

SEAFARERS LOG



Official Organ of the Atlantic and Gulf and Great Lakes Districts, Seafarers International Union of North America

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No. 12

IN SOLEMN SESSION



Agents from the Atlantic and Gulf District take a few seconds off so that the LOG photographer can take a picture. Except for this short break, the officials of the Union kept going at top speed to map plans and programs for the coming year. When they have finished their deliberations, their recommendations will be submitted to the membership for approval or disapproval. That's the democratic Seafarers way, and that's why the Union is strong and growing.

A&G Agents Conference Prepares Plans For Expansion Of Seafarers In All Fields

NEW YORK—From 16 ports of the Atlantic and Gulf District, SIU Port Agents are meeting in New York this week to chart the course of the Union during the ensuing year.

Attending the meeting are: J. P. Shuler, Assistant Secretary-Treasurer; Paul Hall, Director of Organization; John Mogan, Boston Agent; E. S. Higdon,

Philadelphia Agent; Anthony Cardullo, Marcus Hook Agent; William Rentz, Baltimore Agent; Ray White, Norfolk Agent; Earl Smith, Charleston Agent; Charles Starling, Savannah Agent; Jimmy Hanners, Jacksonville Agent; Cluade Simmons, Tampa Agent; Cal Tanner, Mobile Agent; Steely White, New Orleans Agent; Charles Haymond, Houston Agent; Leon Johnson, Port Arthur Agent; D. L. Parker, Galveston Agent; Salvador Colls, San Juan Agent; and W. H. Simmons, San Francisco Agent.

Also present are: Joe Algina, Acting New York Agent; Earl Sheppard, International Representative in charge of Great Lakes Organizing; Lindsey Williams, SIU Field Representative in charge of Gulf Area Organizing; and Robert Matthews, Headquarters Engine Department Representative.

Many difficulties were faced by the Union during the past year, and the Agents will discuss and study each one so that the lessons learned can be applied in the future.

BUSY AGENDA

Some of the topics on this year's agenda are carry-overs from the last Conference, such as the unremitting war which the SIU is carrying on against Coast Guard control over merchant seamen. The Union is on record that these controls be turned over to a civilian agency, and it

is certain that this topic will be thoroughly discussed by the officials.

Another carry-over topic is the Merchant Seamen's Bill of Rights. This measure has been bootlegged around in Congress long enough, and the Agents are sure to map out some sort of program to assure prompt action on the bill.

The *Seafarers Log*, which during the past year increased its size to 16 pages, will get its share of the stage to make recommendations designed to widen its scope and circulation.

But the keynote of the Conference is expansion. With the Isthmian election over except for

(Continued on Page 8)

Refusal To Disavow CP Makes Maritime Unity Impossible — Agents

As an aftermath of the Conference of Maritime Unions held in Washington on March 14 and 15, the Seafarers International Union has gone on record opposing any further participation in future meetings with those who refused to vote for the resolution condemning communists and their fellow travelers as enemies of the trade union movement.

The report of the meeting, plus the recommendation

that the SIU adopt the above policy, was submitted to the A&G Agents Conference by the three Seafarers' delegates at the conference, Harry Lundeborg, Paul Hall, and Morris Weisberger.

Without a dissenting vote, the Atlantic and Gulf District Agents accepted the report and the recommendation.

Besides the SIU representatives at the meeting, the following other union delegates were in attendance: Hill, Purser's Union, AFL; McDonald, Radio Officers' Union, AFL; Ash, Higgenbotham and May, MM&P, AFL; Malone, Ramsey, and Gormley, MFOWW, Independent; Curran, Lawrenson, and Haddock, NMU, CIO; Kaufman, Bryson, and Divoran, MCS, CIO; Hogan, MEBA, CIO; and Selly, ACA, CIO. Brothers Dorchain and Johansen, ITF, were also at the conference.

The text of the SIU report and recommendation follows:

On Friday, March 14th, we met with representatives of the majority of seamen's union's, licensed and unlicensed, including CIO, independent and foreign.

After a lengthy discussion a mutual agreement was reached on a number of problems facing all of us. We made no commitments relative to any "united

(Continued on Page 15)

Court Rules US Responsible For Injuries On Ships

WASHINGTON — Persons injured while working on a Government-owned vessel are entitled to recover damages from the Government under the Public Vessels Act of 1925, so decided the Supreme Court in a 7 to 2 decision on March 11.

The opinion, delivered by Justice Reed upheld the decision of the Circuit Court of Appeals, which had ruled favorably on cases involving two stevedores injured while loading a government ship at Staten Island, N. Y.

In rendering the decision, Justice Reed said: "We cannot believe that the Public Vessels Act, read in the light of its legislative history, evinces a Congressional intent only to provide a remedy to the owners of damaged property."

Seafarers affected by the Supreme Court's decision, can receive full particulars of the new ruling by contacting Joseph Volpian, Special Services Representative, 5th floor, 51 Beaver Street, New York, N. Y.

NEW TUG CONTRACT MAKES GAINS

MOBILE—A contract calling for pay increases and optional overtime on Saturdays and Sundays, was signed on February 6, 1947, between the Seafarers International Union-Towboat Division, the Gulf Shipbuilding Corporation-Tugboat Division, and the Mobile Towing and Wrecking Company.

The new agreement will run until February 5, 1948, and is automatically renewable unless either party gives written notice of a desire to terminate the contract.

Such notice must be given, in

writing, at least sixty days prior to the expiration of the contract.

Under the terms of the new agreement, overtime on Saturdays and Sundays is optional.

The boats will be in service weekends, but if an employee does not choose to work, he can be replaced by someone from the Union Hall.

Work on those days, plus holidays, is paid for at the overtime rate of \$1.25 per hour, as is all work in excess of eight hours per day.

The contract provides for the

orderly settlement of grievances, disputes, and complaints. Three steps have been set up to amicably adjust anything that might interfere with good management-labor relations.

Two weeks vacation with pay is another feature won by the Union Negotiating Committee which consisted of Cal Tanner, Mobile Agent, and Charles Kimball, Patrolman.

The agreement is an example of what can be accomplished in the Towboat field in the Gulf.

Full text of the contract appears on page 4.

Isthmian Hearing

NEW YORK, March 19—Hearings started today on the NMU's flimsy charges in regard to the Isthmian Steamship Company bargaining election. Representing the SIU at the hearings are Paul Hall, Morris Weisberger, Earl Sheppard, and Al Kerr. SIU attorneys are Ben Sterling and Henry Kaiser. Mr. Kaiser is from the office of Joseph Padway, AFL attorney.

Originally the National Labor Relations Board decided to start the hearings on March 24, but moved the date up when the services of Trial Examiner became available.

The hearings are being held in the New York offices of the NLRB, but will shift to other places if it is deemed necessary.

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GEORGE K. NOVICK, Editor



The Washington Meeting

Words are cheap, but it's actions that count. That was proven last weekend when the Washington Conference of Maritime Unions went on record to press for the rejection of communists from maritime unions.

Five AFL unions, the SIU, the SUP, the AMMSOA, the ROU, and the MM&P, plus one independent union, the MFOWW, voted for the resolution. Four unions, all CIO, either voted against it, or refrained from voting at all.

It came as no surprise that the MCS, and the ACA refused to come out in favor of the resolution, but it was shocking that in spite of his alleged fight against the commies in the NMU, Joe Curran voted against the proposition.

The stand he and Lawrenson took may gain them columns of praise in the pages of the commie papers, but they struck another blow at waterfront unity with their irresponsible action.

Having played ball with the communists for such a long period of time, Curran and Lawrenson certainly ought to realize that it is impossible to build any sort of solid organization if the red termites are allowed to attack the foundation.

There is only one sure method to use, and that is to refuse them aid and comfort from the beginning. Any position short of that can lead only to disruption and chaos.

Elsewhere in the paper is the statement issued by the Seafarers International Union representatives to the conference. That statement is a clear analysis of the events of the meeting, and clearly explains why the SIU has adopted a policy of refusal to hold any further meetings with the men who give lip service to the cause of democratic unionism, but actually shelter the communists and their stooges.

Big Doings

These are big weeks for the Seafarers International Union. This week Agents of the Atlantic and Gulf District are holding their annual conference; next week will be the SIU Convention in Chicago, and following that, the AFL Maritime Trades Department will hold a meeting in the same city.

These events are the normal activity of a healthy, growing labor union. It is in meetings and conventions that future programs are outlined, and previous happenings analyzed for the lesson that can be learned for the future.

The SIU is growing, not only in membership, but in strength. Our ranks are solid, and our union is built on the firm principle that democratic trade unionism is far superior to any set up which includes fascists, either red or black.

UFE Votes To Strike All Exchanges

The United Financial Workers, who with the help of the SIU recently tied up the New York Cotton Exchange, now plan an action which will shut down the entire financial district.

An overwhelming strike vote, 1444 to 114, authorized the heads of the union to cancel contracts in the Stock, Cotton, and Curb Exchanges, as well as with several brokerage houses, in order to force A. M. Kidder and Company to bargain with the union.

For months Kidder has been stalling, and a strike just against that company would be ineffective since the company could transact its business through other firms.

The strike vote was taken in the SIU Hall, 51 Beaver Street, on Thursday, March 13. At the same time a strategy meeting was held which was addressed by Frank Fenton, AFL Director of Organization, and Paul Hall, who fills the same position for the SIU.

M. David Keefe, President of UFE, stated that the union won a State Labor Board election at the Kidder company more than five months ago, but the company has refused to sit down to negotiate. The size of the strike vote is the answer to that attitude.

Pictures of the strike meeting appear on page 15.

NEW FREIGHT SHIP SCALE

DECK DEPARTMENT	Rating	Present Wage	Increase	New Rate
Bosun	\$205.00	\$12.30	\$217.30
Bosuns Mate—Day Work	192.50	11.55	204.05
Bosuns Mate—Watch	180.00	10.80	190.80
Carpenter	205.00	12.30	217.30
Storekeeper	197.50	11.85	209.35
AB Maintenance	187.50	11.25	198.75
Quartermaster	172.50	10.35	182.85
Able Seaman	172.50	10.35	182.85
Watchman	172.50	10.35	182.85
Ordinary Seaman	150.00	9.00	159.00
ENGINE DEPARTMENT				
Chief Electrician	\$294.50	\$17.67	\$312.17
Asst. Electrician	227.50	13.65	241.15
Jr. Engineer—Day Work	230.00	13.80	243.80
Jr. Engineer—Watch	205.00	12.30	217.30
Plumber—Machinist	237.00	14.22	251.22
Deck Engineer	205.00	12.30	217.30
Chief Reefer	269.50	16.17	285.67
First Reefer	237.50	14.25	251.75
Second Reefer	212.50	13.11	231.61
Storekeeper	197.50	11.85	209.35
Engine Utility	205.00	12.30	217.30
Evaporator—Maint.	190.00	11.40	201.40
Oiler—Diesel	195.25	11.72	206.97
Oiler—Steam	177.50	10.65	188.15
Watertender	177.50	10.65	188.15
Fireman—Watertender	177.50	10.65	188.15
Fireman	167.50	10.05	177.55
Wiper	175.00	10.50	185.50
STEWARDS DEPARTMENT				
Steward	\$220.00	\$13.20	\$233.20
Chief Cook	205.00	12.30	217.30
Night Cook and Baker	205.00	12.30	217.30
Second Cook	185.00	11.10	196.10
Third Cook	175.00	10.50	185.50
Messman	150.00	9.00	159.00
Utilityman	150.00	9.00	159.00

The overtime rate for Unlicensed Personnel receiving less than \$200.00 per month shall be \$1.06 per hour. For all ratings receiving \$200.00 or more per month, the overtime rate shall be \$1.32½ per hour. The full agreement was run last week, and will be run again next week for the benefit of those who missed it.



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

- J. NAVARRO
- P. DAUGHERTY
- J. RETOUR
- G. KRETZER
- C. MASON
- S. MOGAN
- W. BROCE, Jr.
- J. ROONEY
- E. CUSTER
- R. E. MULHOLLAND
- H. H. HAMILTON
- J. W. DENNIS
- R. B. WRIGHT
- R. B. KINAIRD



BALTIMORE HOSPITAL

- ARTHUR CAMARA
- ANTHONIO AMARAL
- ANTHONY FUSCO
- ALBERT HAWKINS
- JOHN ASHFORD
- JACK HAMILTON
- JAMES McMAHON (G.L.)
- MICHAEL J. LUCAS
- MATTHEW CARSON
- ROBERT WISEMAN
- LAWRENCE McCUNE
- ERNEST SIDNEY
- THEODORE BABKOWSKI
- GEORGE WILKINS
- STANLEY HOLDEN
- CHARLES SIMMONS

- CHARLES SIMMONS
- WILLIAM HOWELL
- PETER LOPEZ



MOBILE HOSPITAL

- MARION D. PENRY
- MANUEL CARDANA
- C. A. GARNET
- R. H. DAVIS
- W. J. SULLIVAN
- A. SABOURIN
- S. P. MORRIS
- E. L. MYERS



STATEN ISLAND HOSPITAL

- JAMES THOMAS MOORE
- E. E. CASEY
- S. W. LESLEY
- J. S. WOOD
- C. H. SULLIVAN
- K. KORNELIUSSEN
- P. SYRAX
- L. A. CORNWALL
- F. H. DOLAN
- M. BAUCSKI
- W. BLOOM
- M. J. LYDEN
- A. SWENSON
- R. G. MOSELLER
- R. J. TURNER
- G. E. MARSHALL
- M. MORRIS
- L. NELSON

Hospital Patients

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

Staten Island Hospital

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

- Tuesday — 1:30 to 3:30 p.m. (on 5th and 6th floors)
- Thursday — 1:30 to 3:30 p.m. (on 3rd and 4th floors.)
- Saturday — 1:30 to 3:30 p.m. (on 1st and 2nd floors.)

GALVESTON HOSPITAL

- OLSEN
- BENNETT
- GALANE
- R. V. JONES
- HUTCHENSON
- STAEINZ
- MILKE
- FLESHER
- AKIN
- GRAVES
- BREASHAR
- KOW LIM



BRIGHTON HOSPITAL

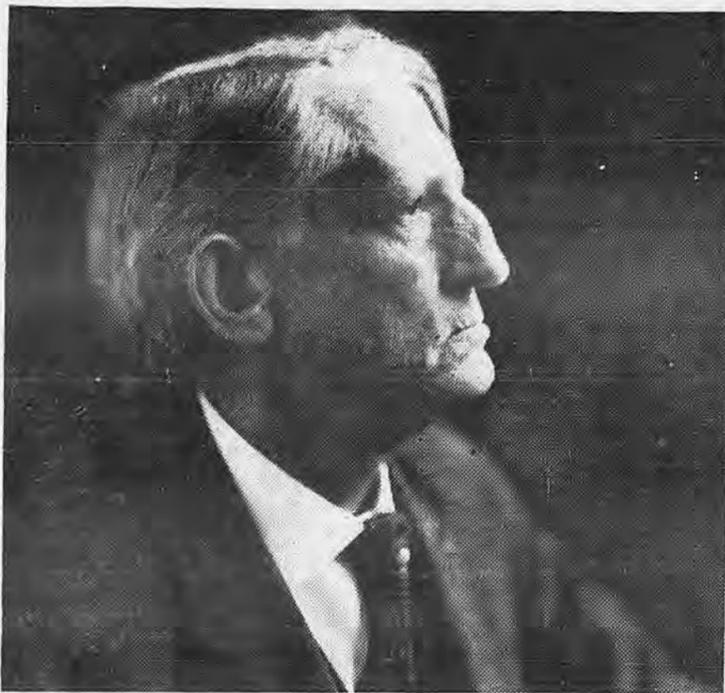
- E. JOHNSTON
- H. SWIM
- R. LORD
- R. BROWN
- E. BOLEHALA



SAN JUAN HOSPITAL

- JUAN OLIVER
- WALTER JORGENSON
- RAYMOND SAUDERS
- R. ARMSTRONG
- P. FELICIANO
- R. SEIFO

HONORED BY ALL



A Rare and Striking Photograph of Andrew Furuseth.

