing and planning, and all important, what the shipowners were up to.

A poorly informed union is only half a union. The SIU has not been poorly informed.

So much for patting ourselves on the back. Now to go to work on future plans.

Starting with this issue the Log will appear weekly.
(Continued on Page 2)

Cabbie Finds Waterfront Is No Longer "Peaceful"

If anybody thinks that the war hasn't come to the New York waterfront, all they have to do is to talk to Max Friedman. He'll set them straight in a hurry.

Friedman is a cabbie and usually cruises around lower Manhattan. Last Monday night he picked up a fare pretty

well uptown; the passenger told him to proceed to Pier 18. (Pier 18 is where Alcoa ships dock).

When he hit Montague Street, he noticed a "No Trespassing" sign, but his passenger said that he was a member of the crew of some Alcoa rustbucket and that the cabbie should drive right on down to the pier.

Well, you know how it is. Anything a passenger says. And besides, the meter might jump another nickel. So Friedman drove on past the sign.

Zing! Friedman wasn't sure, but it sounded like a wasp had flown past his head at about 500 miles an hour.

Zing! Another one flew past. Friedman turned around to see if his passenger was also bothered with hornets—and
(Continued on Page 4)

Letter of Thanks For Blood Donors

Seafarers International Union
2 Stone Street, New York

Dear Gentlemen:

I, Cesar Acuna, brother of Albert Acuna, who passed away and was a member of the SIU, express my most profound gratitude for so noble, generous and spontaneous act of the brothers who contributed their blood on behalf of my deceased brother. God bless their lives ever. Thank you all.

Sincerely yours,
CESAR ACUNA.

P.S. I should like to know the names of these brothers, so I can shake hands and thank them personally.

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 of the
Seafarers' International Union
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ADDRESS ALL CORRESPONDENCE CONCERNING THIS
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P. O. Box 25, Station P, New York, N. Y.
 Phone: BOWling Green 9-8346

Unanimous Branch Vote Pledges Seafarers to "Total Victory"

RESOLUTION

WHEREAS, a state of war exists between our country, the United States of America, and the Axis Powers, and
 WHEREAS, the Seafarers' International Union of North America is and always will be an AMERICAN Union of, by and for seamen, and
 WHEREAS, as true Americans we have solemnly pledged to fight for our country, individually and collectively, and
 WHEREAS, the United States Merchant Marine is our nation's most important second line of defense, and
 WHEREAS, we fully realize our responsibilities and our duty to our country and its people, and
 WHEREAS, we know it is our duty, like all others, to roll up our sleeves and do our share to win this war, and
 WHEREAS, no sacrifice is too great for the preservation of our country, its people, and the four fundamental freedoms which have existed, and we have enjoyed, since we became a free nation, now therefore be it
 RESOLVED, that, as individuals, and collectively as the membership of the Seafarers' International Union of North America, Atlantic & Gulf District, an organization representing true American seamen, we unequivocally give our government, and those upon whose shoulders are placed the responsibilities of the conduct of this war, our full support and cooperation in order that our nation our freedom, and our democracy will be preserved through total victory in this war, and be it further
 RESOLVED, that we solemnly pledge and resign ourselves to whatever action may be required, on our part, to help win this war, and be it still further
 RESOLVED, that we do everything within our power to keep our organization and the United States Merchant Marine free of all subversive elements, fifth columnists and saboteurs, and be it finally
 RESOLVED, that we call upon all organized labor to take similar action to give our government full support and cooperation in these trying times, and keep their ranks free of all subversive elements, fifth columnists and saboteurs.

THINGS TO REMEMBER

(From West Coast Sailor)

Meeting steamers do not dread,
 When you see three lights ahead,
 Port your helm and show your red.
 For passing steamers you should try
 To keep this maxim in your eye:
 Green to Green — or Red to Red —
 Perfect safety — go ahead.
 Both in safety — and in doubt,
 Always keep a good lookout;
 Should there be no room to turn,
 Stop your ship and go astern.

If to starboard Red appear,
 'Tis your duty to keep clear;
 Act as judgment says its proper.
 Port or starboard — back or stop her.
 But when on your port is seen
 A steamer with a light of Green,
 There's not much for you to do —
 The Green light must look out for you.

