

# SEAFARERS LOG



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

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No. 1

## 2 SIU Ships Crash; 1 Man Is Injured

Two SIU freighters were victims of the heavy fog shrouding Mobile Bay last Sunday morning, when the Waterman Steamship Corporation's SS Abraham Clark struck the SS Alcoa Planter amidships, tearing a four-foot wide hole in the vessel's side from the deckhouse to a point below the waterline.

One Seafarer was hurt and at least six others narrowly escaped injury when the Clark's bow stove in a large section of the deckhouse in which the messroom is located. The men were drinking coffee at the time of the collision.

### COMPTON HURT

The injured man is Howard Compton, 25, a Messman, of Crichton, Ala. Brother Compton was removed to the Marine Hospital when the Planter docked early Sunday afternoon.

Following the crash, fire broke out almost immediately up forward in the Clark's oil-filled storm tank. With her bow partly split open by the impact, a strong northeasterly wind quickly transformed the tank into a roaring inferno.

The Waterman crew fought the flames for three hours before getting them under control. The fire was extinguished as the vessel pulled into her berth at Pier C, State Docks. None of the Clark's general cargo was damaged by the collision or fire.

Fire also broke out on the Alcoa Planter, when flames jumped from the Clark and ignited wooden partitions in the Planter's cargo hold. The fire was put down quickly by the crew.

The Clark nosed into the Planter as the latter vessel was lying aground at Beacon 30, about nine miles from Mobile.

### BAD STEERING GEAR

The crash was attributed to the Clark's faulty steering mechanism by her master, Capt. Ralph Smith. Smith said:

"When the Alcoa Planter loomed ahead in the fog I turned the wheel hard to the right, but there was no reaction. We were proceeding at slow speed at the time."

He added that he ordered full-speed astern in the engine room a moment before the collision.

Apparatus from two Mobile fire-fighting companies were at the State Docks when the vessels pulled in.

It was the second collision in three days for the Abraham

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## SOLIDLY WITH THEIR UNION



Aside from the men on the picketline, here are the striking cab drivers in Tampa, meeting to plan further strategy. Standing at the left, wearing a white shirt, is Sonny Simmons, SIU Tampa Agent. The SIU has pledged full support to the strikers, and has already assisted as much as possible.

## Tampa City Heads Help Company Against Striking AFL Teamsters

By SONNY SIMMONS

TAMPA—This town is a normally colorful city of 250,000 people—a town that has grown terrifically during the past six or seven years. Before the start of World War II, Tampa enjoyed a reputation as one of the finest of the Florida resorts. And during the war many fliers and radio technicians were trained at Drew Field which lies very close to the town.

Tampa has everything a city needs to make it a good place in which to live, and a fine place in which to bring up children. There

are wide spacious streets, a pleasant residential district, and the sea right at the front door.

Yes, Tampa is a wonderful city most of the time. But right now Tampa is the scene of one of the most vicious attacks ever launched against the free American labor movement.

### CAB DRIVERS OUT

For about two weeks now the taxi drivers, members of the Teamsters and Chauffeurs Union, AFL, have been on strike for better wages and conditions, plus recognition of their Union.

Since Florida has a law against the closed shop, the union is asking merely for an agreement recognizing the union on open shop principles, and providing for wages, seniority, working conditions, and machinery for handling grievances.

It is pretty pitiful when labor has to come, hat in hand, to beg for such small requests. This is one of the prices of an "anti-labor" state.

The company has refused to bargain with the union, and has employed goons and thugs to keep the taxis on the streets, and to intimidate the men on strike. Many of the strikers have been beaten up, some seriously, but the police have made no move to apprehend the attackers.

Only recently O. C. Wilson,

peacefully picketing, was set upon by a number of goons and badly beaten up. While all the newspapers are keeping feelings at a fever pitch by carrying articles about what the police should do in the event of violence by the strikers, this incident was glossed over by police and press.