Furuseth Devoted His Life So Seamen Might Be Free

On March 21, 1938, the ashes of Andrew Furuseth were scattered on the ocean he loved and hated, and everywhere he was mourned by the men whose lot had become better mainly due to his untiring work.

Throughout his long and honorable life, Andy had nothing but respect and reverence from the men who knew that his every thought and action was designed to make American ships the best in the world, manned by men who were competent and capable because they were free.

Nobody ever attributed a selfish motive to any of his actions: not even his bitterest enemies stooped that low.

Andrew Furuseth was born in Norway, on March 12, 1854, the fourth of eight children. At an early age, due to the poverty of his parents, he was taken in to live with a neighboring family. From the age of eight, he worked for his keep.

STARTED EARLY

In his early teens he took to the sea. After sailing on Norwegian, Swedish, English, French, and German ships, in 1880 he came to the United States. Here he began his agitation for a change in the status of seamen.

In 1887 he was elected secretary of the Pacific Coast Seamen's Union, which later became the Sailor's Union of the Pacific. Andy leaped right into the struggle which raged at that time to free seamen from serfdom.

Until the campaign of Andrew Furuseth, and organized seamen, bore fruit, seamen could not strike after signing articles. The severe penalties for striking, or quitting the ship, had been unchanged for centuries.

Furuseth made it his self-assigned task to abolish these penalties.

Starting in 1893, Furuseth was an untiring Washington lobbyist. Until he died, he campaigned for the emancipation of seamen, and he became an outstanding authority on maritime law.

Although many were the discouragements that came his

way, Andy Furuseth kept at it with unswerving devotion and unwavering faith.

Slowly, very slowly, others were affected by his unflinching integrity and incorruptible standards, and they rallied to his support. Some of them were influential figures in the Halls of Congress.

So it came about that successive sessions of Congress passed laws which made the life of seamen more bearable. The Maguire Act of 1895, the White Act of 1898, and the LaFollette Act of 1915, all helped to lift the oppressive restrictions which for so long had made seamen's lives a virtual hell.

His long and fruitful life came to an end in Washington on January 22, 1938. He was at that time 84 years of age.

MANY HONORED HIM

Tributes to him came from men and women in all walks of life. As a special tribute, Madame Frances Perkins, then Secretary of Labor, ordered that his body lie in state in the Department of Labor auditorium. An unending line of mourners came to pay their last respects to this vaunted fighter.

Andrew Furuseth came of a seafaring race. He had respect for his trade, and he dedicated his life to the advancement of his fellows.

No man could do more—many do a lot less.

New Food Packages For Overseas

CARE, the humanitarian, non-profit organization that remits food parcels to the needy of Europe has announced a new type package being delivered to the peoples of most European countries.

The new package offered by the Cooperative for American Remittances to Europe, still sells for \$10 each, but contains a greater variety of foods than the ten-in-one army ration formerly offered.

The caloric content is increased to 40,963 per package, and is made up of 12 ounces of lunch-en loaf, one pound of liver loaf,

Seafarers Offers Lakes Seamen Chance To Ship During Winter

By EARL SHEPPARD

Reports from Duluth and Superior state that, although there were still 28 inches of solid blue ice in the twin port harbor ship channels as late as March 15th, with 15 inch ice off Minnesota Point, this season will get under way early.

It is expected that the harbors will be open around April 1st, and plans are being made for the biggest celebration yet on the arrival of the first up-lake boat.

Many a bottle of champagne will be cracked by the owners and operators to celebrate the grand occasion marking the opening of the season that will make them more millions than ever before.

The chandlers, LCA crimps, hotel owners, chambers of commerce and business of all sorts have something to celebrate.

Prices are booming; the factories and the mills in Detroit, the Calumet area, Cleveland, Buffalo and everywhere else are going full blast.

There's riches on them Lakes Brother.

For the seaman it's a different story. Since the lay-up last winter, he has had to scuttle for a living.

If he saved enough during last season he was able to hole up all winter, but regardless of what he saved, the chances are a hundred to one that it is always gone before the next season starts.

A seaman's winter on the Lakes, unless he is able to sail off-shore, is a succession of jumping from one job to another, a total loss so far as being a seaman goes—and this brings up one of the greatest needs of Lakes Seamen.

FULL YEARS PAY

There has always been an effort on the part of the Lake Carriers Association to create the impression that the pay differential between the Lakes and salt water was sufficient to make up for the loss of work and pay in the winter.

The truth of the matter is that this slight additional pay doesn't even come close to making up for the monotony of day after day aboard with very little time ashore; the discomforts and hazards of the weather at each end of the season, and inhaling wheat chaff, ore and coal.

The steadily increasing cost of living makes it practically impossible for a seaman to save enough in eight months work to carry him the other four months ashore, regardless of how careful he is with his dough.

The thing that is needed is pay sufficiently large to take care of the four to five months of enforced lay-off. This can be secured only by organizing, and bringing the wage scales up to the proper standard.

RECIPROCAL SHIPPING

Lakes Seafarers members have the benefit of reciprocal shipping and, if they so desire, can work the year around by moving to the coast during the winter months.

There is still, however, the question of transportation and the time spent waiting to ship. Many Lakes seamen have family responsibilities and the four winter months are actually the only time a normal family life can be enjoyed.

The moving of an entire family back and forth would involve an expense far greater than the average man can afford.

This puts the issue right back where it belongs, on the Lakes. Regardless of the benefits of reciprocal shipping, the only answer is more pay and improved working and living conditions.

Reciprocal shipping is a Union benefit, not anything to relieve the shipowner of any claims seamen legitimately have for better standards.

LOCAL AUTONOMY

The Great Lakes District runs its own affairs and handles its own funds. At the Chicago Seafarers International Convention,

Lakes District delegates will attend with full voice and vote, and Lakes problems will be discussed jointly with seamen of all coasts.

A large number of questions, recommendations and resolutions have already been submitted to the convention, and full consideration will be given all communications either from members or non-members.

One of the main points of discussion will be the setting up of uniform shipping rules for the Great Lakes, so that all Great Lakes Seamen can enjoy equal privileges without the loss of any seniority or other rights.

The establishment of such a uniform system will create greater job protection, and prevent Seafarers' members on the G. L. from being victimized by seasonal unemployment.

In addition the problems of labor in all sections of the industry will be discussed, and immediately following the convention the AFL Maritime Trades Department will meet and formulate plans for a National drive.

The Seafarers International Union, already leading the way, looks forward confidently to the coming year as the period in which it will become, together with the AFL Maritime Trades Department, the greatest organized maritime force in the world.

Sullivan, CSU Head, Quits; Calls Union CP-Controlled

OTTAWA — What the Seafarers International Union knew in August 1944, when it revoked the charter of the Canadian Seamen's Union, was found out to be the absolute truth last week.

The charter was revoked because the CSU refused to comply with the direction of the 1944 Convention asking a repudiation of the communist party.

When this was refused, the International took action, and lifted the charter.

Now, almost three years later, J. A. (Pat) Sullivan resigned as President of the CSU, and issued a statement blasting the machinations of the commies, within the union, and within the whole Canadian labor movement.

At the same time, he announced his resignation from the communist party.

FEARS FOR LIFE

His reasons for relinquishing his post he gave in a prepared statement, which was released publicly because he feared that "an unavoidable accident might occur to myself" if his action was disclosed only to the CP and the union.

"My decision to take this step was reached when I became convinced that the interests of organized labor are being subverted by the agents of communism," he stated.

"I admit having traveled with the communist party. From what I have seen of the underground activities of that group, I am convinced that in the interests of Canada, and particularly in the interests of organi-

zed labor, their activities should be exposed."

Sullivan named eighteen persons, three of them United States citizens, who were important in communist activities in Canada. One of them is Fred Rose, a former member of Parliament, now serving six years for espionage.

AFL Condemns Peron Control Of Trade Unions

Finding that the Argentine Labor movement is no longer free but has become a political arm of the government, the AFL committee on international relations has stated that no collaboration between the AFL and the Argentine Confederation of Labor is possible as it is presently constituted.

The AFL committee which journeyed to Argentine on invitation of the Argentine government and the CGT, made clear its denunciation of the labor movement in Argentina. In its report it stated:

"This organization has now been converted from a trade union movement into a political arm of the government. It cannot elect its officers... it does not determine its policies... it cannot carry on collective bargaining with the employers without, (in all these cases) the sanction of the government. There has been a wholesale usurpation by the government of ordinary trade union functions."

Text Of New Mobile Tugboat Contract

This agreement entered into this 6th day of February 1947, by and between the Seafarers International Union of North America, Tow Boat Division, hereafter referred to as the Union, and the Gulf Shipbuilding Corporation—Tug Boat Division and The Mobile Towing and Wrecking Company, hereafter referred to as the Company, and remains in effect until February 5th, 1948. Provided, however, that this Agreement shall be considered renewed from year to year thereafter by respective parties hereto; unless either party hereto shall give written notice to the other of its desire to amend or terminate same. Any such notice shall be given at least sixty (60) days prior to the date of expiration. If such notice shall not be given, this Agreement shall be deemed as renewed for the succeeding year, and from year to year thereafter.

ARTICLE I

Section 1. The Company agrees that only members of the Union shall be employed in all unlicensed ratings on all boats owned, operated, or bareboats chartered by them. This does not apply to bareboat charters made to other operators.

Section 2. The Company agrees to secure all unlicensed personnel through the offices of the Union when said personnel are available.

Section 3. The Company agrees to issue passes to the Union representatives for the purpose of contacting the membership aboard vessels of the Company.

Section 4. Step 1. Complaints, disputes or grievances of any employee or group of employees shall within three (3) days from the occurrence causing such complaint, dispute, or grievance, be referred in writing to their respective department heads for settlement, and if not referred within three (3) days, shall be deemed to have been waived.

Step 2. Complaints, disputes or grievances that are not satisfactorily adjusted in Step 1 within three (3) days after receipt of such complaint shall be referred in writing by the ship's delegate to the Union Representative who shall refer it to the Company Representative within three (3) days. The complaint shall be referred within 24 hours to a Port Committee.

Step 3. Complaints, disputes or grievances that are not satisfactorily adjusted in Step 2 within three (3) days after receipt of such complaint shall be referred in writing to a Port Committee, consisting of two authorized representatives of the Union and two authorized representatives of the Company. It shall be the duty of the Port Committee to meet within twenty-four (24) hours (Saturdays, Sundays and Holidays excluded) after receipt of complaint. In the event the Committee cannot agree within three (3) days, then the Director of Conciliation of the U. S. Department of Labor shall be requested to appoint an impartial referee whose decision shall be final and binding. There shall be no slowdown or stoppage of work during the settlement of any grievance.

Any expenses of arbitration shall be borne by and divided equally between the Union and the Employer.

ARTICLE II

Section 1. The Company agrees not to discriminate against any man for legitimate union activities.

Section 2. There shall be no strikes, lockouts, or stoppages of work during the life of this agreement.

Section 3. The Company shall furnish safe working gear and conditions at all times.

Section 4. Representatives of the Union shall be allowed on board the Company's vessels at any time, but shall not interfere with men at work unless said men are properly relieved, the relief getting no extra compensation.

Section 5. (a) When members of the crew are required to do extra work because a vessel sailed without the full complement as specified in this Agreement under circumstances where the law permits such sailings, the wages of the absent man shall be divided among the men who performed the work.

(b) When a member is unable to perform his work because of illness or injury the Union will furnish replacement.

Section 6. (a) The overtime rate of pay shall be One Dollar and twenty-five cents per hour (1.25).

(b) All overtime to be divided as equally as possible within the respective departments.

Section 7. Overtime shall be computed on a full hour basis, any fraction of an hour to be considered as an hour.

Section 8. (a) Eight (8) consecutive hours shall constitute a day's work.

(b) Forty (40) hours shall constitute a work week.

(c) Any work performed after eight consecutive hours shall be paid for at the regular overtime rate.

(d) At no time shall the members have less than an eight (8) hour rest period from the time of knocking off, if less than eight (8) hours is given they shall be paid straight through until they are knocked off at the

overtime rate. Provided, however, where the time of knocking off on one day to the starting time of the next day is less than eight hours, the starting time may be delayed for the period of time necessary to give the eight (8) hour rest period.

(e) When called to report on Saturdays, Sundays and/or Holidays to work or standby, there will be a guaranteed minimum of four (4) hours.

(f) Saturdays, Sundays and holidays when worked shall be paid for at the overtime rate.

Section 9. In the event a boat of the Company is sold or laid up, the crew shall be provided first class transportation, wages, and subsistence or the cash equivalent thereof back to the Port of Mobile.

Section 10. In the event a boat of the Company is lost, the crew shall be compensated one hundred fifty dollars (\$150.00) per man for the loss of clothing and effects; and shall be given first class transportation, wages and subsistence until they are returned to the Port of Mobile.

Section 11. In the event a vessel is to be laid up indefinitely or put on idle status, where members of the crew are laid off or discharged forty-eight (48) hours' notice shall be given crew members, except when lay up is caused by conditions beyond the control of the Company.

Section 12. The Company shall furnish a sufficient supply of clean linen, towels, face and mechanic soap, linen and soap to be issued weekly, face and bath towels to be issued twice weekly, providing that linen and towels are exchanged piece for piece.

Section 13. A sufficient number of lockers shall be provided so that each member of the unlicensed personnel shall have one (1) locker of full length with sufficient space to stow a reasonable amount of gear and personal effects.

Section 14. All quarters assigned to the unlicensed personnel and all mess rooms provided for their use shall be adequately screened and ventilated, heated and a sufficient number of fans provided to secure ventilation.

Section 15. All members of the crew shall keep their respective living quarters clean at all times, but such work shall be done by the men during regular working hours.

Section 16. In the event a vessel runs aground, this agreement shall be lived up to regardless of whether the company or the insurance company is paying the wages.

Section 17. No member of the crew employed on a vessel shall be required to work ashore except to facilitate work normally done aboard the vessel. Such work done ashore must be done when vessel is along side of docks or otherwise out of service.

Section 18. All unlicensed personnel covered by this Agreement shall be given two (2) weeks' vacation with pay each year. This shall be computed semi-annually, vacations, when due, to begin not more than one (1) week after the company is notified by member, provided proper relief is supplied by the Union.

Section 19. When working in Mobile Harbor, meals shall be furnished. When working outside Mobile Harbor, meals and lodging shall be furnished. When meals and lodging are not provided as stipulated each man shall receive \$1.00 per meal and \$3.00 per night for lodging.

Section 20. Fresh fruit, milk, shore bread and vegetables will be furnished daily.

Section 21. At least twenty-four (24) hours notice shall be given by the Company before discharging any member, and no member shall quit work without giving the Company at least twenty-four (24) hours notice, and having been relieved by the Union.

Section 22. In the event any member is fired or laid off through no fault of his own, he shall be furnished first class transportation, wages and subsistence or the cash equivalent thereof back to the Port in which he was hired.

Section 23. The company agrees to recognize the following as holidays: New Year's Day, Mardi Gras, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Armistice Day, Thanksgiving Day, and Christmas Day. When any of these holidays fall on Sunday, the following Monday will be observed.

Section 24. The minimum scale for each crew (day and/or night) shall be as follows: (crews designated as single crew).

3 Deck Hands
1 Oiler or Engine Utility
1 Fireman (on Steam Tugs)
1 Cook

Section 25. The hours of labor for the crew shall be from 7:00 A.M. to 3:00 P.M. and for the night crew from 3:00 P.M. to 11:00 P.M. Day crews may be assigned a daily starting time between 6:00 A.M. and 8:00 A.M. with notice to be given at the end of the previous working day, and their work day shall commence at the hour designated and run for eight (8) consecutive hours, with crewmembers affording each other proper relief.