MORE ABOUT

Seafarers Log

(Continued from Page 1)

This is a big step forward. It means that instead of 26 issues in a year, as previously, 1942 will see 52 issues. In other words, the membership will receive twice as much news.

Plans are now under way for a more extensive coverage of Union affairs. The Branch Agents pledged themselves at the Savannah Conference to write a weekly report for the Log. This will keep the men posted on what's going on in the different Atlantic and Gulf ports.

Sister Mae Dillon is going to conduct a column in which the news and gossip about the hospitalized brothers will appear, as well as news of the stewardesses.

Brother Goulding promises to keep us posted weekly on the happenings in the third floor Stewards' Department.

The Secretary-Treasurer will, of course, issue all official statements in the paper and will continue to report plans and activities of the Union's executive officers.

Weekly issues will also mean that more general trade union news can be carried; news of the shipyard workers' struggle with the employers, news of the longshoremen, of the auto workers, the miners. In short, everything and anything of interest and benefit to SIU men will find its way into the Log.

And finally, and by no means the least important, the rank and file seamen will receive more space for their beefs and ideas. The SIU is a rank and file union in the best sense of the word. It is right and necessary that the Log be a rank and file paper.

So much for the plans. No one can foresee what will beset the Union in the year to come. But one thing is certain; the Seafarers Log will continue to keep the membership informed as to the activities of both our friends and our enemies.

Constitution Now Ready

The new and amended edition of the SIU Constitution has been printed and is now available to all members of the Union. The Constitution comes in booklet form, small and compact to fit in a shirt pocket, and is bound in a serviceable stiff cardboard cover.

This booklet contains all the rules and regulations governing the conduct of the Union, and it is the duty of every member to obtain a copy and read it from cover to cover.

Do you want to know about parliamentary procedure? The duties of the Agents and the Patrolmen? The rules for elections? The method of recalling an official? Funeral and hospital benefits? All these and many more rules are printed in the new Constitution. Everything is indexed for convenience.

The new Constitution is available free of charge to all members. Ask your agent or patrolman for your copy.

Marine School Head

The Seamen's Church Institute announced yesterday that Capt. Robert Huntington, principal of the Merchant Marine School at the institute for over 25 years, has been made principal emeritus. Capt. Frederick Just, who has been serving with the school in the capacity of navigation instructor since 1938, was named as Captain Huntington's successor as principal.

Selective Service Delinquencies

The following brothers are delinquent in registering with their Selective Service Boards. It is necessary that they take care of this immediately upon hitting port, otherwise there may develop serious complications.

JOSEPH RAYMOND JACKSON
 ROBERT LEE ACKFORD
 LAYMON R. SEAY
 JOHN EDWARD COLE

NORSE SEAMEN RECEIVE GIFTS

The termination of a successful drive for Christmas presents for Norwegian seamen is announced by the Norwegian Seamen's Christmas and Relief, Inc., acting as central office for the Norwegian Seamen's Churches. The drive was intended to provide the seamen, who are cut off from their home country, with Christmas gifts.

The sailors, 25,000 in number, man the large Norwegian merchant marine. It is estimated that 40 per cent of the oil supplies for Britain and the fighting fronts are carried by Norse tankers.

The total funds collected amounted to \$32,500, made up of donations ranging from \$1 to \$5,000.

IN MEMORY

Brother
ALBERT JACKSON, #4990
 Died at Newark Hospital
 on December 13, 1941

Brother
HORACE FREEMAN, #G-37
 Died at Pritchard, Alabama
 on December 9, 1941

A WORD WITH

Sister Dillon

This is my very first column brothers, so give the "little girl" a break and don't judge it too harshly. Things will get better as I go along and get into the swing of punching a typewriter. Who knows, I might even become another Eleanor Roosevelt — though I grant you that it isn't likely.

Seriously, though, when the editor asked me to start a regular column I thought he was kidding. I can't write, I told him. He informed me, however, that he didn't expect any literary masterpieces out of my typewriter, but only the news and gossip of our brothers that are laid up in the hospitals. When he put it that way, I couldn't very well refuse. After all, the boys that are laid up do deserve a break in the paper — and that's what I'll try to give them from now on.