Since more than half of the strikers are returned veterans, and quite a few of them suffered war wounds which would disable them for any difficult or rigorous work, the action of the company, abetted by the local Government, has rigged a Hitler-like job on these men.

### NO GAINS

The two arbitration sessions held so far have not produced one single gain for the union. On the other hand, the stand taken by

(Continued on Page 3)

## New Isthmian Meet Called By The NLRB

NEW YORK—Invitations have been extended to the Seafarers International Union, the National Maritime Union, and the Isthmian Steamship Company to send representatives to an informal meeting on Wednesday, January 8, at the New York office of the National Labor Relations Board. The conference has been arranged by the Field Examiner, John A. Pennello.

The campaign of silence which the NMU has embarked on regarding Isthmian, is still continuing with not one word appearing in last week's edition of the Pilot.

The many threats by the NMU and the Pilot that they had uncovered evidences of collusion between certain SIU representatives and certain Isthmian officials have been shown to be idle charges, and it is obvious that the NMU would be pleased to forget the whole matter at this time.

### BAD TASTE

The eagerness with which the NMU has worked to deprive the Isthmian seamen of union representation has left a bad taste in the mouth of every seaman and waterfront worker.

NMUers have been unable to defend the position adopted by their own union, and have put a lot of pressure on their leaders to withdraw the phony protest so that Isthmian seamen could enjoy the benefits of SIU contracts and protection.

Only the stalling of the NMU has prevented this so far. It is hoped that the conference on Wednesday will find the NMU more willing to see the impending defeat which it faces, and to agree to having the challenged votes counted. When that happens, Isthmian too will be SIU.

## Snug Harbor Trustees To Take Up SIU Request For Investigation

NEW YORK, January 2—Further action on the Seafarers' demands for an SIU two-man committee to investigate conditions existing at The Sailors' Snug Harbor is now awaiting the next meeting of the Snug Harbor Trustees.

In answer to the request, sent last week, SIU Representative Volpian received a letter dated December 31, 1946 from Snug Harbor Governor Howard A. Flynn stating that the SIU re-

quest "will be presented to the next meeting of the Trustees for their consideration."

In line with the Snug Harbor Trustees' decision to take this matter up at their next meeting, the SIU is holding up on any further action until the results of the meeting are made known.

However, SIU members can rest assured that the action will be in the best interests of the Snug Harbor inmates and of all seamen as a whole.



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## Training Strikebreakers

Within the next few months, after the Republican Congress takes office, we can look forward to new attempts to put over a Compulsory Military Training Law. Not that the Democrats would not do the same; it's just that the Repubs will now be able to take the play away from the party that has been in power in Washington for close to 14 years.

All the howling in the world that the Congress will do, cannot convince any thinking American that compulsory military training is necessary for our protection against foreign enemies. The atomic bomb makes any old idea of defense look silly. From now on, men will not win wars, they will merely be killed in them.

When Congressmen and businessmen ask for military training for the young people of the United States, their real idea is to build up a vast anti-labor reservoir that can be used to break strikes and to grind labor down to nothing. That has always been the ambition of the bosses, and with compulsory military training, they have their best chance of making it come true.

Soldiers, and those other people who are trained to follow orders without question, are the only ones who can be depended upon to carry out the anti-labor plans of the big-shots who want to extend their power over you, you, and you.

All the smug words of the Senators and Representatives in Washington cannot hide the real purpose of the coming drive to make robots out of the citizens of the United States. While they preach preparedness for war, they will be practicing preparedness for the war against labor. Before the hostilities in Europe and Asia were over, soldiers in many southern camps were already being trained in strike breaking techniques: use of billy clubs, tear gas, etc.