Section 26. The wage scale shall be as follows: (per month)

Deck Hand	- -	\$177.50	Oiler	- - - -	\$177.50
Fireman	- - -	177.50	Cook	- - - -	177.50
			Engine Ut.	- -	200.00

Section 27. All members of the unlicensed personnel shall perform the regular and customary duties of their stations without the payment of overtime, however:

(a) When required to moor and unmoor unmanned barges and tows the crew members actually doing the work shall receive \$1.00 in each case. When required to handle lines on dock, in docking or undocking ships the crew members actually doing the work shall receive one (\$1.00) dollar for each line, in each case.

(b) When firemen are required to blow tubes by hand, shine brass, bright work or floor plates; paint; chip or sougee, clean or repair boilers or fireboxes or auxiliaries; he shall be paid at the regular overtime rate.

(c) Oilers, in addition to their routine duties shall assist the Engineer in the repair and maintenance of main engine and auxiliaries, and all other work shall be considered as overtime.

(d) Any time crews are required to handle hose for the purpose of furnishing air or steam to a ship for warming up or raising the anchor the men performing this work shall receive the overtime rate, in addition to the rate he is earning at the time he does this work.

(e) **Duties of the Engine Utilitymen when carried:**

(1) In addition to his routine duties the Engine Utilityman shall be required to assist the Engineer in all engine department repairs and maintenance work, without the payment of overtime. (2) Engine Utilitymen shall be required to have qualifications as Oiler, Water-tender and Fireman. (3) Engine Utilitymen shall do general cleaning, scaling, sougeeing, painting, chipping and polishing work in the Engine Department, and take on stores including standing by on water and fuel oil lines, without the payment of overtime. (4) Engine Utilitymen shall be paid overtime when required to clean tank tops or bilges by hand or when required to paint in bilges. However, cleaning bilges, strainers, cleaning away sticks or rags shall be considered part of the Engine Utilityman's duties, and shall be done without the payment of overtime.

Section 28. (a) Cooks shall be furnished all galley equipment including laundered white mess clothes. When required to chip, scrape, sougee or paint, cooks shall be paid at the regular overtime rate.

(b) When cooks are required to start galley fires before the regular starting hour he shall receive one (1) half hour overtime.

(c) All meals served other than to the official boat's personnel shall be paid at the rate of fifty cents (\$.50) for each meal served after crew members have had their meals, and only on written orders from the Captain.

Section 29. When members of the crew are required to enter tanks of any description for cleaning they shall be paid for such work at the regular overtime rate.

Section 30. Saturdays, Sundays and/or Holidays, and during overtime hours the crew shall be required to do only routine work for the safe navigation of the vessel and tow. Chipping shall be confined to daylight hours.

Section 31. After authorized overtime has been worked, the officer of the Department on board will present to each employee who has worked overtime a slip stating hours of overtime and nature of work performed. An overtime book will be kept to conform with individual slips for settlement of overtime. Officers and men shall keep a record of all disputed overtime. No claim for overtime shall be valid unless such claim is presented to the Department head on the day the work was performed. When work has been performed and overtime claims are disputed, the Head of the Department shall sign a disputed overtime slip thereby acknowledging that work was performed.

Section 32. Two or more crews may be carried at the discretion of the Company.

Section 33. This Agreement is signed subject to the ratification of the membership. If no notice is given to the Company within thirty days (30) after date of signing, it shall be deemed as ratified and in full effect.

MOBILE TOWING AND WRECKING CO.

Signed:—

Richard Walsh

SEAFARERS INTL. UNION OF N. A.

Signed:—

Cal Tanner

Charles Kimball

GULF SHIPBUILDING CORP.—TOW BOAT DIV.

Signed:—

F. C. Waller

SEAFARERS INTL. UNION OF N. A.

Signed:—

Cal Tanner

Charles Kimball

Skipper's Linen Charge Bounces; It All Comes Out In The Wash

NEW ORLEANS—We had a little fireworks this week when we ran into one of Waterman's flint-hearted skippers who thought he was bigger than the law. He learned his lesson the hard way, but what a run-around he gave the crew before we got the mess straightened out!

This character had given the crew a hard time all through the voyage, logging practically every crewmember on the ship for very petty reasons.

When the ship hit Manzanillo, Cuba, he really outdid himself in filling the log book.

While the ship was tied up there, two Cubans were caught with nine bags of the ship's linen. When apprehended they told Police that two crewmembers had sold them the linen.

This was right up the Skipper's alley, so Captain Roupe marched the crew ashore and had the two Cubans look them over. After spending half the day diddling around, the two men accused one OS and a Messman as being the guilty parties.

The stolen goods amounted to over 100 items each of bedsheets, towels, pillow cases and other supplies. All together the stuff weighed half a ton and was valued at \$2,000.

SENT TO COOLER

The two accused seamen were promptly thrown into jail. Later, however, the Cubans changed their story and the men were released. When they returned to the ship, the Old Man blew his top and sent them back to the cooler.

The Skipper tried to leave the men behind in Cuba, but the police told him they had no charges against the men and he would have to take them back to the States.

Well, he brought them back to the States alright—with a log book that carried three pages of charges against them.

Here is the last charge against them as taken from the log book: "Because I believe that R. A. McFarland, OS, and J. N. Jackson, MM, are guilty of embezzlement of ship's stores, I fine them jointly and separately to the full extent of wages due them at the end of the voyage subject to the findings of the United States Courts and shall request such further penalties as the Courts may allow."

It looked bad for the men involved, as the company had the FBI down to the ship before she made fast. The Patrolmen were not allowed in the hearing room and could not talk for the men.

MACHINERY STARTED

We grabbed a copy of the charges and headed for the Union Hall to start machinery moving. We contacted a lawyer and put him on the FBI.

Then we got hold of the company and showed them where we had the Skipper up a tree. If the men were logged someone was going to be sued as we had a lawyer.

Well, you should have seen Captain Roupe's face when the Commissioner asked for his log book and started stamping. Over every entry he stamped "cancelled" in big red letters.

Yep, old Captain Roupe found that you cannot log a man and then work him. He also found

out that you cannot accuse a man and have him hanged without proving it first. He was a sorry man, but he had it coming.

The crew, as a whole, stood by the men and took up a collection to pay the lawyer's fee. The three departments collected over \$150.00 and settled everything.

CREW HELPED

The fellow crewmembers who kicked in five dollars apiece to fight the log-happy Skipper are: Engine Department: Nemburg, Hackett, Shraner, Keefe, Power, Schwartz, Coughy, Goldsmith, A. Saunders, W. Saunders. Stewards Department: Miller, Bastes, Cossella, Flippin, Randall, Cox, Penez, Sullivan, Willy. Deck Department: Larson, Cole, Bruce, Baker, Kiss, Tarply, Duffey, Gillilan, Kale, Jenkins, C. Bruce, Brumley.

Brothers McFarland and Jackson wish to thank their Brothers, through the Log, for their aid and thoughtfulness in fighting this phony charge through to a successful conclusion.

Great Lakes Seamen Are Showing Deep Interest In The Organizing Campaign Of The Seafarers

By HENRY CHAPPELL

TOLEDO—The organizational campaign of the SIU on the Great Lakes is off to a good start. Judging from the continuous stream of men coming into the SIU Toledo Hall and inquiring about the advantages of belonging to the SIU, interest of the Lakes seamen has been aroused to a fever pitch.

These men are from all departments, and formerly shipped from the Lakes Carriers halls, NMU halls and through company sponsored unions.

All three of these outfits have prevented Great Lakes seamen from enjoying union conditions. In addition, they have considerably retarded the progress of the SIU in gaining better wages and conditions.

All of these applicants have expressed considerable resentment toward the LCA, NMU, and LSU.

During the past few years, with the sole exception of SIU-contracted vessels, these outfits have virtually controlled the wages, working rules, conditions, and manner of shipping on the Great Lakes.

There is no further need of exposing to the Lakes seamen how phony the NMU really is. This was done by the NMU last fall when they tried to tie up the entire Great Lakes in their phony organizational strike.

At that time, they tried to secure conditions on their ships which the SIU members had already enjoyed on SIU-contracted ships for four years. Even today the NMU cannot show any gains to compare with the SIU contracts.

THE SIU WAY

Our Union secured these conditions through collective bargaining negotiations with the operators, and through economic action whenever necessary. We have never had to pull a phony strike, calling everyone finks or scabs, to gain our demands.

The SIU tries to keep negotiations with our operators on a

sound basis. When no progress is being made, and all other methods fail, we believe that economic action is necessary.

In the SIU, when a strike is considered necessary the entire membership votes on it. A few union officials can never call a strike in the Seafarers because we believe in democratic, rank and file control. When SIU members vote for a strike, they back it to the limit. And we have never lost a beef!!

SIU ADVANTAGES

There are many advantages in being a member of the SIU. However, only a few of those advantages will be outlined here.

First and most important, we maintain job security for our members. In the SIU, you are shipped in rotation according to your shipping ticket, issued to you when you express a desire to ship. No one ships out of turn ahead of you.

When you're a Seafarer, no



Mate or Engineer can fire you simply because they want their cousin or friend to have your job. This practice has existed on the Great Lakes for years, but not on SIU ships. On an SIU ship, the job is yours until you quit or become disabled.

However, in order to protect the interests of all the members, no one person is allowed to set up his own rules of conduct. SIU members are expected to live up to the contract which we have with the company.

Any time an SIU crew member flagrantly violates the union regulations or becomes a nui-

Galveston Shipping Remains Slow; Most Vessels Are In Transit

By RAY W. SWEENEY

GALVESTON—Business and shipping in this gulf port remains slow in spite of the many ships that come into the port. The trouble is that most of the ships are in transit and we get their beefs but none of their replacements.

One of the ship that we did manage to crew up was the Lucretia Mott which finally sailed for the Far East. Seeing her off was a real relief to everyone in this port.

The Master was none other than Captain Vande Grift, better known as "One Dollar Vande," derived from his close-fistedness

when it comes to handing out a draw.

The Mott came in port and paid off Friday and received a new crew Sunday. The crew was put on subsistence and the ship did not start feeding until Tuesday morning.

Over the week-end the Skipper hightailed it to Mobile, leaving no one in charge to pay subsistence. When he arrived aboard the ship Monday night some of the crew asked him for a draw.

Being a big hearted guy, he says: "Yes sir boys. You can have a draw. Here's a buck. I



expect all hands here to turn to tomorrow morning and I don't want you to be gassed up."

NO CAN DO

How he expected anyone to get gassed up on a one-spot is anyone's guess, but the boys were all aboard and sober the next morning. That'll give you an idea of what the crew can expect in the way of draws for the remainder of the trip.

The Seatrains have started running in here again. The schedule calls for one to arrive here Thursday morning and sail Friday evening. The Seatrain Havana was the first to arrive and the New York is to follow. There were quite a few replacements on the Havana, but we had no trouble getting men to take the jobs.

We expect a rush of business next week when we will have quite a few ships in port. After that we expect things to slow down, but who can tell for sure.

Brother Parker, the Agent, is attending the Agent's Conference in New York. Here's wishing lots of success to the Agents in their meeting and deliberations.

All the boys around the Galveston Hall are more than pleased over the six per cent raise negotiated with the shipowners.

It's nice to find out that we have won a raise without the usual stalling around by the shipowners and the necessity for us to show them that we mean business when we ask for an increase.

It just goes to show that if you follow the SIU you can't go wrong.

Performers And Gashounds Make It Tough For Good Union Members

By JOE ALGINA

NEW YORK—We've recently had more than a little trouble with performers aboard ship. Some of them have terrorized an entire crew, and once or twice they have even tried to interfere with a Patrolman in the performance of his duty.

Now, this column is not to be construed as asking Seafarers to become Sunday school boys. There's nothing wrong with a man drinking or raising a little hell, as long as he doesn't throw his weight around. But when a man tries to lord it over the whole crew, or when a couple of guys get gassed up and try to beat up the sober hands, then they deserve everything that happens to them.

Some men get drunk and proceed to wreck company gear. When they are called on it, they say, "What difference does it make? This stuff belongs to the company, not to the Union."

That's where they are way off base. The Union fought a long and hard battle to get decent conditions on board ship for merchant seamen. When a man wrecks company property, he is robbing his fellow shipmates of what they fought for.

When a man signs on a ship, he is agreeing to do so much work for so much money. And he should live up to his word. When the operators try to stall around, the Union really gets on

their tail, and Union members should not put the SIU in a bad spot by not living up to their agreement.

SHIPPING AT PEAK

Right now we have 50 ships in port; the majority of which are now signing on. It takes a lot of men to man that many ships, and so we have the same old story here—we need rated men.

There are quite a few calls for Engine Department men, and as always, A/Bs are at a premium. Cooks are also scarce, so you can see that shipping has really picked up in this port.

We have not been forced to shanghai our doorman or janitor, as Philadelphia was forced to do, but if the situation continues, that may turn out to be a solution.

Cleveland Waterfront Unions Start AFL Maritime Council

By STANLEY WARES and JERRY LICHTMAN

CLEVELAND—In response to contacts with the various AFL unions in any way connected with the maritime industry, several locals sent their representatives to the first meeting of Cleveland's Maritime Trades Port Council held recently.

Indications are that the AFL Port Council in this city will be a huge success, and that we will have full participation.

The success of the Council was indicated by the turnout—representatives of the following organizations were present: International Brotherhood of Teamsters, Locals 407 and 964; International Longshoremen's Association, Local 1317; Masters, Mates and Pilots, Local 47; Tug Firemen, Local 3; International Dredgemen's Association, Local 5; Steamfitters Union, Local 120; International Brotherhood of Electrical Workers, Local 38; and the Seafarers International Union.

At this meeting, discussion

Cleveland Hall

CLEVELAND—The Great Lakes District of the SIU has acquired a new hall in the Cleveland area to be used solely for organizational purposes. Under the joint direction of Steve Conroy and Jerry Lichtman, the new organizational headquarters is located in the Dredgemen's Club at 26 Carroll Ave., between 25th and 26th Streets.

As usual, the regular SIU hall at 1014 E. St. Clair Ave. is being maintained for the transaction of all official Union business.

Cleveland's new organizational office is on the West Side, about one-and-a-half blocks from the Lake Carriers hall. All Lakes seamen desiring to join the SIU or secure information are invited to drop in. The welcome mat is out, and everyone is invited to drop in on Steve and Jerry. Don't forget the address—26 Carroll Ave.

Chicago Shipping Begins To Stir; Men Get Sougee Buckets In Shape

By HERBERT JANSEN

CHICAGO—This port has finally started to wake up. Smoke is beginning to pour through the smoke stacks, and the crews are getting the sougee buckets and scrub brushes out of their holds to ready them up for their scheduled new coats of paint.

All of this activity is greeted by the Brothers around the hall, and eager looks cross their faces in anticipation of inhaling some of the fresh air that they missed all Winter.

It's really a great sight to see the sudden activity along this waterfront. One day they're all along their winter berths, and when you look for them the next day, they've left for different ports all over the Lakes.

After they load up, they come slipping back with their cargo to unload here.

Crewmembers of the SS Gilbert are all at work getting her ready for the coming season. A newcomer aboard the Gilbert will be Jack O'Connor who will try to keep the boys happy by serving them the best in food. He's been cooking on the river dredges for the past few years, and wants to get his sea legs back once again.

CREWING UP

The SS American will be calling for her crew this week, and they intend to operate her across the Lake most of this year. Both the SS North American and the SS South American will start calling for their crews the last week of this month, and they will be operated on their usual runs all over the Lakes.

This coming week, the SS Lakewood will also be calling for her crew, and she is expected to operate around Chicago for a while before heading for Detroit.

We have no information on the changed runs of the SS Roosevelt and the SS City of Grand Rapids as yet, but they will not crew up until around the 5th of May.

A few years back, it was the policy of the shipping companies to try and create differences between the Lakes and Coast seamen.