And don't think they don't read the Log from cover to cover. It's their only contact with the Union, aside from seeing my face once a week (and that's not much of a treat), and they certainly look forward to each issue. When I told them the Log was going to come out every week they were delighted. Everytime I visit them, the first thing they ask for is the Log — even before they ask for their weekly dollar benefit! That's the truth.

Well, to begin with, I visited all the hospitals the day before Christmas and distributed cigarettes to all the brothers, even those in bad standing. Also each brother received from the Christmas fund a carton of his favorite brand of cigarettes besides the regular benefits. This looked mighty good to the boys. I can tell you, and they send their thanks to the Union. It being Christmas time, I didn't just stick to SIU boys, but gave cigarettes to MFOW and SUY brothers, too. Were they surprised. I wish you could have seen their faces when they received their cigarettes and the Log and the West Coast Sailors.

I want to mention especially Brother William Watts, No. G-207. He has lost his eyesight and has been transferred to the U. S. Marine Hospital at Staten Island. He sure would like to hear from any of his old shipmates.

Brother Harry Patchell, No. 2892, who had been at Ellis Island, has been transferred to the New Jersey State Hospital.

That's about all the transfer for now. I'll keep you informed about any future ones.

Before I close, I would like to list the groups that contributed money to the Christmas cigarette fund:

Crew of S.S. Robin Goodfellow, \$25; Crew of the S.S. Washington, \$10; members of the New York hall, \$14; and New York Delegates and office staff, \$12. Thanks, brothers.

That's all for this week. See you in the next issue.

What's Doing—

Around The Ports

NEW YORK

By
ARTHUR THOMPSON

I had a screwball case this week. Some of these shipowners must think the seamen are a bunch of knuckle-heads.

Here's what happened. Our new agreement with the Cuba Distilling Company called for a wage increase which was to be retroactive to October 31. Well, this week when the company made up the payrolls, it only made the increase retroactive to November 1. In other words, the boys were one day short on their dough. When I called the company's attention to this fact, they were surprised and went back to have a look at the agreement.

There it was in black and white—"the increase shall be retroactive to Oct. 31, 1941."

Well, this company stiff says to me:

"I certainly hate to ask the office staff here to go to all the work to make out a new payroll. Do you suppose you could talk the boys into forgetting about that day's pay?"

Hah! Imagine any agent trying to sell the members a bill of goods like that.

Needless to add, the company finally got around to making out new payrolls, and the boys all collected.

Voting here in New York has proceeded slowly. Only about 350 ballots cast so far. However, there is still a month to go, so things should pick up. All patrolmen should make every effort to get the crews up to the halls for voting.

NEW ORLEANS

By
"ARMY"

December 30, 1941

Our dispatcher is about to go on trial for disturbing the peace, for creating a riot on the main drag, for endangering the life and limb of the citizens of the Crescent City. All this came about while he was walking his wife down Canal St. Sunday night, and he suddenly saw a real live A.B. that wasn't on a ship.

During the resulting confusion, caused by the savage efforts of the A.B. to escape, he snared three oiler but lost the A.B. At the present time he is working out in the local gym to speed up the puppies, so that there can be no more escaping.

Sunday morn' he had to call for help to get a man to go aboard a ship as relief oiler at \$1.35, as the man that was there had put in 28 hours and was played out. It took the combined efforts of the Engine Patrolman and the Dispatcher plus the moral support of the rest of the pie cards, and even with this, it took a couple of hours of diligent gin mill sleuthing to get the man.

This above should allay the fears of those ports which seem

to have the idea that we have a reserve supply of men here. Brother King, the Mobile dispatcher, called here for three men at one time last week. At the time we had 38 jobs on the board and two men in the hall. Tish, tish, Charles.

The beefs of the week were of the usual run without anything special, getting several calls a day from the boys who claim that they ain't doing right by our Nell regards the sailing board. They will get used to it in the near future.

I wish all ships' crews upon arrival in New Orleans would demand the books of the shore-side flunkys. Don't forget, we are the sponsors of an SIU Sealers Union here. Check up on it, boys.