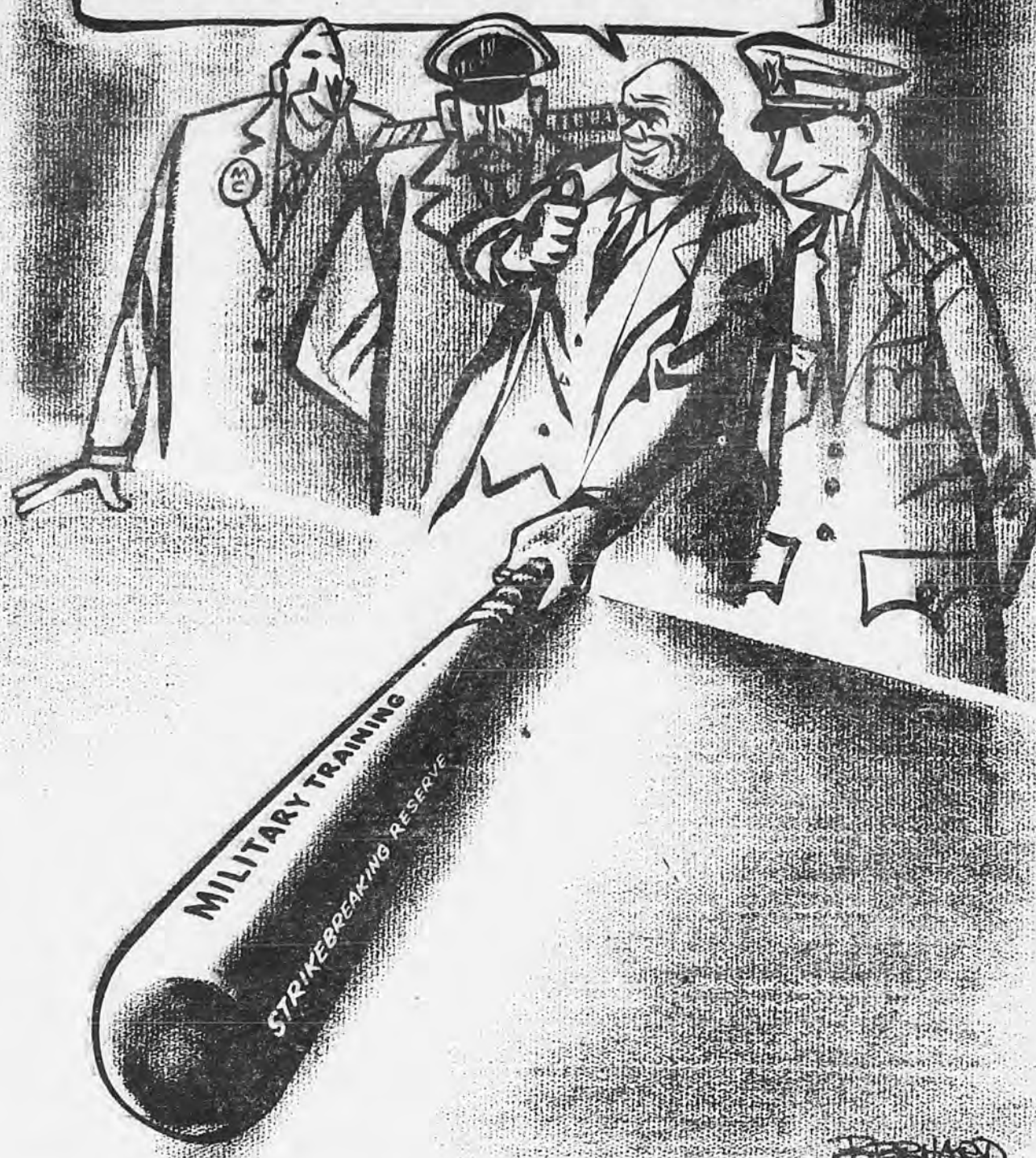
Only the white light of publicity stopped this move in its tracks. But if the training of our young people in peacetime becomes the law of the land, nothing will be able to stop the forward march of the anti-labor, fascistic big businessmen and their stooges—the men we elect to Congress, but who represent only the wealthy and powerful.