This was their idea of preventing unionization and any kind of solidarity among Lakes men, and it worked solely for the benefit of the operators in pitting one man against another.

However, during the past five years this feeling of distinction has been broken down considerably.

Today, men sailing the Lakes have found out that there is no difference between a 25,000 ton ship or a 200 ton ship, whether it sails on salt water or fresh water, or if a seaman is from Marine City, Michigan or San Pedro, California.

We are all the same, working

for a living, and trying to better our working conditions and wages in the same manner as any other worker.

SEA BROTHERHOOD

We are all seamen, whether on the Lakes or deep water, and believe in the Brotherhood of the Sea. We do the same kind of work on any vessel, no matter where it sails. How can anyone say that a Lakes seaman is any better than a deep water seaman, or vice versa?

There is no doubt that this type of propaganda will be thrown at us again in the operators' all-out attempts to prevent organization of the unorganized on the Great Lakes.

Let's ignore any attempts to break up our own solidarity in fighting for the betterment of conditions for all seamen.

Seafarers Leave Charleston For Hotter Ports

By VIC CIUFFO

CHARLESTON — Slow is the word for shipping in this port as we have only paid off one ship during the past week. The ship was an SUP job and there were no beefs aboard. She paid off in good shape and everyone was happy.

The Engine and Stewards Departments on the ship took time off to come and tell me that the Deck Crew was one of the best crews that they had ever sailed with.

It is sure good to see someone appreciate good sailors regardless of the union they belong to. It makes for more enjoyable trips if there is harmony in all Departments of the ship and this vessel really demonstrated that.

Snuffy Smith, the Agent, is up in the north country, attending the Agents' Conference in New York. We're all waiting to hear what the Agents discuss and recommend for the coming year. This is a big year for the SIU and we have a good bunch of Agents, really on their toes.

BEACHCOMBERS GONE

We had about fifty men on the beach here last week but they all disappeared. I guess they read of the fast and furious shipping in the other ports and figured that was the place for them. With the dozen or so men we shipped this week we have only a handful of men left around the Hall, and most of them in the Engine Department.

There are no prospects for ships in this port until the latter part of the month when two South Atlantic ships are due in. Something may show up in the meantime, but we have nothing definite to look forward to until the South Atlantic ships stick their noses into port.

We'll continue to send in the dope concerning the activity in this port, but it looks like we won't be able to give any encouraging news for quite awhile. At any rate we will keep our fingers crossed and hope for the best.

Rush Of Tankers Causes Manhunt In Corpus Christi

By J. S. COLLINS

CORPUS CHRISTI — With a sudden influx of ships hitting the port, business has taken a turn for the better. Both Corpus Christi and Harbor Island have been the hosts to a good number of tankers both in transit and here for payoffs.

We had the Fort George, Casa Grande, Umatilla, Fort Christina and the Fort Erie, all Pacific Tankers in port this week. What beefs came up on these ships were settled on the spot and everyone was satisfied. The beefs were, for the most part, of a minor nature and just needed someone to show topside what the score was.

With the unusual number of ships in port we had to do a hurry up job of getting men for these ships, so after shaking down the gin mills and tourist courts we finally got enough replacements for these scows.

TANKERS COVERED

We have also had some unorganized tankers hitting the port and all of them were covered. We talked to the SIU men aboard the ships and after putting some copies of the Log aboard the ships, we left them in good shape.

At the moment the rush of tankers has slackened off, but we have been informed that there will be another rush of tankers next week. If it materializes, it will take about all the men we have on the beach to crew up the ships.

It looks like a guy can get a ship now without any trouble in the Gulf.

Activity Is Up, Says Savannah; Boneyard Ships Due To Hit Port

By WILLIAM J. BRANTLEY

SAVANNAH — Shipping has picked up this week in Savannah and it is now a little better than good. For the past few weeks it has been running along at a steady rate and this week we are enjoying a little more shipping than usual.

We shipped some replacements aboard two South Atlantic ships, and ran into beefs in all Departments on the ships. We got everything squared away and the Belmont sailed for Antwerp and the Stockton is expected to sail within the next few days.

The absence of news from Savannah last week can be attributed to the fact that Brother Charles Starling, the new Savannah Agent, was relieving Brother Arthur Thompson and the change over caused the lack of news.

At the moment, Brother Starling is attending the Agents' Conference, so in his place I'm giv-

ing the lowdown on this Gulf Port.

We expect shipping to improve in the next few weeks as a lot of ships are being removed from the boneyard and towed into port for reconditioning. For the most part they are Liberties and will be crewed in this port.

ELECTION POSTPONED

Election of officers for the Port Council on a temporary basis was held over until the next meeting. This was done to make it possible for other organizations to send representatives, and participate in the elections.

The over-all reaction to the first meeting of the Cleveland Port Council was so good that several organizations which did not send representatives to the first meeting have since notified the SIU Cleveland office that they would attend the next meeting.

OLDTIMER IN AND OUT

Oldtimer Jimmie Adams breezed into port a couple of days ago after spending quite some time in the Pacific. There he had the never-to-be-forgotten experience of having to sail as Boson on an NMU tanker to get back to the States. He has managed to recover from his experience somewhat and is now out at sea aboard the Belmont.

We are keeping a weather eye peeled for the ships due out of the boneyard and when see them coming down the river we'll let the news be heard.

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

MEET THE SEAFARERS

Volunteer Organizers



BOB WILLIAMS and BILL HOLLIDAY

They came walking into the Log office in a body, four young fellows. One of them spoke up and said:

"We understand that you are looking for volunteer organizers to write about. Well, we're on an Isthmian ship now, and two of us were on one before. How's that?"

"That" sounded okay, and here is the story from Bob Williams, Bill Holliday, John Drewry, and Charles Tetterton. Bob sailed as Wiper, and the others are ABs.

"We made the SS Cape Junction in Norfolk on August 1, but we didn't leave until the 31st," Bob stated, "and even then it was easy to see the difference between a ship that has an SIU contract and one that hasn't. Nothing that you could really get sore about, but a lot of chicken that SIU men aren't used to."

LITTLE BEEFS

"That's right," broke in Brother Tetterton, "it was always little things, and before you knew it, they added up. Like disputing overtime, refusing time off, no representation when beefs came up. In the long run, the officers weren't so bad, but they had to carry the weight of the anti-union company."

Bob Williams came into the conversation again. "I was on the Jeremiah S. Black before I made the Cape Junction, and it was the same story on that ship. It was better in one respect, and that was that after a three month trip, there was only 16 hours overtime in dispute."

"But other than that," he continued, "you couldn't tell the difference from one to another."

"That's exactly the way I found it," said Bill Holliday. "This is my second Isthmian ship, and conditions are similar to the first one. The food was a little better on the previous one, but there is the same feeling of

uncertainty because you are not protected by a contract."

NO TIME-OFF

"Take, for instance, what happened to us on Lincoln's and Washington's birthdays," said Drewry. "We couldn't collect overtime for those days, and sometimes when we have to work before 8 AM and after 5 PM, they dispute that overtime also. You can't beat the company because the crew has no representation."

"As far as organizing this ship is concerned," remarked Bob Williams, "that has never been a problem. Practically all of the crew members are in favor of the Seafarers, and they look forward to the day when the SIU will represent them officially. Even the officers are secretly on our side, but they can't do or say anything because of the company's anti-union attitude."

Of course, not everything is bad on an unorganized ship. There are good shipmates, and there is always the feeling of a job well done when the union message has been passed along to the men who are not members.

"I get a big kick out of talking union to guys who are not members," said Tetterton, with a smile. "The Union means a lot to me, and so I enjoy doing an organizing job, even as a volunteer."

That seemed to be the sentiment of all of them. Strangely enough, it also seems to be the feeling of most of the volunteer organizers who have been interviewed in the Log office.

The four volunteers expect to pay off the Cape Junction within the next few days, and to the question "Do you expect to sign on again?", they answered practically in unison, "Not on the Cape Junction, but you can expect us to try another unorganized ship. That's the only way to keep the Union growing."



JOHN DREWRY and CHARLES TETTERTON

The Patrolmen Say—

Exit Performers

NEW YORK — Last week we covered two ships, and on each of them we ran into the same trouble—disputed overtime.

On one ship, the SS Blue Island Victory, the crew collected approximately \$2800 in OT that the company questioned. The same thing happened on the SS J. Fiske, where a considerable sum of money was finally paid out to the crew.

But Brothers, on the Fiske we really found a situation. When we came aboard, we thought we were walking on light bulbs. Upon looking down, we discovered that the passageways were littered with broken glassware.

WHAT A MESS

The foc'sles were in even worse shape. All the wiring leading to the bunk lights had been cut; the glass that protects the light bulbs had been broken; locker mirrors and handles were busted, and escape panels were shattered. When we left the quarters, we were half shot from the whiskey fumes.

We picked up the tripcards and books and informed the crew that their actions were opposed to the SIU principles, and that they would have to clean up the ship before we could allow the company to pay them off.

The entire crew, with the exception of three men, agreed to do so. After a while, some of the hands came over and told us that one of the three men who had refused to clean up was responsible for the mess.

He had pulled a knife on one of the tripcarders and stated that he would cut the throat of any one who tried to pick up his book, or the books of his two friends. Incidentally, those guys refused to clean up, also.

All three of the characters were brought back to the Hall, and charges were preferred against them. They now have prominent places in the social register.

It is the duty of a good Union member to see that such occurrences do not happen, and if they do, to bring the offender or offenders up on charges.

Jimmy Drawdy, Ray Gonzales



Few Replacements

PORTLAND, Me. — The SS Billings Victory just paid off in this port. She is the first of ten Waterman ships due to come in here every couple of days to load potatoes for Germany.

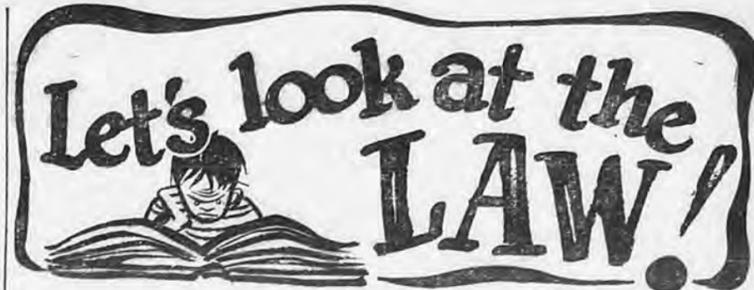
There were very few replacements made on this ship, with nearly the whole crew deciding to make another trip to Germany. When she returns to the States after this trip she will payoff in New York.

If the crews on the rest of the Waterman ships hitting this port decide to stay aboard for another trip there, won't be much business for Seafarers on the beach around here.

However, this was an unusual ship in that respect, and the ships to come will probably be a different story.

The story I get from Boston is that there is excellent shipping in that port, and it is expected to remain that way for another few weeks anyway.

Jimmy Sweeney



By JOSEPH VOLPIAN

Sometimes a fellow's little woman gets to be a big headache that can't be cleared up without getting into the law courts. In other words it's a lot easier to get married than it is to get a divorce.

The laws governing divorce differ among the various states so much that the situation would be humorous, if it didn't concern such a vital relationship.

Take as an example, the neighboring states of North Carolina, where there are at least six different grounds, as compared with South Carolina, whose constitution provides that divorces from the bonds of matrimony shall not be allowed.

It's natural, in view of the extreme differences, that one should wonder how this condition came about. Maybe it's due to the fact that in the United States the rules are entirely a matter of statute law.

In other words the rules have developed from Colonial days, first by legislative enactment and later through court action. Today practically all divorces are granted by a court after proper proceedings.

WHAT A MAZE

The situation is so complex today that any attempt to state general rules is only a feeble effort at a bird's eye view of a patch quilt design.

With a full realization of the impossibilities and with the warning to, "beware: the safest way is to ask your lawyer about the laws applicable in any individual case," here goes:

Most states permit divorce on various grounds: The usual ones are adultery, desertion, insanity,

cruelty, conviction of felony, and demon rum (too much, too often.)

While marriages are contracts they have as an added quality the fact that public policy is concerned; that's why courts must be entered in order to end the agreement.

Desertion requires an ending of the marriage relation with intention to desert or abandon plus no consent or misconduct of the party deserted during the necessary period of time.

An honest offer to return before the period has expired will end the desertion. Involuntary separation cannot form grounds for divorce because of desertion.

GONE AND FORGOTTEN

Everyone has heard of an Enoch Arden decree. This is not a divorce in the strict sense, but a dissolution of the marriage because of the disappearance of either the husband or wife for a certain period of time, and the remaining party thinking that the other is dead.

The divorce laws are so ridiculous in their present state, and so mixed up, that the Supreme Court of the United States can't really make heads or tails of the laws.

Suppose a man gets a divorce in one State, remarries and the couple have a child.

They then decide to take a trip across country. In one State the woman will be the legal wife and the child legitimate; as soon as they cross the State line, the wife is considered to be living in sin and the child illegitimate.

The only remedy for this chaotic condition is a National Uniform Divorce Law.

Organizing Drive Catching On With The Great Lakes Seamen

By EDWARD JANASZAK

TOLEDO—Already, the organizational drive which the SIU has started on the Great Lakes has begun to show results in this area. Not only have many new members joined up, but the unorganized men here are showing a new interest in unionism on the Lakes—the SIU kind of unionism.

It's also easy to see why the NMU has repeatedly met with failure in its organizational attempts, and in spite of the huge amount of cabbage they've tossed away.

Mainly interested in promoting the commie line, this phony outfit has only succeeded in causing a feeling of hate toward unions in general.

This condition the SIU has already broken down, and will continue to break down as the unorganized Lakes seamen see the benefits of SIU membership.

The Lake Carriers Association is in the same category as the NMU in regard to its treatment of the Great Lakes sailors.

This outfit, the LCA, will probably give the SIU more opposition than the NMU, because it is a powerful organization

built over the past 20 years, and has consistently fought against Lakes seamen having any say in wages and conditions.

SEE SIU SHIPS

When the Lakes seamen see for themselves how things are run on SIU-contracted vessels, they'll want those same conditions on their own boats. And after seeing the democratic manner in which the SIU is operated, they'll want the same type of organization for themselves.

That's why the Seafarers' drive to organize the Great Lakes should meet with overwhelming success. That's why any possible LCA or NMU opposition will be overcome.

Conditions which the Steel Trust and other large shipping interests have compelled Lakes men to work under for the past few years have made these men very receptive to the SIU.

It should make it that much easier for our SIU members to win the unorganized Lakes seamen over to the SIU side, and win the best possible conditions for all Lakes seamen.

A & G Agents Hold Conference In N. Y.



J. P. SHULER, Assistant Secretary-Treasurer: The wages and conditions gained by the Seafarers International Union during the past year are the best in the industry. Although 1946 was a tough year for all organized labor, we made advances. The future looks good, despite hostile legislation, and the SIU is going to stay right in there, fighting all the time for the betterment of wages and conditions for all seamen.



E. S. HIGDON, Philadelphia Agent: Philadelphia membership has been pretty enthused about the entire organizational program, and especially so about the Isthmian results. The outlook is favorable for organization of all unorganized companies sailing into the Delaware, and is especially so in regard to the tankers.

Reports To Go To All Ports For Approval

(Continued from Page 1)

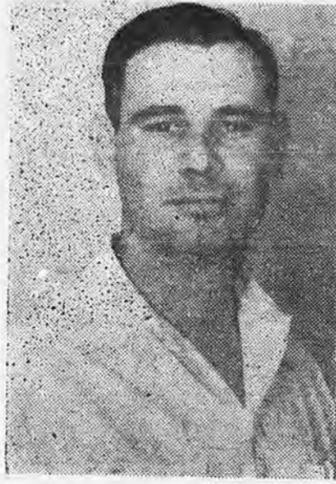
NMU stalling, the SIU is not content to rest on its laurels. Already the Great Lakes drive is underway, and inroads have been made in that stronghold of anti-unionism.