I wish I knew what makes Curranski think we are so dumb as to go for his cheap publicity stunt of share and share alike aboard ships; his sweet little scheme of any book is a passport to any ship. Wouldn't it look nice to have the unorganized ships such as the Mississippi, Waterman, etc., which have the best conditions in the industry, to be turned over to the boys off the organized Sword Line ships. YE GODS, YE GODS.

TAMPA

By
D. L. PARKER

December 23, 1941

Shipping has been very good this past week. It seems that for a port of this size that we could have enough members to supply the ships, but so far we have fallen behind. I shipped thirty last week and could have shipped ten more in the three departments.

We have voted 54 members so far, and I think that is very good for this port. This past week one of the Waterman ships was detained for about five hours, due to the fact that one of the oilers that was dispatched to the ship was refused. It seems that the Chief and 1st Assistant did not like the way this brother parted his hair. So, the other two oilers did not like to take the ship to New Orleans on a Six and Six basis and walked off. I did not have another oiler to replace this man.

After some time Bro. Biggs called me, and it was decided that it would be to our advantage to let the ship go to New Orleans and put this matter in the hands of a Port Committee to adjust.

It seems that nowadays the Engineers and Mates are taking advantage of the war and riding the unlicensed personnel to hell and back. I suppose that they think in that way they can break the Union, and we will be at their mercy as before 1934. I can well remember when Mates and 1st Engineers were working for the lousy sum of \$105.00 per month and were damned glad to get it. Now, af-

ter we have fought for and obtained better working conditions and wages than they ever had before, they want to bite the hand that gave them this.

It would be a good idea if they would stop and think that after this war is over and they continue to give us hell for one thing and another, there will come a day when they will need us again. Then we can remind some of them of lots and lots that could have been avoided by not taking advantage of militant union men on board ships, at this time.

From scanning the daily papers, it seems that the brothers on the West Coast coastwise ships are getting the Boom-Boom from the Yellow Bellies of the Rising Sun. We will have their sun setting in golden west, but will be of a very reddish color.

That's all for this week.

PHILADELPHIA

By
H. J. COLLINS

Well, here was are, doing business at the same old place. As usual, things are pretty slow here in the City of Brotherly Love. Shipped 13, registered 11, on the beach 63. Last week was the worst week that this branch ever had, but we have hopes that this week will be better.

Casey Jones, one of the old original Four Horsemen, has come to roost and the wild and wolloie stories he has to tell are really bowling the boys over. Grapefruit J. A. Keller is still squawking about the Cuban Distilling Company. He vows that he will never sail on those ships again until they put a chamber maid aboard to keep the boys happy.

But seriously speaking, the last four ships that left this port have sailed short-handed—and with 63 men on the beach. There is very little excuse for that sort of thing. If this keeps up, Uncle Sam will be manning the ships, and where in hell will we be then? In order to hold what we have won, we'd better get together and sail these ships and cut out the baloney.

Well boys, I guess that this is about all we can say for now. So, in behalf of the membership of this port I will close.

SAVANNAH

By
CHAS. WAID

Shipping for the Savannah district is still fairly good. Figured that after the holidays things might quiet down in regards to shipping, but so far Oilers and ABs are still in demand and hard to find.

The only trouble down here at the present time is trying to find out what ships are coming in. So far as we can't get any information in regards to the moving of ships. Shipping for next week looks good.

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA

Atlantic & Gulf District

Secretary-Treasurer's Office

Room 213 — 2 Stone Street, New York City

P. O. Box 25, Station P

Phone: Bowling Green 9-8346

DIRECTORY OF BRANCHES

BRANCH	ADDRESS	PHONE
NEW YORK	2 Stone St.	Bowling Green 9-8346 Dispatcher's Office ..Bowling Green 9-3430
BOSTON	330 Atlantic Ave.	LIBerty 4057
PROVIDENCE	465 South Main St.	Manning 3572
BALTIMORE	14 North Gay St.	Calvert 4539
PHILADELPHIA	6 North 6th St.	Lombard 7651
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TEXAS CITY	105 - 4th St., N.	Texas City 722
MIAMI	1348 N.E. First Ave.	Miami 2-2950
SAN JUAN	8 Covadonga St.	San Juan 1885

BOSTON

By
JOHN MOGAN

Had a very busy week crewing up the Alcoa Ranger at Portland, Maine. Also the Josephine Lawrence at Portsmouth, N. H. Had to make two trips to the Ranger and finally got her under way. Saw to it that the articles had riders protecting the crew against being paid off in the Gulf without transportation back to port of signing on, everything gained to be retroactive, etc.