As seamen, we see what is up the sleeve of the red-tape artists. They let the cat out of the bag when the Maritime Commission stated that some of the men who will be drafted under the new program should be assigned to the merchant marine for training.

In an already overcrowded industry, this has but one meaning. If the merchant seamen are forced to fight like dogs for jobs, they may be induced to give up the gains they have made, at such a great cost, over the past few years. And pushing men into the industry by means of compulsory training is one way to bring on this condition.

The fat boys have tipped us off to what they are really trying to put over. Now that we have the warning, let's do our level best to stop them cold. If we don't, we may be out in the cold instead.

AFTER ALL, GENTLEMEN, WHO'S  
AGAINST NATIONAL DEFENSE?



## 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

H. G. DARNELL  
JOE CAMBLER  
LIONEL ROTHERHAM  
M. ELTON  
EDWARD CUSTER  
R. M. NOLAN  
JACINTO NAVARRO  
F. BERGLAND  
W. QUARLES  
CENTRAL MASON  
KARL PETTERSSON  
MELVIN COLLINS  
THOMAS J. BAIER  
J. P. BROOKS  
J. W. DENNIS  
W. BROCE, Jr.  
WILLIAM GRAY

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### STATEN ISLAND HOSPITAL

E. F. SPEAR  
R. G. MOSSELLER  
W. G. H. BAUSE  
W. B. MUIR  
L. L. MOODY  
H. BELCHER  
L. A. CORNWALL  
C. KOLSTE  
C. R. POTTER  
D. HUTCHINS  
M. J. QUINN

MOSES MORRIS  
J. S. WOOD  
B. BONIFON  
S. RIVERA  
J. C. GRIFFIN  
D. B. BROWNLEE

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### BALTIMORE HOSPITAL

ORPHA JOHNSON  
MICHAEL LUCAS  
THOMAS WADSWORTH  
PETER LOPEZ  
HARRY WALSH  
JOHN DUDDKO  
SEBASTIAN AMENTA  
EMILIO DI PIETRO  
FRANCIS O'BRIEN  
JAMES DAVIS  
MANUEL ROMERO

~ ~ ~

### GALVESTON HOSPITAL

LONGKEMPT  
PAURGASON—SUP  
ALDERHOLDS  
KING  
MITCHELL  
DOWELL  
DEETRECH  
SWENSON  
CASTAGNERE—B.C.

## Hospital Patients

When entering the hospital notify the delegate by post-card, 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.)

### NEPONSIT HOSPITAL

LINDER CLARK  
J. FIGUEROA  
L. L. LEWIS  
H. SELBY  
H. BURKE  
J. S. CAMPBELL  
J. T. EDWARDS  
B. LUFLIN  
G. F. McCOMB  
E. FERRER  
R. BLAKE  
J. R. HENCHEY

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### BRIGHTON HOSPITAL

H. SWIM  
E. JOHNSTON  
E. DUNPHY  
G. BONDI  
E. MAY  
E. DELLAMANO  
R. BAASNER  
G. VICKERY

~ ~ ~

### ELLIS ISLAND HOSPITAL

D. McDONALD  
J. KOSLUSKY



# Tampa Officials Help Break Taxi Strike

(Continued from Page 1)

the city officials has strengthened the hand of the company, and spokesmen for the company have become increasingly arrogant as the strike continues.

The company still has more than 50 percent of its scabs on the streets, all with police protection, and now the company maintains that there is no strike, and that union and non-union men will be hired, as is company policy.

The union leaders, headed by W. E. Sullivan, Teamsters and Chauffeurs Union business agent, and Oscar Bloodworth, secretary of the Central Trades and Labor Assembly, have made charges that the strike was forced by the company when many drivers were fired for union activity or because they had joined the union.

They further charged that peaceable pickets have been assaulted by company thugs in an attempt to provoke violence.

The company countered by making statements to the effect that the strikers are guilty of rowdiness, and the Mayor of Tampa then issued orders to give the company all the protection it needs.