LARGE SCALE PLANS

In the tanker field, SIU organizers are hard at work. Week after week, organizing goes on, and the Agents will no doubt make suggestions for extending and intensifying the SIU campaign among unorganized seamen.

The addition of a Multilith machine in Headquarters, during the past year, has been of utmost value to the Union. Mountains of publicity were turned out, not only for the SIU-SUP during the General Strike, but for other unions such as the MM&P, the CIO Shipbuilders, and the United Financial Employees. This aspect of SIU publicity is sure to be examined by the Agents with a view to possible widening of the machine's uses.

The Conference will be an extensive one, with all aspects of the Union thoroughly covered. All signs point to a successful meeting. Decisions reached will be printed in the *Log*, as soon as they have been approved by the membership. The agenda and pictures of the officials in attendance appear on pages 8 and 9.



W. C. TANNER, Mobile Agent: The membership is of the opinion that the Union's Organizing Program is good, but that the goal is too narrow. General opinion is that we should drive to organize everything that is unorganized. This is due greatly to the fact that the entire harbor here is organized under the Seafarers' banner.



RAY WHITE, Norfolk Agent: The organizational process of the last year has strengthened the Union immensely, and the membership is for its continuance 100 per cent. Approximately 20 unorganized ships that we have been working on come into Norfolk regularly.



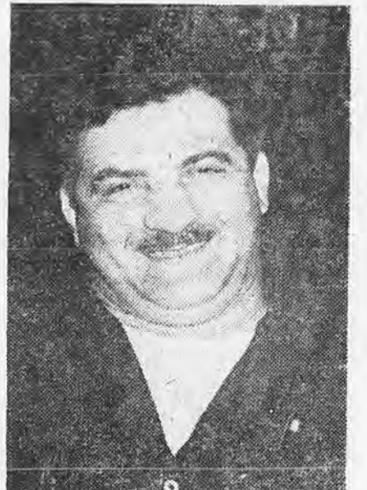
EARL SHEPPARD, International Representative in Charge of Organization. At its inception, the organizing staff of the Union was set up as a unit separate from the regular Union structure. Wisdom of this move is proven by the fact that we were able to defeat the NMU in the largest election ever held in the Maritime industry—the Isthmian Steamship Company.



SALVADOR COLLS, San Juan Agent: We hold regular membership meetings, each of which is sparked by active discussion, both in English and Spanish. Issues most widely discussed are the organization of shore gangs for the Island ports and the purchase of a hall in San Juan. Organizing work should be started here immediately; the membership will give its full support and participation. We get 100 per cent backing from the AFL unions here.



LEON N. JOHNSON, Port Arthur Agent: The membership is thoroughly satisfied with the results of the Isthmian election, and is eagerly awaiting a contract. The membership will not be satisfied until we launch an all-out organizing campaign. We seldom have enough men on the beach to fill the jobs that are available.



STEVE CARDULLO, Marcus Hook Agent: This is a new branch, but the potentialities, both from the points of representing our present membership and establishing an organizational base for the tankers, are enormous. We cover approximately eight unorganized ships a week, in addition to the regular work aboard contracted ships. We have worked under the direction of the Organizing Committee, and have assisted organizers when they were assigned down here.



PAUL HALL, Director of Organization and New York Port Agent: Regardless of how good a contract is, there is always need for clarification. Therefore, we feel it necessary for Headquarters to rig a system of some sort for the interpretation and clarification of various disputes that may come up from time to time. These should be sent to all ports immediately. We would then have all ports interpreting disputes in a uniform manner, thus avoiding confusion. Our relations with our AFL affiliates in this port are very good. We intend to keep it going that way. At present, we are holding monthly meetings of the AFL Port Council.



C. SIMMONS, Tampa Agent: Membership's attitude toward the organizing program is very favorable. They think Isthmian is the biggest thing the Union has ever accomplished, and that we should push with all our effort to get a favorable finding, and immediately enter negotiations so that we can put our contract into effect on Isthmian ships. We should go after the tankers hard.



EARL R. SMITH, Charleston Agent: The general opinion is that with prices skyrocketing, wage increases are necessary. Rising prices, anti-labor legislation, etc., show a strong possibility that we may have to hit the bricks this year. But whether we do, or not, we should be ready for any eventuality.



J. S. WHITE, New Orleans Agent: The strike apparatus can be improved by making a thorough analysis of the strikes and beefs we have gone through, eliminating the weakest part of the apparatus and strengthening the others.



C. H. HAYMOND, Houston Agent: The strike apparatus should always be kept in readiness. All it needs is to have a few kinks ironed out and it will be okay for anything that comes along. There is a possibility of a strike this year, and we must be prepared when and if it comes.

SIU Plans And Policies Drawn For 1947

Conference Agenda



JAMES HANNERS, Jacksonville Agent: General sentiment of the crews on unorganized lines is favorable to the SIU, and a little concerted organizational activity should be able to bring them under SIU contract. The AFL unions have all cooperated with the SIU 100 per cent and gave valuable assistance during the general strike.



W. H. SIMMONS, San Francisco Agent: Labor is solid in this port and there is no way to strengthen it, except by keeping it as good as it is. The Organizing Program is looked upon favorably by the membership and the attitude towards the Isthmian victory is that it is an outstanding achievement of the Union.



ROBERT A. MATTHEWS, Representative: Although quite a few important gains were made last year by the SIU, the coming year promises to be one of the most momentous we have ever faced. Many problems will come up. But with continued militancy of the membership and the officials, I am sure these problems will be handled as successfully as they have been in the past. As far as contracts are concerned, emphasis should be on increased manning scales on all ships of all companies.

1. Secretary-Treasurer's Report.
2. Assistant Secretary-Treasurer and Headquarters Engine Room Representative Reports.
3. Organizers' Report.
4. Agents' Report and actions on same.

a. Boston	g. Charleston	m. Port Arthur
b. New York	h. Savannah	n. Galveston
c. Philadelphia	i. Jacksonville	o. Houston
d. Marcus Hook	j. Tampa	p. San Francisco
e. Baltimore	k. Mobile	q. Puerto Rico
f. Norfolk	l. New Orleans	
5. Finances of Union.
 - a. Income
 - b. Expenditures
 - c. Recommendations on same
Committee—
Robert Matthews, Ray White, Earl Smith
6. Strikes
 - a. Analysis of 1946 General Strike
 - b. Possibilities for 1947 Strike
 - c. Recommendations
Committee—
Paul Hall, Lindsey Williams, Charles Haymond
7. Organizational Expansion Program
 - a. Organizational activities of Union
 - b. Recommendations on same
Committee—
Cal Tanner, Anthony Cardullo, Earl Sheppard
8. Shipping Rules and Constitution
 - a. Shipping Rules
 - b. Recommendations on same
 - c. Constitution
 - d. Recommendations on same
Committee—
Steely White, Jimmy Hanners, D. L. Parker
9. Education and Publicity
 - a. Seafarers Log
 - b. General education
 - c. Recommendations on same
Committee—
W. H. Simmons, Eddie Higdon, William Rentz
10. Contracts and Negotiations
 - a. Recommendations on contracts
 - b. Recommendations on negotiations
Committee—
Leon Johnson, Salvador Colls, Joe Algina
11. Government Agencies and Legislation

a. Coast Guard	d. Marine Hospitals
b. Alien Seamen	e. Unemployment Insurance
c. Seamen's Bill of Rights	f. Maritime Commission Training Program

 - g. Washington Representation for Legislation
Committee—
Paul Hall, Lindsey Williams, Charles Haymond
12. Buildings and Halls
 - a. Recommendations on same
Committee—
Cal Tanner, Anthony Cardullo, Earl Sheppard
13. Operation of Union Apparatus
 - a. Headquarters Operation
 - b. Branch Operation
 - c. Manpower as Applied to Jobs
 - d. Membership Action
 - e. Recommendations on Increasing Efficiency of Present Apparatus
Committee—
Robert Matthews, Ray White, Earl Smith
14. General Proposals
 - Good and Welfare
Committee—
Charles Starling, Claude Simmons



WILLIAM B. RENTZ, Baltimore Agent: The strike apparatus can be improved by making it uniform throughout the nation, and by keeping it prepared always, keeping in mind the needs and special characteristics of each port. The membership and the officials have been participating fully in the organizational drive.



CHARLES STARLING, Savannah Agent: The shipping rules should be changed. There should be no promotions aboard ship. All Bosuns should produce three years discharges before registering. Members should register for one rating only. All beefs here are settled locally. There has never been a manpower shortage here, except in a few cases of new ships.



LINDSEY WILLIAMS, SIU Field Representative in charge of Gulf Area Organizing. Our organizing campaign down in the Gulf has been going like a house afire. There is a great need in that area for the type of representation that the SIU gives its members, and for that reason, the unorganized men have flocked to us.



D. L. PARKER, Galveston Agent: There is a general sentiment that unless wage increases are made to cover the steadily rising living costs, we should hit the bricks to bring about the necessary increase. There has never been any trouble in getting volunteers to go up to the unorganized companies to try and get jobs.



JOHN MOGAN, Boston Agent: Everyone is anxiously awaiting a signed contract with Isthmian. The membership has a very good opinion of the present contracts, and feels that things are going very nicely. They maintain that the status quo is good enough until the economic situation undergoes further and more drastic changes. Also, the men think that deck department men should register for specific jobs.



JOSEPH A. ALGINA, New York Acting Agent: There is an average of 20 ships paying off weekly in the Port of New York, as well as many ships calling in transit. There are about 40 SIU ships in the harbor at all times. As pointed out before, in most instances the disputes that arise from handling these many vessels are settled without too much trouble.

SHIPS' MINUTES AND NEWS

Penalties For Leaving Job Proposed By Scripps Crew

Aroused by the action of some members who "sign on a ship and then walk off" before sailing time without notifying the Union Hall or the Ship's Delegate, the crew of the SS Edward W. Scripps has strongly urged the adoption of specific measures to stamp out the practice.

Asserting that Seafarers who pull this stunt "cause confusion and hardship among the rest of the crew," the men of the Alcoa vessel took action at their Feb. 12 shipboard meeting and recommended these penalties:

1. That a fine of \$50 be imposed on those guilty of a first offense.

2. That for the second offense, the offender be brought up on charges, and be made to stand trial before a duly elected trial committee.

The Scripps crew pointed out vessels which sail short-handed, are forced to sign on a non-union man on a pierhead jump, because a crewmember has walked off his ship and failed to follow the proper procedure so that a replacement can be furnished.

The denunciation of the practice and the recommendations made to curb it were drawn up in the form of a resolution, which follows:

RESOLUTION

"Whereas: The Union hiring hall and job security was won by the SIU after a long hard fight, and it is the policy of the SIU, for our own protection to insist on our ships being crewed up at all times by SIU members, and;

"Whereas: It has become a habit with a number of Union Brothers to sign on a ship and

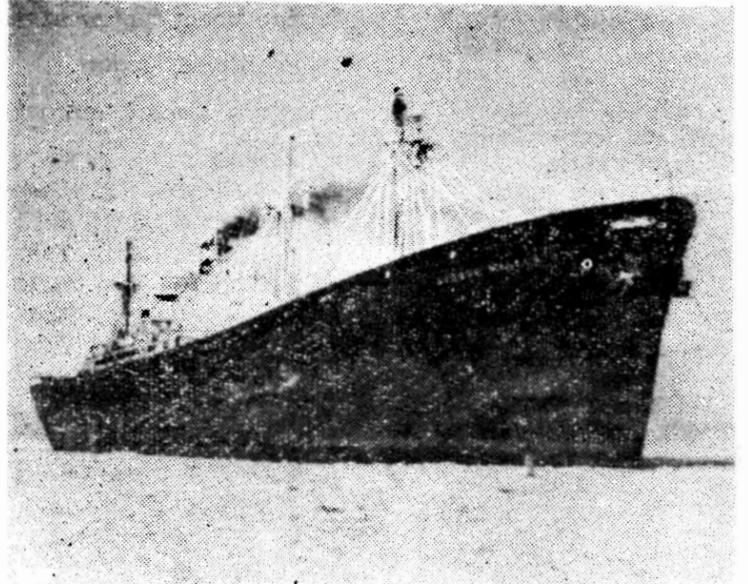
meeting, which was chaired by Berger Hansen. Brother Little penned the minutes, which were submitted by Deck Delegate Earl Cochran.

then walk off, informing no one of their intentions, thus causing confusion and hardship on the rest of the crew, and very often making it necessary to sail short-handed, or to ship a non-union man on a pierhead jump.

"Therefore, be it resolved: That any member who signs on a ship and then deliberately walks off and misses the ship intentionally without informing the Union Hall or Ship's Delegate in time to ship a replace-

(Continued on Page 11)

ON ICE FOR THE WINTER



ABOVE: Locked in the ice for the "duration" at Hals, Denmark, the SS George Walton anxiously awaits the spring thaw. "They tell us we'll stay ice-bound until sometime in April," writes crewmember Loomas Laarents. Tiny figure to left of bow is the Carpenter "taking soundings—toward the beach for a beer."



LEFT: The marooned vessel's deck gang kill a few minutes of their long vigil by posing for the camera. The Walton is now in the sixth month of what started out to be a five-weeks trip, and all hands are reported on the verge of the jitters.

Gadsden Men Cite Danger Aboard Ship

Fearful of the potential danger posed by the carrying of an extra locomotive on deck, the crew of the MV Gadsden instructed its Delegates to notify the Union of the protest registered at the Feb. 22 meeting, held at sea. The meeting also urged an investigation to determine whether the additional locomotive violated safety regulations.

In the discussion culminating in the decision to advise the Union by editor, crew members pointed out that they felt the extra locomotive made the ship unsafe, particularly in heavy weather, when anxiety was at a peak.

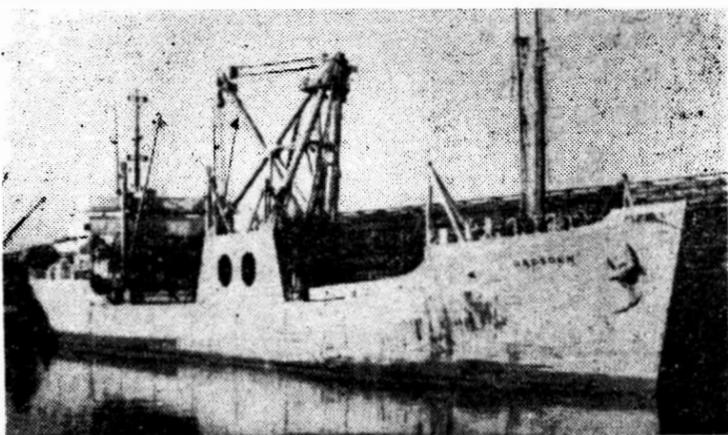
It was also voted at the meeting that crewmembers would accept a \$20 draw in American currency when the vessel, which carries locomotives and tenders, arrives in Le Havre, France. It was announced at the meeting that \$20 was the limit on draws in American money, but that the crew could draw any sum in French currency.

The Ship's Delegate quoted the Captain as saying that an issue of American money in excess of \$20 in French ports was a violation of local law.

A check was made of the supply of cigarettes aboard the ship, it was revealed at the meeting, and it was found that all hands would receive the limit of the ration allowance in equal amounts.

Other matters pertinent to shipboard conditions were discussed and acted upon at the

VESSEL REPORTED IN DISTRESS



The MV Gadsden (above) is being towed to Hamilton, Bermuda, early this week, after sustaining a severe buffeting in heavy seas. The motorship had lost her propeller and was rolling dangerously, when she was taken on tow by the tug Mosopelea about 250 miles off the Bermuda port.

Standing by when the tug arrived was the British cruiser Frobisher, bound for Hamilton when she received the Gadsden's distress call.

The Gadsden, an SIU-contracted ship, carries locomotives and tenders, for which she is equipped to load and unload with her own facilities, without assistance from shoreside machinery.