Quite a few ships are hitting Portland and all that we have agreements with are being covered out of this office.

In Boston we have to cover 18 miles of waterfront each morning to find out if any of our ships are in, as we can't get any information otherwise.

From now on we must instruct our ship's delegates to contact the Union Hall upon arrival in each port, so we won't overlook any ships.

Shipping on Pacific Coast Reported Normal

Coastal merchant vessel traffic has returned to normal "after a rather ineffective submarine campaign by enemy undersea craft," the Thirteenth Naval District announced today.

It reported "extremely satisfactory coordination" among the forces of British Columbia and the United States Army.

Puts Radio Seamen Under Navy

This last week saw Congressional action on a bill giving the Navy control over radio operators in the merchant marine. Designed to combat "subversive" influence among operators. It would permit the Secretary of the Navy to forbid any operator to sail on any ship over any trade route. Representative Bland of the Merchant Marine Committee told the House that about 200 operators were under "considerable suspicion."

CORRECTION!

It was incorrectly reported in the last issue of the LOG that ONLY the Steward's Department of the S.S. Majory had \$2 linen money coming. This \$2 applies to ALL departments of the crew that signed off on Dec. 8, 1941.

War Blacks Out Harbor Lights

The war has blacked out two more lights in New York harbor, long used by seamen to guide themselves when entering and leaving the port.

Captain Ralph W. Dempwolf, senior Coast Guard officer in the New York District, announced the radical changes in harbor markings. He revealed the Scotland Lightship and the Fire Island Lightship off Long Island shore will henceforth be black.

The vessels are being removed as a war measure, along with the removal of other lights, buoys and markings that are not absolutely essential to navigation.

The Fire Island Lightship has been anchored in sixteen fathoms of water about ten miles southwest of Fire Island Light-house, and almost due south of Fire Island Inlet. Its red hull, with the words "Fire Island" painted on the sides, and its two black masts bearing circular galleries have been familiar sights to Atlantic and coastwise seamen.

Scotland Lightship has been anchored for many years at a point east of Sandy Hook and generally south of Ambrose Channel Lightship. It is also red-hulled, with one word, "Scotland," in large white letters on each side.

The black-out of these two lights indicates that seamen will have less and less aid in entering and leaving the port. Harbor officials have often complained that there were too many lights in this area. The difficulty is that most of the lights are automatic and therefore unattended. It would be difficult to extinguish them in a hurry in case of an air raid.

A line of experimental buoys have now been set up between Ambrose Channel and East Rockaway Inlet. "All ships must avoid this area and pass around it to the south of Ambrose Lightship," the Coast Guard announced.

SEAFARERS' LOG

Honor Roll

CREW OF S.S. ROBIN GOODFELLOW:

Deck Department

F. C. Arnsean, carpenter	\$2.00
J. T. Brady, A.B.	2.00
N. Yacishyn, A.B.	1.00
W. Saville, A.B.	1.00
C. Sloan, A.B.	1.00
Anderson, A.B.	1.00
B. Devlin, O.S.	1.00
E. Rubin, O.S.	1.00

Engine Department

H. Stone, fireman	2.00
V. Ruggeiro, fireman	2.00
Barnes, fireman	1.00
J. Salmon, wiper	1.00
J. Wells, oiler	1.00
T. Webster, oiler	3.00

Stewards Department

J. Moulton, steward	\$2.00
V. Rodriguez, 2nd cook	1.00
H. Hurst, mess	1.00
V. Sila	1.00

TOTAL \$25.00

Editor's Mail Bag

Seafarers Log

Dear Editor:

At this critical time in the history of our country, when all the unions have gone down the line to promise our President not to strike, so that defense will not be impeded, we suddenly find disrupters within our union.