SS Winfield Scott Men Offer Plan To Wipe Out Inadequate Slopchests

The slopchest, that perennial subject of discussion and condemnation by seafarers, reared its ugly head once more at the March 12 shipboard meeting aboard the SS Winfield Scott.

The crew of this Bull Line vessel had adequate reasons for condemning the slopchest aboard the ship and they wasted no time in doing so. However, instead of merely blowing off steam, the crew came up with a plan for correcting the present abuses and insuring the ship, and other SIU ships, of getting a slopchest sufficient in quantity and quality satisfactory to the crew.

Events leading up to the discussion from which the plan was born, show the results of an inadequate slopchest and the reasons the crew decided on a plan for action.

The ship left Mobile, Jan. 7, bound for Copenhagen, and the minutes relate: "Before the vessel's departure, the slopchest was checked and approved by various union representatives as containing sufficient numbers of various articles of clothing and adequate sundry articles to supply the needs of this crew for the trip."

SHORT ON STUFF

However, as the secretary, Charles Dade records: "Upon

opening the slopchest the Purser found that the needs of all members of the crew could not be filled as to needed articles of heavy gear. He thoughtfully gave the Deck Department first choice, since they did the majority of outdoor work.

"At the moment this trip being less than seventy-five days long, (the crew) finds the slop-



chest almost completely exhausted, for only a few articles of off size remain."

With these conditions well known to the crewmembers they then drew up a plan for correcting the slopchest situation aboard SIU ships. The plan, as reported in the minutes states:

"To avoid the insufficiency of this type slopchest continually

being placed aboard ships, we suggest that all crews demand a copy of the slopchest invoice containing sizes, color and number of each article, and also the brand of sundry articles, namely the brand of toothpaste, etc., to be put on the bulletin board before signing on the ship.

UNION'S OKAY

"This invoice copy should be signed by union representatives so as to assure inspection of the articles listed. If these shortages cannot be straightened out, write the Log, let your beef be known, and if this continues, union action shall surely result."

The crew, having put forward a means of rectifying the slopchest situation, leaned back in their seats and went on to prove that the poor condition of the slopchest had not strained relations aboard ship.

In the minutes they went on record expressing their "appreciation of the treatment and actions of the Master of the vessel toward the crew." The crew was unanimous in wishing the best of luck to Captain Reese Broadus on his future voyages.

Leroy Nicholas held the chair while Charles Dade recorded the proceedings.

SIU Ship's Minutes In Brief

WILLIAM KAMAKA, Jan. 27—Chairman Glean; Secretary Betts. Delegates reports: Deck: One permit behind in dues and assessments, one trip and one permit behind in assessments. Old Business: Brother Betts made report on action taken on slopchest. Communication sent to Jacksonville Agent and Headquarters and protest to American Consulate in Rotterdam over the poor condition of the chest. New Business: Discussion held concerning draws. Good and Welfare: A warning for all hands to be on the lookout for WSA "standardized" supplies on ships under contract to the Seafarers. The Second Cook in the interest of all hands will use all possible substitutes for the remaining supply of sugar.



GEORGE WASHINGTON, Feb. 27—Chairman Crosby; Secretary Robertson. New Business: Motions carried: to put doorstops on outside doors near Quartermaster's and Bosun's quarters. Door on Firemen's head to be repaired; Have more glasses put in messhall; put new cups in messhall and throw away all cracked cups; three man committee elected to get actin on cups and glasses; that Bosun see Mate about leaky quarters. Motion carried for real ash trays instead of phony sardine cans. Motion carried to quit throwing garbage on the fantail and order four garbage cans. When day men dump garbage have wipers dump refuse from engine room. Good and Welfare: Each man wash out his own cup after using and any other dishes he may use; have a better grade of coffee put out. One minute of silence for brothers lost at sea.

CAPE MOHICAN, Feb. 13—Chairman Ernest Gonzalez; Secretary Mendoza. New Business: Motion carried to report to patrolman if we have penalty cargo on fertilizer. Motion carried to find out if we are entitled to get overtime when the sailing time is changed due to weather or trouble. Motion carried to ask patrolman if the watches should be rotated every trip. Good and Welfare: Motion carried to give some money for a shipmate in the hospital in San Juan.



SIMMONS VICTORY, March 5—Chairman Henry Gock; Secretary Roger La France. Business of leaving wash room dirty was discussed and all agreed to take turns. Each department to take a week. Question of fixing water fountain as the way it is now it takes ten minutes to get a drink of water. Last trip no voucher was given as no way of knowing what we must give to the government and what we are getting.

ALBERT K. SMILEY, Jan. 24—Chairman George G. Gordan; Secretary John T. Buckley. New Business: Beef about soap and matches and night lunch. Settled it among the crew. Beef of extra shower and toilet. Settled as above to relieve shore patrolman of extra headache. Motion carried to have Deck Delegate see Chief Engineer about changing one salt water shower back to fresh water. Good and Welfare: Members of this crew requested to refrain from slamming doors and lockers so that men off watch can get their proper amount of beauty sleep. Chairman asks all members to check on all repairs needed and submit same to their respective delegate who in turn will submit same to shore patrolman in first port.

Back to New Business: The entire crew goes on record to have letter sent to the New Orleans Hall and there have Patrolman contact Waterman Office and demand an itemized statement of account at the payoff. Back to Good and Welfare: A lively pep talk was given to all Brothers to speak up and relieve their minds of anything they did not understand, and to have no fear of speaking up at any shipboard meeting.

Scripps Crew Votes Penalties

(Continued from Page 10) ment, be fined the sum of \$50 for the first offense; and in the event the man pulls the stunt a second time, he be brought up on charges and stand trial before a duly elected trial committee in the port where he misses the ship or the port nearest the Hall.

The Scripps meeting, held at sea, was presided over by Santos Garcia. Andrew Stephens served as recording secretary.



BARBARA FRITCHIE, Jan. 31—(Chairman and Secretary not given). Floor opened to discussion on improvements and welfare of the ship and crew. Check was made with Steward for more glass and silverware. Everyone agreed to check on these necessities before signing on articles again. There was discussion on the feeding of longshoremen aboard ship. It was decided to feed only the crew. Repair list was made and turned over to the Steward. Good and Welfare: Discussion on cleanliness of the ship and signing on the ship. Deck Delate elected to replace the one that signed off.

DEL MUNDO, Feb. 9—Chairman Edward Johnson; Secretary James Johnson. Deck Delegate reported sixty hours of disputed overtime. Steward Department Delegate reports 300 hours disputed overtime. New Business: Motion carried to stick together at payoff and get overtime settled before signing off. Anyone drunk at payoff be fined \$25.00. Good and Welfare: Discussion on location of radio, moving of one scuttlebutt from passage to messroom and various improvements.

DEL SANTOS, Dec. 8—Chairman Russel Mills; Secretary Marion B. Carter. New Business: Motion carried that messhall be soogied and painted. Motion carried that a ship's delegate be elected to deal with the Captain. Brother Mills elected as delegate. Good and Welfare: Suggestion made that all garbage be taken aft and dumped over the side. Suggestion be made that a jury toilet be constructed back aft for the use of the stevedores. Suggestion made to have each member of the crew clean out the sinks in the laundry after using sinks.



CAPE BORDA, Feb. 23—(Chairman and Secretary not given) Complaints were raised about apperent two-pot ship and lack of certain foods in crew mess. Complaint about crew pantry refrigerator needing repairs. Complaint of Deck Department about standby required to remain on bridge during standby time. Complaint about insufficient issue of dishes and pantry materials. Complaint about need of painting foc'sles and messrooms. Motion to ask for for porthole fans for messrooms. Resolved to bring all complaints before Patrolman at payoff. Repair list made up and attached to minutes.



GEORGE WASHINGTON, Feb. 7—Chairman Brother Hunt; Secretary Charles. New Business: Recommended that Master be approached regarding placing seamen in dry foc'sles; that sundeck be waterproofed again; that cups and dishes and utensils in pantry be kept cleaner in future. New Business: Motion carried that Deck Engineer appear before Patrolman regarding un-union expressions, as this is his second offense. Discussion that all matters discussed at meeting are confidential and not to be carried to company men, and no false statements such as were mentioned against the mate, or to accuse against any members of the crew.

SEAFARER SAM SAYS



CUT and RUN

By HANK

Many Brothers have beefed about some Brother suddenly blossoming out during the voyage or in port as a drunkard or trouble-maker or work-shirker who so foolishly forgets the never-foolish fact that he is getting the highest wages and best conditions for being sober on his job and doing his job faithfully as required. These shipping companies don't pay us Brothers all that cabbage so we can forget about our daily jobs, get boozed up any old time and howl about the officers. Our opinion is that all these special characters who don't want to work but still want to get gassed up whenever they feel like it or just walk off the ship on the day just before she sails—just aren't fine shipmates, good sailors or appreciating Union men.

Take a job in a factory or a restaurant and try all that easy monkey business—you won't last, brother, you won't last long indeed. So let's keep our ships moving at all times and do our jobs the only way—which is the right way. Never forget that your job and your Union come first at all times. Going to sea is full of work and good times, the good times coming off in your time off. The Brother who doesn't take his job and his Union seriously is a baby who belongs on the beach for handouts and sympathy and half-starvation. So let's keep sailing our ships and all those unorganized ships—you're really helping those underpaid and overworked and mistreated seamen who aren't unionized.

James Manning came into town with a sunny face after many months down in Florida. Brother Manning who is aboard the Robin Goodfellow with Bosun "Tex" Reingold says that he nearly dropped a lot of sentimental tears for the tug, Watch Hill, when she was laid up, after trying to make a home out of her after five weeks . . . Joseph Marcoux, known as little "Frenchy," is fresh in town after a long absence. "Frenchy" made one or two Far East trips and then anchored a few months in Galveston, with his sense of humor . . . Steward Richar Schwarz just blew into New York with his mustache. No long time no see, Stew, so where have you been? . . . Al Gordon who came in from a coastwise trip, is out again. Fast shipping, eh Al? . . . Frank Devlin, the oldtimer and Chief Electrician, is anchoring in town right now. How was the Lakes, Frank? . . . Brother H. R. Norwood left Galveston, Texas for a trip to India. Don't hand out too much baksheesh, Brother Norwood . . . C. Flessau, oldtimer who sails in the Engine gang, is in town!

Bill Gale, who came in last week from Florida, just can't get used to New York's "greasy spoon" cooking—which means that he's only accustomed to that Floridian way of eating . . . Brother Claude Davis, the oldtimer and Deck Engineer, just sailed into town from that trip to Belgium. We hear that he didn't have his shipmate of a sea-going rabbit with him this last voyage. Could it be that your rabbit has blowed his salty top and perhaps is planning a career in the nearest zoo? . . . A few weeks ago we remember Steward Joe Ryan confessing that he was changing his way of life. Joe is finishing his habit of climbing aboard these tugs—and is going to stretch his voyage into an ocean trip, for a change . . . Steward Eddie Kasnowsky sailed—for Puerto Rico—if "Little Joe" wants to know . . . Robert Barrett must have figured his voice was getting too loud in noisy New York so he shipped out for the clean, open, quiet spaces . . . Steward Vic Milazzo salied too, down to Philadelphia, baaord a tug.



THE MEMBERSHIP SPEAKS



Isthmian's Raw Conditions Show Sharp Need For Union

To the Editor:

This kid from Massachusetts is now on an Isthmian ship. She's the Yugoslavia Victory, and believe me, Brothers, she's in quite a mess.

I boarded her March 3 and almost turned around and walked off. She looked as bad as any ship could look. The decks were littered from stem to stern and occasionally you would glimpse a patch of fish oil. And the foc'sles!

FOUL FOC'SLE

When the Mate showed me the 8-12 foc'sle, that did it. All I could see was a mess of paper, dirt, filth, orange peels and empty bottles. He generously told us that we could clean it out on the company's time. We have an affectionate name for the Chief Mate on here—"Bull Whip" is his handle. He is also known as "Bell-to-bell" Carey.



We had no meals or linen the first day, and when I asked the messman for some peanut butter, he just gave me a weird laugh. What coffee time we get on this scow we have to argue for, and it is very little at that.

When they started feeding on here the next day (March 4), we received \$2.70 for meals. Not a cent was given for rooms, although we slept on mattresses and some of the guys slept on springs.

UNION NEEDED

You can see, Brothers, that a union is badly needed here. If the NMU would quit its stalling and holding matters up, maybe there will be a change in the standards. Once a week we get a bar of soap cut from one big cake. It looks like laundry soap, and doesn't lather. There is no laundry aboard, and you have to get along as best you can on this score.

Ports of call include Manila, Cebu, Iloilo (Phillipine Islands), Saigon, and possibly Shanghai and Singapore. We expect about a five-month trip, so I guess I'll sign off now and get up a little



fortitude around the corner at Gus' bar.

I hear the homesteaders on the SS Carlsbad, Pacific Tankers, have thrown their suitcases and bags over the side. Is that right, Jim? You, too, "Moose," See you boys in Marcus Hook next summer.

Charlie Halla

CALLS COMMUNISM THE ENEMY OF DEMOCRACY

To the Editor:

To listen to some of the Congressmen and other government bureaucrats, you would think that labor is trying to take over the United States government, and is a sinister force that has to be exterminated.

They are blasting labor and threatening to do all sorts of things to it and its leaders. All the while this is going on we read very little about what they are going to do about the communist party, an outfit that advocates the overthrow of democracy in favor of communism. This is an outfit that should be blasted and outlawed, but where are all these so-called super patriots on this issue.

BEFORE

The communist party has proved many times in the past that their loyalty stands wholly with Russia. Witness the time before Russia was in the war against Germany — when the U.S. was a "war-monger." And also the cry the commies put out that "the Yanks are not coming." Also the many commie-inspired telegrams sent to Congress as petitions to keep us out of the war.

Remember, too, the soap box orators of the 14th Street square preaching that the U.S. had no business in the affairs on the other side. Suddenly, we have Hitler's and Stalin's divorce, and poor little Russia is attacked by Germany. Just as suddenly, the commie party line took a change. Now it was the cry that "the Yanks are coming."

AFTER

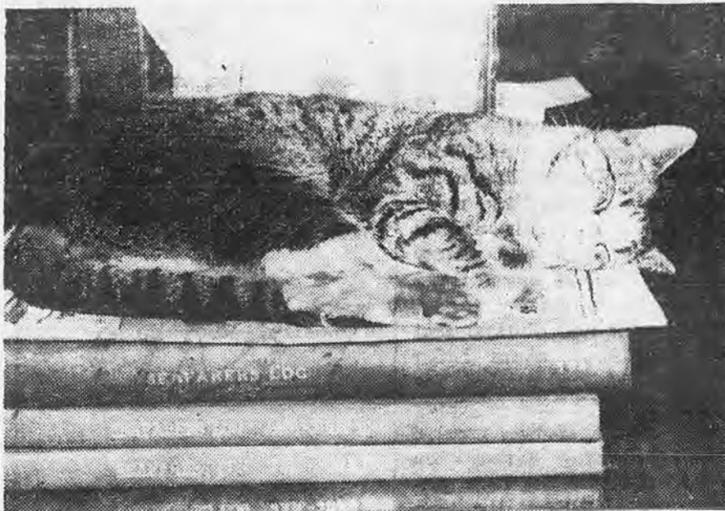
The wires were suddenly red hot with the same commie-inspired messages to Congress to get us into the war and save Russia. The 14th Street orators were bemoaning the fate of the working man's paradise, and telling us to enlist to save it.

This, Brothers, is just a little of the background you all know about this two-faced, throat-cutting commie party. If we know it, why don't our government officials know it—if they do why don't they do something about it.

Why is it that organized labor gets the brunt of these officials' bad tempers. Could it be possible that some men will do anything for a vote. Let's get on their tails Brothers; let's make sure they don't get so hot on labor they forget all about the commie cut-throats.