These disrupters will strive to do all within their power to make us strike, so that Uncle Sam can take over the merchant marine and blow all marine unions sky-high.

I don't mean we should stand by meekly while everything we have gained up to date is taken away from us under one pretext or another. What I mean is that there are other ways we can achieve our ends without striking or violence; namely to stand firm and pay no heed to the breed of "super-militant" union men who are suddenly and mysteriously cropping up on our ships.

This type always terminates his remarks with, "and we don't let the ship sail unless this is taken care of!" And invariably the beef actually came from a blabber-mouthed wiper who had been going to sea for six years and never tried for a fireman, watertender or oilers' rating. This super-militant, I'm thinking of, hadn't been on the ship four days when the Captain started telling him in a stage whisper bout some A.B. who had gotten off in Philly. I didn't hear what the Old Man told him because I walked away. But the next thing I knew, I heard Blabber-Mouth, the wiper, say out loud, "Why, in Orleans we'd pull the man's book for that!"

Swell talk for one union man to make about a member of his union when he didn't even know the facts of the case. It so happens I know the facts of the case and I'm going to wise Blabber-Mouth and a few others up a bit.

An AB named McLeod came on in Porto Rico and right off the bat the Old Man and he did

not take to each other because Brother McLeod didn't pull his punches on beefs.

One day out of Philly, McLeod asked the Old Man for a hospital slip in front of the gang in the foc'sle, and the Old Man, in a nasty way, told him he would have to submit a written request for it. McLeod said, "I've been going to sea for 18 years and this is the first time I ever heard of a sick man being made to submit a written request. I'm not going to set any precedent by giving you a written request."

Upon arrival at Philly, the Old Man called McLeod to his room, but McLeod, knowing what was up, took some members of the crew along as witnesses. When McLeod got into the Captain's quarters, the captain tried to pick a fight, but Brother McLeod was too smart to fall for it. He knew that if they started throwing muscle in the Old Man's quarters, he would be on the hot seat plenty. So he ran out on deck and just then ran into the Public Health Officer.

The health officer sent him to the main office and last I heard McLeod had stirred up a hornets nest. I believe he is now bringing suit against the steamship company for having refused him medical attention.

This is the truth of the case that the Blabber-Mouth wiper was blasting.

So, to sum up, let us not be too ready to knock or judge each other by what anyone tells us. And also let's be on our guard against all super-militant disrupters.

Fraternally yours,

S. T. NEVOLA, No. 5170

Navy Receives New York Pier 83 Burns;
The 'Lafayette' Lancaster Cargo Lost

The United States Navy has just received a new \$3,000 ton auxiliary ship, which has been named the U.S.S. Lafayette. Actually the name is new, but the ship isn't—she is the French luxury liner "Normandie."

The Normandie was seized by the Coast Guard on Dec. 12, and since then has been undergoing repairs and being refitted. The Navy has not yet revealed whether she will be used as an aircraft or a troop transport.

Traffic in New York harbor can see her getting a camouflage coat of dark grey paint.

If the Lafayette is to be used as a troop transport, she would be capable of carrying more than 10,000 troops at one time.

900 MILLION FOR
MERCHANT MARINE

President Roosevelt has asked Congress for an appropriation of \$980,380,000 for the United States Maritime Commission's ship construction fund and other commission activities for the fiscal year 1943 and planned to follow this up with additional appropriations for the expanded program.

The amount sought for the agency at this time is an increase of \$121,540,000 over the appropriations of the current fiscal year and compares with the 1941 fiscal year outlay of only \$198,190,000, which was at the start of the program of building the "bridge of ships."

PERSONALS

SIDNEY K. SAVILLE

Your father is very ill and would like to get in touch with you immediately. He is at 932 Delaware St., Detroit, Mich.

* * *

PETER W. RYDZEWSKI

You are a key witness in the suit brought by Brother Morris Chertov against the Calmar Steamship Company. It is important that you get in touch with Brother Chertov's attorney. Contact Milton G. Winston, 305 Broadway, New York City.

* * *

ADAM KARPOWICH

Your original book, papers and discharges were found and are on file in the Secretary-Treasurer's office in New York City.

* * *

FOSTER MERRILL MITCHEL

Your Seaman's Certificate of Identification has been turned into the Secretary-Treasurer's office.

* * *

JAMES DOBBINS

Your seaman's papers, Union book and two personal letters are in the office of the Secretary-Treasurer.

* * *

HARRY C. JEWELL

Your father has not heard from you since last April and is worried about you. Write him at Freeport, L. I.

A five-alarm fire of "unknown origin" swept Pier 83 last Thursday and left the municipally-owned structure a total loss.

The pier is located at the foot of West 43rd street in the North River and was being used by the American South African Line. At the time of the fire, the freighter Lancaster was unloading copra.

The fire, which started at 4:45 A.M., was discovered by longshoremen who were engaged in unloading the cargo. Suddenly they saw a wall of flame sweeping down the pier toward them. The oily copra furnished a ready and highly inflammable fuel to aid in spreading the blaze.

The pier was valued at \$310,000 by the city, and was a total loss, nothing remaining after the fire but a mass of twisted steel girders. The cargo, which had been unloaded, was also lost.

When the fire broke out, fireboats and tugs raced to the pier from all sections of the harbor. The fire jumped from the pier to the Lancaster and the copra that hadn't been unloaded began to burn.

The crew immediately cut the lines and tugs pulled the ship away from the pier and into the middle of the river. Once in mid-stream, the fire boats were able to bring the fire in the holds under control and prevent any serious damage to the ship. None of the crew was injured.

Once the fire was extinguished, the FBI, the Navy Intelligence, the District Attorney's office and the New York Fire Department all started investi-

More About

Cabbie And
Watefront

(Continued from Page 1)

then he slammed on his brakes! Ten yards away there was a soldier on one knee, his rifle had a bead on Friedman's head. His first two bullets had merely passed through the windshield as a warning. The third one was scheduled for the business.

Friedman was out of that cab and had his hands in the air before you could say "no coffee time."

The soldier advanced toward him with fixed bayonet and demanded to know why he had driven into the "protective zone" that had been thrown about the entire New York waterfront.

It took Friedman a full half hour to talk himself out of that one. And when the Army finally let him go, his knees were playing castanets so fast that he could hardly step on the starter.

Nowadays when people hail Friedman's cab and ask him to drive them to Pier 18, he gives them a nickel for bus fare.

Oh yes, what happened to the seaman that was in Friedman's taxi? He simply staggered aboard ship while the cabbie was sucking his guts away from the cold steel. Nobody ever pays any attention to seamen.

gating the possibility that the fire was war-time sabotage.

After preliminary investigation Chief Fire Marshal Thomas P. Brophy said that nothing suspicious had been found. Furthermore, the entire cargo was such that the slightest spark could have set it afire. The copra was packed in burlap bags that were fuzzy and streaked with oil.

This pier fire was the third serious waterfront fire in New York in recent months. Thirty-three men lost their lives when the Cuba Mail Line freighter Panuco burned at its Brooklyn pier last August. The same month the Finnish freighter Aurora, anchored under the George Washington Bridge, burned with the loss of one seaman's life.

More About

Strike Causes

(Continued from Page 1)

were less than one per cent of the total.

Wage and hour controversies were responsible for 35.8 per cent of the strikes. In most instances, these walkouts resulted from workers' efforts to get pay boosts in line with the rising cost of living.

Another important disclosure was that by far the greatest number of strikes took place in non-defense industries, with the textile industry, which is one of the low-wage, sweatshop fields, having more than any other branch of production.

MONEY DUE

Following men are due wages while serving aboard S.S. Carrabelle from October 31, 1941:

Donald A. Horn

William A. Bade

Charles Olson

Clyde Watson

Frank Revell

William McKee

Otto Steger

William Campbell

John Mogandale

Alfred Jutchess

Joseph Albenio

Woodrow W. Moore

Francis Polando

Warren Buckman

Thomas Hipple

Kurt Gonska

Howard T. Wilson

William Alleva

David C. Fair

James Johnson

Thomas J. Jones

Edward Youngsblood

Jose Cacheo

James F. Davies

Whitney Rankin

Benjamin Goldstein

William Doyle

Helmer O. Peterson

Cligord Twiss