Bob Pohle

'TOMMY' GETS CAUGHT NAPPING



Tommy the cat doesn't get a chance to do too much reading. He insists, nevertheless, that when it comes to picking his reading matter he's pretty darn choosy, as this photo, taken in the New York Hall, readily shows. Otherwise known as "the Great Lover," Tommy is the protege of Seafarer "Red" McKenzie.

Seafarer Cracks Argument For Anti-Closed Shop Law

Having read Donald R. Richberg's article, "Labor Should Live Within the Law," published in the March issue of Readers Digest, I take it for granted he is exercising freedom of speech, a privilege some people abuse when they speak on subjects they know little or nothing about.

Now I want to exercise my right of the same privilege by saying I don't think this jerk ever had to work for a living. I call him jerk because he says in his article that union members are slaves of the closed shop and union discipline. He also states that workers should be free to join or not join a union.

CHOSE THE SIU

As a rank and file member, my reply to this outburst of stupidity can only be this: When I first joined the SIU in Feb. 1943, out in San Francisco, I had my choice of non-union ships. I



went to the SIU Hall and asked to join. I wasn't forced into anything. I was allowed to make a trip, at the end of which I made my decision.

Yet Mr. Richberg, evidently a world-saver, calls this forced slavery. As for the union discipline he speaks of, I don't think he understands that this "discipline" is self imposed. It consists of rules and regulations made and passed by the majority of the membership.

He should know that if discipline is taken out of any organization it would fold up like an accordion. Discipline is organization. Without a closed shop

agreement we could not maintain discipline among ourselves.

For myself, as a wage earner and an individual, I never intend to work under an open shop agreement, and I am also sure if this guy Richberg, along with Senator Ball and other puppets of capitalistic combines, had to roll up their sleeves and earn their living by the sweat of their brows, they would be the first to thank their lucky stars for the closed shop.

SETBACK 10 YEARS

If the new Republican Congress passes an anti-closed shop law it will mean a setback in American progress for at least ten years, if not more. Because the American union man is a laboring man and the laboring man is the vast majority of the American people who have fought long and hard for decent wages and working conditions.

Any kind of anti-closed shop legislation, if it could be enforced—and this I doubt very much—would start minor civil wars in every industry in this country that now operate under a closed shop. No union man, who believes in unionism, is going to work next to a scab in peace and harmony.

When the union hall is no longer the hiring hall for the maritime industry, I will offer my deepest sympathy to any man, brave enough or hungry enough, who is forced to sail a ship under an open shop agreement.

Robert Maupin

(Editor's note:—Donald Richberg, who wrote the article Brother Maupin so ably answers, is—among other things—one of the country's biggest corporation lawyers.)

Log-A-Rhythms

The Five Dollar Millionaires

By VIC COMBS

Conspicuous display in clothes, A fine fur coat, six-dollar hose, A gleaming motor car, a jewel, A great big house, a swimming pool—

Often—oh, too often—means The owners proud subsist on beans.

So, when you chew a two-bit steak,

Or cut yourself a piece of cake, Remember there are thousands, yea,

Millions, who ain't et today. Despite their yachts, their gleaming pearls,

Their tweedy clothes, their chorus girls,

Their homes in Florida, their trips

To here and there on first-class ships—

It's just a bluff, these people shy Would thus escape derision's cry. They cannot, will not, suffer shame,

They put up a front; it's all a game,

While you, despite derision, try To gulp a second piece of pie.

~ ~ ~

What Big Eyes—!

By CHARLES KULL

With no ice pack on my head, I snooze in my clean white bed;

The nurses are so nice, We all look at them twice— We're like wolves that have never been fed.

—Written in Marine Hospital, Staten Island, N. Y.

~ ~ ~

How Come?

By VIC COMBS

I am a funny little guy, And I don't know why it's so When my baby wants me to say yes, I always feel like saying no.

When she thinks I should say no I'm sorry to confess, There's something inside of me That makes me say yes.

Reader Cheers Log Editorial

To the Editor:

Thank you for the excellent editorial on peacetime conscription and the cartoon in the Feb. 21 issue of the Seafarers Log. Keep drumming away at conscription, for if labor, educators, farms groups, the churches and others don't wake up to this we'll be saddled by this hand-maiden of Fascism.

Thanks again.

G. Richard Tuttle

NMU GAVE HIM THE RUNAROUND ON THE DOUBLE

To the Editor:

Shortly before the deadline of the NMU's so-called strike last August, I was employed as an Ordinary Seaman on the SS Richard J. Reiss. I quit this ship at Erie, Pa., in sympathy with their strike, although I was not a member of that organization. Following is a brief summary of the run around given me by the NMU officials.

After going to Detroit and contacting the NMU Agent, I was told by him that they would issue me a full NMU membership book if I would do some picket duty for them. In addition, they promised me an early job on an NMU-contracted vessel, after the strike was over.

I was sent down to the Nicholson docks at River Rouge, paying my own transportation. There was nothing provided for us to eat, and we were expected to picket 8 hours a day on air. I had to walk more than a mile to the nearest restaurant, and pay for my own meals.

HUNG UP

After the completion of the so-called strike, Agent McGovern told me to hang around the hall and everything would be taken care of. When my funds began to run low after two weeks of this run around, I asked him to give me a book so that I could go to my home in Toledo, try to ship on an outside boat, and do volunteer organizing for the NMU.

McGovern just laughed at me, and said the unions books were closed. He also said that there was nothing that either of us could do about it. That was my gratitude from the NMU for helping them out!

Besides the run around, a full sea bag of my gear was stolen from their hall while I was on the picket line. On top of this, I forfeited more than \$100 I had earned as a bonus for continuous service on the Richard J. Reiss. You can imagine what I think of the phony NMU and their promises!

William C. Peters.

WAITING



Seafarer Edwin T. Clark, temporarily sporting GI khakis, is attending an Army radio repair school, in front of which this photo was "shot." Brother Clark is anxious for the day when he can slip into his dungarees and get back to shipping. Meanwhile, he keeps up with maritime events by reading the **LOG**.

'SIU Best Union,' Says Seafarer's Dad

To the Editor:

We want to take this opportunity to say we enjoy reading the **Seafarers Log**, which is sent to our son, Tom at this address. We also greatly admire the Union's stand on labor questions.

We think the SIU is the best Union in the world, and if other unions were as militant, Labor would have no fear of the future.

F. C. Boland
Davenport, Iowa

'High Cost' Hoopla Of Ship Owners Applies To All American Industry

To the Editor:

Considering the current discussions which concern the sale of American ships to foreign nations and the operation of American ships under the Panamanian flag, I have been more than a little dismayed by the absence of logical and intelligent vociferation.

Sailing American ships under the Panamanian flag has been vindicated by the illogical reasoning that American seamen earn more than foreign seamen and therefore American shipping companies have difficulty in competing for world trade.

American seamen do earn more than foreign seamen, but American workers in every industry and in every trade earn more than workers of foreign nations.

HOW ABOUT THIS

For example, the Japanese can manufacture electric light bulbs cheaper than General Electric. And if the argument which is used regarding the Merchant Marine is applied to the manufacture of light globes and other articles, either the wages of General Electric employees should be reduced to about 25 cents a day, or the manufacturing of light bulbs should be transferred to Japan and operated under the Japanese flag.

Similarly shoes can be made cheaper in European nations than in the United States. So why don't we transfer the shoe industry to Europe?

SEAMEN DESERVE BREAK

Why take a unique attitude toward the Merchant Marine? Shipping is a business the same as any other business and the men who are employed in this business are



entitled to an American standard of living.

The American people have always subsidized all American industry, either through tariff barriers, or directly as in the case of the farmer at the present time. The Merchant Marine is one of our most valuable assets and is vital to our national well-being and safety. In many cases

Joining The SIU Will Mean New Day For Lakes Seamen

To the Editor:

Well, I have been here in Toledo for about five weeks now, and I have sent you some clippings from the papers to let you see what they are doing up here.

In the first place, the Lake Carriers' Association is crying in the press that there is a shortage of AB's. They want to continue the present so-called state of emergency on the Great Lakes. In my estimation, there is no shortage of men on the Lakes. This outfit wants to create a surplus of men so that they can cut wages as they always do.

There are plenty of men with experience lying around. Many of them are going to stay ashore in the coming season in preference to sailing under the finky conditions they have to contend with on LCA ships.

TWO-WATCH SYSTEM

Looking back, I can remember the days of the two-watch system on the Great Lakes. After batten down and getting out on the Lakes, the deckhands had to go below to pass coal and shoot ashes. These were the days in which we received the huge sum of \$31.50 a month and \$37.50 in the Fall.

I met up with a bunch of characters such as Black Jack Logan, Old Captain Seely, and Benam of the Hutchinson Line, also Fighting Parks of the Steel Trust Line. These guys were not only bucko Skippers but company stooges as well. They used to bring the boys from the farms in the Spring and preach the open shop to them. Good jobs were promised to the farm boys providing they remained "loyal" to the company and the LCA.

In the Fall, these fellows would go to the Lake Carriers' school, and get their license. Later, they

would ship 2nd Mate. Anti-union action were so deeply instilled in them, that they would preach the open shop and other anti-labor propaganda as it had been preached to them.

NEW DAY

Many changes have been made since I started to sail on the Lakes, but none of them have



been granted voluntarily by the shipowners or LCA. All of our gains have been made as a result of united action, and the SIU has made the most gains of any outfit on the Lakes. In fact, the SIU is the only legitimate Union on the Lakes for the unlicensed seamen.

Now the time has come when all good Union men can do their part. Help organize for the SIU—the only salors Union on the Great Lakes where you are assured the best conditions.

SIU contracts call for better wages and conditions than any existing contracts won by any so-called union on the Lakes. Don't listen to that "BE LOYAL TO THE COMPANY" stuff. Was the company every loyal to the sailors in the depression days, or any other time?

Don't lose any time. Join the SIU, and get the benefits which all Lakes seamen are entitled to.

Robert "Baldy" McAdoo,

people who should be more astute are duped by fallacious reasoning.

They don't seem to know what time it is. But if the result of all this is the junking of the American Merchant Marine, they will know what time it is then.

In this regard I like the letter in the Feb. 21 issue of the **Log** written by Brother Lundeberg. Hope to see more like it.

G. S. Green

SIU BROTHERHOOD IS REAL THING, BROTHER FINDS

To the Editor:

I hope you will find space in the **Log** for these few lines.

I have been sailing with the Seafarers since 1943. At that time I turned in a book with the phony NMU for a trip card with the SIU. Since then I've learned there's a great difference in having real brotherhood at sea, and having a bunch of cut-throat commies to deal with.

I think the Seafarers is the very best, and I would appreciate it very much if you would put my name on the **Log** mailing list. I know the folks back home would enjoy reading a real union paper, and from it they can get an idea of the seaman's life.

BEWARE 'GATOR JUICE

We're just finishing up a 5½-month trip down in the land of rum and coco-cola and senoritas. I must say that the 'gator juice they dish out around Georgetown and McKenzie is plenty wicked, so fellows, if you happen to make the bauxite run, go easy on that stuff. It'll make you see things that don't exist.

We've had a good trip, but I think everyone is anxious to head for home for a few days. We have very few tripcarders with us, but those we have understand and live up to Union rules and regulations as good Union men should.

As for our skipper, I've got to say a word for him—he's A-1. I think any member of the crew of the SS William Brewster will tell you that Capt. C. F. Gernald is really tops.

Clyde Keaton

SS JOSE MARTI IS LOADED DOWN WITH GOOD GUYS

To the Editor:

We, the crew of the SS Joe Marti, wish to take this opportunity to express our deep appreciation to Captain Warren C. Kershaw for his all-out efforts in making this the most enjoyable voyage we ever had. He is, without a doubt, one of the best.

To Chief Mate Louis Longobardi—thanks for his wholehearted cooperation in behalf of the crew. In fact, all the officers deserve praise.

Also a vote of thanks for the Stewards department from the Deck and Engine men, for the good work in serving excellent food. To Chief Steward A. E. Lawson, for his fine menus; to Chief Cook William Walling, for his wonderful cooking; and to Night Cook Frank Wallace, for his terrific baking throughout the trip—our thanks.

Crew of the SS Jose Marti

WAR INJURY KEEPS BROTHER IN HOSPITAL 18 MOS.

To the Editor:

I had wanted to write sooner to acknowledge the Christmas check which I received here. I could not write sooner for I was very sick.

I just got up after having suffered a paralytic stroke. I was in bed for two weeks, and I do not seem to be doing so well. It is 17 months since I entered this hospital as a result of an injury suffered in action with the enemy.

We boys are sure getting a rotten break. So to you Brothers I say: Keep up the good work. Don't let those guys in Washington get ahead with their union-busting. Don't let them break our Union. We had a hard time to make it what it is today.

Thanks again for that Christmas check, and my best to all the Brothers.

Joseph Kosleisky
Ward 19, Marine Hospital
Ellis Island, New York

SEAFARER'S WIFE KEEPS THE LOG ROLLING

To the Editor:

Could you please send me a copy of last week's **Log** (Feb. 28). The paper comes to the house every week, but the issue requested is missing.

There is an article in it that I have to cut out and send to my husband, Bernard Malloy, who is now on the Trinidad run. Every letter I get from him keeps reminding me to send the **Log** down to him.

Of course, there is a little selfish motive, too—on my part. I read the **Log** every week from front to back, and I enjoy it immensely. I hate to miss one issue.

You are doing a swell job with your paper. Keep up the good work. Wishing you every success.

Sadie Malloy,
Brooklyn, N. Y.

Brother Jack Trains Guns On War Department's Views

To the Editor:

A Log article on March 7 was headed: "War Department Against The Seamen's Bill of Rights."

Just whose War Department is this, may we inquire? And what assistant-secretary, or fourth assistant-secretary, formerly from what Broad or Wall Street customer man's office, wrote those war department views?

Since they are couched in some very severe language, with no little degree of personal bias, would it not be in order to do a little research as to how such a stand was taken?

BEARS WATCHING

Let us watch him a little, he who phrases the department's (your's and mine) views as follows: "The War Department is not aware of any effort, during the present war, by members of the merchant marine, or their representatives, to have military or naval status conferred on them with the liabilities, privileges and emoluments flowing from such status."

"Rather, they have apparently chosen to enjoy the usual rights of civilians, to introduce contracts of employment, plus the higher pay, liberal bonuses and free insurance provided for them during the emergency."

"In the event that Congress should determine as matter of national policy that additional benefits should be provided for members of the merchant marine, the War Department would offer no objection to an equitable extension of benefits through



amendment to general maritime laws especially designed to protect merchant seamen."

Could it be stated aside that the men of the merchant marine as a unit had a greater percentage of casualties of any in war service?

Now he who writes this report differs a lot from the comment we have seen framed on the walls of various seamen's centers and signed by Dwight Eisenhower and Chester Nimitz. What wasn't done that the War Department wanted us to do? Maybe next week we can dig up the viewpoint of the Navy.

NEW MOBILE HALL

So finally the Mobile headquarters moved out of "AFL Alley." That was a street, my hearties. Was there ever a headquarters street like it in all America?

In the morning the big AFL neon sign below the AFL cafe sign loomed up like a shoreside beacon light from at sea.

MARITIME COMMITTEE

President Truman has appointed a five-man committee, to tell him, and us, about the future of the American Merchant Marine, which is our livelihood. The committee members are from Pa-

cific Gas and Electric of San Francisco, Westinghouse of Pittsburgh, Chrysler of Detroit, and an admiral from Annapolis.

Now who is going to enlighten them? Almon Roth of the big shipping companies' association will write the PGE report.

MICHELET

Did you read Port o' Call by Frenchy Michelet in the March 7 issue of the Log? Didn't he go all-out lyric about the-girl Rosalie? When he sings that "wind winnowing" and "nap in the lap," that is good writing. How many messmen have asked him: "How come a man who can write like you goes to sea?"

By the way, where is the fiddle-dy door? And why the fiddle-dy? Also if a bosun tells an ordinary to "bring that man on," and the ordinary sees a stevedore down on the dock, and drags him to the bosun, why is he wrong?

Till next issue, then . . . maybe.

F. M. Jack

Aid For Writers

If you are about to write—or have written—stories of the sea, but are stumped as to how to go about having them published, you can toss your worries over the side.

The Log is happy to announce that seagoing writers now can have their stories, articles and books read and appraised by people who know the score. An arrangement has been made with a reputable agency of authors' representatives, who will read the material at no cost. If the stuff has possibilities, it will be brought to the attention of publishers.

If you've written something you think is of public interest, or if you plan some literary effort while at sea, why not avail yourself of this service? Send your manuscript—typewritten, of course—to Carl Cowl, c/o Seafarers Log, 51 Beaver St., New York 4, N. Y. Enclose stamped envelope addressed to your permanent residence to insure safe return in case script is not up to snuff.

First Trip To West Coast Has Sparkle For Seafarer

To the Editor:

I think I'll entitle this masterpiece "The Verbal Picture of a Man Talking to Himself."

Never having been on the West Coast prior to the latter part of Jan., an old East Coast, Gulf and Lakes man like myself is bound to learn something new.

I paid off the Ethiopia Victory in Frisco, registered at the Hall (for which I'm very grateful now) and checked into the Marine Hospital for a foot operation. At the hospital they gave me the best of care, but the grub was the usual run of hospital fare, not too good nor too bad.

The time passed quickly after getting acquainted in the place and our hospital delegate Sullivan deserves commendation for his regular visits.

After being discharged following a month's stay, I found a place to stay downtown and caught up on my eating. Then

with a full belly I decided shipping time had come, but the board said, "Not yet chum, stick around awhile."

MEETING IMPRESSES

So I stuck around and took in my first West Coast meeting. At the meeting I was deeply impressed by the very efficient, orderly manner of the chair and how he ran off so much business in a very short time.

No one could help but compare the difference to other meetings where the "chatter-boxes," and otherwise get the deck and bore you stiff with a lot of useless ear-beating, making you wish there was a hole in the floor where you could slip out, have a couple and return after the earbender had sat down.

If these guys would only appreciate the punishment they're doling out to the membership. Unless they're naturally sadistic, they'd no doubt confine their "speeches" to the great boon of brevity, and how much more popular they would become.

Read at the meeting, and discussed all too briefly considering its importance, was the results to date of efforts made for governmental aid to seamen vet-



erans of the war concerning pensions, hospitalization, etc. I fully believe if the membership appreciated what could come of such a set-up, much more action would be stressed on this measure.

ACTION COUNTS

I for one hereby volunteer any aid I can give to such a program. The old wheeze of "Let Charlie do it" doesn't put any potatoes in the bin.

The shipping situation there didn't appear too favorable. So I started hitting the hourly call pretty steadily.

While I was there I met a couple of good eggs, one seaman-printer and the other a pipe line man. Had some good clean fun with them. Ha—There's a job coming up on the board. Better toss in this late Jan. card of mine. No good—beat out by Dec. 30. Oh well, so it goes.

A week later I'm on a tanker and is she an old girl. Here we are sailing this old buggy while they are busy laying up good new ships. Does two and two still make four? This inter-coastal run may be okay at that. From the papers the East Coast is taking a weather beating. Here I am enjoying a real nice clime. What am I bitching for.

Well, I'll sign off for now. Hope the near future will see more Seafarers getting in line to push the Seamen's Bill of Rights.

Book No. 4526 Great Lakes (Name withheld on request)

The 'Beachcomber' Uncovers Big Miracle And Some Other Matters In Port Mobile

To the Editor:

Last week was one of the worst in my stay in Mobile. Friday, March 7th was a rainy day, so I decided that I would go around to the Hall to see some of my buddies, and talk with the dispatcher about a ship that some of my pals were on. I wanted to get the lowdown as to when they would hit the town so I could figure how to make my money last till I could catch a live one.

Well I headed to the Hall, arriving by cab and went up to see how everything was and Ed., you know the dispatcher had been washed all the way into the Agent's Office. The doorman was sweeping water out of the Hall with one of those street cleaner's brooms. It was raining as much inside the Hall as outside.

Well anyway, Saturday, the miracle of miracles happened. They finally slipped anchor of the old Hall and anchored at Number 1 South Lawrence Street over the Powell Furniture Store.

MOBILE MIRACLE

Monday morning I went around to see the new Hall, and Broth-



ers take it from me, it was a miracle that happened in Mobile. There is as much difference as between New York and Boston.

Rain visited the City Thursday so I decided I would try to see the Dispatcher (as you know on rainy days there are not so many at the hall). So, not to be caught again and get wet, I donned my foul weather gear and went over. The only water I found in the Hall was what dripped off me.

Brothers, they say the water fountain was no good but they

have the same one up in the new Hall with plenty of pressure. I used to curse it at the other hall because I couldn't get a drink of water.

I believe the membership is going to be better off in the new Hall. Better representation will be possible too, for at the other hall the dispatcher had the worst of a job, if not the hardest I have ever seen in all the halls from Boston to Port Arthur.

BUSY BEE

He has dispatching, telephone calls to answer, dues to collect, not counting about 500 questions to answer in a period of eight hours. Brother Jordan, I take pleasure in taking off my hat to you. I really envy you.

Brother Cal Tanner has been quite busy getting everything lined up before leaving for the convention. I have not been able to question him on what he thinks about the new set-up.

The counter Patrolman, Brother Charles Kimball, has been busy as he is also trouble shooter, and I have not heard him make any comments but good ones.

Lets see now, someday I'm going to get the courage to ask the "Senorita Bonita," who is the

secretary here, how she likes the new hall. Someday, that is, not yet.

OPEN THE DOOR!

That takes care of all. No!—The doorman. To get by him you must show your book permit. It happened that I came up and forgot my book. I did not go up either until I produced it.

I see that Brother Steely White and Brother Lindsey Williams were visiting the Hall this week. There seems to be few of the old-timers around, but I'm getting acquainted with some new ones.

As soon as the weather changes I think I am going to change coasts. I think I'll switch operations to the Atlantic.

I am going to see if I can get a resolution passed to get a set of bits placed outside the building so I can tie up. When I used to arrive at the old place there were two fire plugs that were useful. I may have to petition the city to put up something similar at the new hall.

My shore leave has ran out, so till I get my bowline ashore again, I say—cheerio my shipmates.

The Beachcomber

'How To Cool Hot Bearing' Too Hot To Handle For CG

To the Editor:

I paid a visit to the merchant marine inspector's office in San Pedro with a friend of mine to help him over the hurdles in getting his oiler's endorsement.

The examiner asked him, "How do you cool a hot bearing?" He got the correct answer, but the CG shot back: "Is that right? Frankly I didn't really know."

Now is that any way to run the situation? As for me, I laughed and they ran the hell out of the place fast.

I read an ad in the Los Angeles Examiner recently, which went like this: "Do you want a vacation in Florida? Do you want to have a good time, and see the world? Do you want to catch smugglers? Enlist in the

USGC. Highest pay. \$50 per month. Extra pay for every year you have been in the service, if you reenlist with us within 90 days, etc, etc.

Do you see what I mean about saving the taxpayers' money.

I was in Wilmington in a joint having coffee, and I fell into conversation with two AFL bartenders who were off duty. One of them asked me how shipping was in the SIU Hall. So I says to him, a stranger to me, (and me without my SIU pin for one) "How did you know I was an SIU man?"

He says, "You guys wear your buttons on your nose."

Ed, do you think you can get our artist to draw a guy with a button on his nose. I'm curious to see what we look like.

Fred Reppine

10 TO 1 IN FAVOR OF STRIKE



The intense expression on the faces of the people in the above picture was reflected on the faces of all those who attended the meeting held by the United Financial Workers in the SIU New York Hall previous to taking a strike vote. By a majority of more than 10 to 1, they decided to go on strike. See story on page 2.



After the strike meeting, at which UFE members were addressed by Frank Fenton, AFL Director of Organization, and Paul Hall, SIU New York Port Agent, the strike poll was started. Here are two UFE people casting their votes.

Maritime Unity Is Impossible Unless All Unions Disavow CP

(Continued from Page 1)

front" or joint action but merely agreed that in principle and in order to obtain the best and quickest results, the following issues should be met with a uniform procedure.

1. **COAST GUARD**—Return of Bureau of Marine Inspection and Navigation to its pre-war status and the ending of C.G. control over merchant seamen.

2. **MERCHANT SEAMEN'S WAR SERVICE ACT**—A form of the seaman's GI bill of rights, the protection, hospitalization, etc, of seamen injured or beached as a result of war service. The same protection for needy dependants.

3. **TRANSFERRAL OF AMERICAN SHIPS TO PANAMANIAN REGISTRY**—Establishing a program of international boycott in the event the practice continues inasmuch as the continuance of transferrals will ultimately result in the loss of jobs, the lowering of our present standards and widespread unemployment of seamen.

4. **REVISION OF ANTIQUATED SEAMEN'S LAWS** — Reviewing the actual laws which date back to the Shanghai era and establishing a program of revision to conform with our present needs.

5. **UNEMPLOYMENT INSURANCE FOR SEAMEN**—The immediate allocation of funds to be made available for seamen who are in need of same.

6. **AMENDING FAIR LABOR STANDARD'S ACT TO COVER SEAMEN**—Inclusion of seamen in all beneficial legislation, guaranteeing the 40-hour week, etc.

7. **ALIEN SEAMEN**—To fight for citizenship of alien seamen who have sailed on American flag ships during the war. If no citizenship can be granted, we are on record and we reaffirm that we intend to fight for their right to sail on American ships until they can become citizens under the prevailing naturalization laws.

8. **MARINE HOSPITALS**—Removal of present restriction barring seamen from hospitalization and improving the care and treatment of seamen in hospitals. Under this point it was brought out that it would be a good idea to check up on Snug Harbor which

is supposed to be for seamen but which stinks to high heaven.

9. **PRESIDENT'S COMMITTEE ON MARITIME**—The appointment by President Truman of a five-man committee on maritime which excluded any seaman representation. No committee can adequately survey or discuss maritime affairs without union representation hence the meeting went on record that seamen should be included on all committees dealing with matters pertaining to maritime affairs.

10. **COMMUNISM ON THE WATERFRONT** — In order that the definite status of those present could be made clear the SIU Representatives submitted a proposition condemning the communist party members, their fellow travellers, etc., as enemies of both trade unionism, the entire working class and our American way of life, for the following reasons:

- a. The record of the Communists in the trade union movement and in the Seamen's union movement in this country is so lousy and scabby and their attempts to split and weaken the labor movement is so well known that they have won for themselves the just title "tool of the employer."
- b. The Communist party is not an American institution. Their followers do not believe in the institutions and the Constitution of this country, rather they always attempt to tear them down. They are followers and disciples of the totalitarian and imperialistic policies of the Soviet Government. Their actions are subversive and definitely a menace to our country and our people.

CONCLUSION—With the exception of the representatives of three CIO unions there were no objections to any portion of the proposed program. Curran and Lawrenson, NMU-CIO; Selly, ACA-CIO, and the three MCS-CIO representatives Bryson, Kaufman and Divoran refused to come out against the communists.

After considering the entire meeting and the import it held, we, together with other unions, decided that unity with any person or group cooperating with, or giving comfort to the communist party and their stooges was impossible. Our position is, therefore, that in the future we could not, in fairness to the cause of true unionism, meet with such persons.

This must not be taken to imply that our fight for the program outlined at the meeting will suffer in the slightest. On the contrary, by refusing to let the communist scab ideology and union-wrecking tactics enter our discussion, by our insistence that all participants definitely declare themselves as committed to the cause of militant trade unionism and against communist scabbery, we have strengthened our position and made real working unity workable instead of creating a condition for the communist conniving that smashed the CMU.

We intend to continue our fight for this program, strengthened by the support of many other unions who refuse to let themselves be swayed or hoodwinked by the commies and fellow travellers. We fully intend to rid the waterfront of the leeching government bureaucrats, the coast guard militarists and all other seamen's enemies. Scabs, crimps, communists and pimps all look the same to the Seafarers.

The program outlined at the meeting a good program. It always has been a good program; we are going to fight to win and we will win the fight. Together with the powerful AFL Maritime Trades Department and other militant affiliates, we will carry on the fight welcoming as allies all those unions and persons who serve the cause of labor and not the Kremlin.

Signed:—

HARRY LUNDEBERG
PAUL HALL
MORRIS WEISBERGER

SIU HALLS

BALTIMORE	.....14 North Gay St. Calvert 4539
BOSTON	.....276 State St. Boudoin 4455
SUFFALO	.....10 Exchange St. Cleveland 7391
CHARLESTON	.....424 King Street Phone 3-3680
CHICAGO	.....24 W. Superior Ave. Superior 5172
CLEVELAND	...1014 E. St. Clair Ave. Main 014
CORPUS CHRISTI	...1824 Mesquite St. Corpus Christi 3-1509
DETROIT	.....1038 Third St. Cadillac 6857
DULUTH	.....531 W. Michigan St. Melrose 4110
GALVESTON	.....308 1/2-23rd Street 2-8448
HONOLULU	.....16 Merchant St. 58777
HOUSTON	.....1515 75th Street Phone Wentworth 3-3809
JACKSONVILLE	.....920 Main St. Phone 5-5919
MARCUS HOOK	.....1 1/2 W. 8th St. Chester 5-3110
MIAMI	.....1356 N. E. 1st Ave.
MOBILE	.....7 St. Michael St. 2-1754
NEW ORLEANS	.....339 Chartres St. Magnolia 6112-6113
NEW YORK	.....51 Beaver St. Hanover 2-2784
NORFOLK	.....127-129 Bank Street 4-1082
PHILADELPHIA	.....9 South 7th St. Phone Lombard 3-7651
PORT ARTHUR	...909 Fort Worth Ave. Phone: 2-8532
PORTLAND	.....111 W. Burnside St. Beacon 4336
RICHMOND, Calif.	.....257 5th St. 2599
SAN FRANCISCO	.....105 Market St. Douglas 5475-8363
SAN JUAN, P. R.	...252 Ponce de Leon San Juan 2-5996
SAVANNAH	.....220 East Bay St. 8-1728
SEATTLE	.....86 Seneca St. Main 0290
TAMPA	.....1809-1811 N. Franklin St. M-1323
TOLEDO	.....615 Summit St.
WILMINGTON	.....440 Avalon Blvd. Terminal 4-3131
VICTORIA, B. C.	...602 Boughton St. Garden 8331
VANCOUVER	....144 W. Hastings St. Pacific 7824

SUP—62 YEARS YOUNG



Sixty-two years of steady growth was marked by the Sailors Union of the Pacific on March 6. A big party was held in the Frisco Hall following the regular meeting. Tribute was paid to the SUP by representatives of other unions, and free refreshments were provided for all.

PERSONALS

MRS. CAROLINE CALLIGAN
Contact Walter E. Gallagher, Asst. Oswego County Veteran's Service Agency, New York State Division of Veterans Affairs, Oswego, New York.

§ § §

AL LOMBARDI
Get in touch with John Hunt, 477 Meridian Street, East Boston, Mass.

§ § §

ALEXANDER STANKIEWICZ
Your passport and union book are on file at the Boston Branch. They just came in on the Billings Victory.



**EVEN A SCORECARD
WON'T HELP...**

YOU CAN'T TELL THEM APART!



LCA



LSU



NMU



CP



**BUT YOU CAN'T MAKE
A MISTAKE ABOUT THE**

SEAFARERS INTERNATIONAL UNION

**OF NORTH AMERICA •
GREAT LAKES DISTRICT**

**THE ONLY ONE ON THE LAKES FOR
WAGES - CONDITIONS - PROTECTION**