## UNION BUSTER

Florida Attorney-General Tom Watson, whose activities as a rabid union-buster were revealed in a *Log* article a few months ago, injected himself into the dispute recently.

He made a public statement advising the Mayor to take strong steps to "keep law and order," and has encouraged the company to hold firm against the strikers by giving them every help they need to keep their cabs on the streets.

For a public official, he has made some statements which are certainly dangerous, if not downright fascist. In a press conference, Watson said, "unless organized labor and others desist from the unlawful practices and refrain from trying to set up a closed shop operation in this state, speaking without any intent to be blasphemous, hell is going to break loose in their neighborhoods."

This type of statement is particularly dangerous since it deliberately obscures the issue. The union has never asked for a closed shop, but merely for recognition of the union as the bargaining agent of the cab drivers employed by the Tampa Cab Company.

If the company needed any more encouragement to hold out against the union, and to use goons and thugs to break up the union, Watson's remarks were more than enough.

In the face of the obstinate attitude adopted by the company, the union has continued to search for an agreement that would satisfy both parties. The spokesman for the union asked the Mayor to appoint an arbitration board to assist in solving the union-company controversy, but the company lawyer replied:

## VICIOUS STAND

"Mr. Mayor, in answer to that, there is nothing to arbitrate. The drivers we have now are satisfied, but the union is just demanding that we sign up for a closed shop. We are ready to em-

ploy union men and non-union men."

If the union had insisted on the same stand as that taken by the company, it is obvious that the press and the petty officials would be howling for the scalps of the union members and their leaders. But the press and the officials in Tampa are owned body and soul by the bosses, and they have developed a habit of looking the other way when it is to the benefit of the companies for them to do so.

In the SIU 1946 General Strike, the Tampa police and press were a potent factor in trying to sail hot ships out of that harbor. Only the cooperation of the local Teamsters Union, and the striking cab drivers are part of that union, kept the shipowners from carrying out some part of their scheme.

The city resorted to any tactic to break the seamen's strike, just as they are trying every possible trick to force the cab drivers to throw in the sponge. Discrediting the union leaders and threatening them with jail, is only one of the many underhanded devices that were used in the SIU Strike, and which are now cropping up in the cab drivers action.

The pattern of this strike is very much like any other strike they have had down here. Only the fact that the SIU strike was on a national basis prevented the city authorities from breaking the strike and sending the ships out of here at will. The Shipchangers here requested police support in busting picketlines, and they were able to crash through the lines. As a result, no SIU or SUP ships coming into this port has since bought a single article from these finks, and chances are that they never will.

## REMEDY NEEDED

The situation shows the need for certain minimum points so that labor in this section could hold its own in disputes with management. Right now the circumstances are appalling, but with a few things added, labor could hold up its head here, and have a good chance to gain its just demands.

Here are the most urgently needed remedies:

1. A local paper that will give labor's side in a dispute. There is not one pro-labor paper in

## HITTING A STRIKER DOESN'T HELP



O. C. Wilson, above, was beaten badly by the goons in the employ of the Tampa Cab Company, but he is not licked. Fifty drivers are still out on strike for better wages and conditions and for recognition of their union as their bargaining agent. The company has refused to negotiate, and in cooperation with the local authorities, have instituted a reign of terror. But the drivers are holding firm, and it will take plenty to beat them.

the entire state, and never has there been a better example of what happens when the bosses control all the news publications.

2. Education is a crying need in this section. Workers must be shown how to break the yoke of the anti-labor harness which is imposed on them by laws such as the anti-closed Shop Law, and the Loitering Law which prevents more than three people from gathering on the streets together. This last is used to break up street meetings and rallies, as well as to persecute people doing picket duty.

3. Show the people the pattern. Last month it was the sea-

men; this month the taxi cab drivers; next month it's anybody's guess as to whom the police will be intimidating and driving from the streets.

4. Labor must use the law and the courts. When the law is deliberately violated by elected officials, labor should go into court to prevent this. All city laws pertaining to traffic safety have been ignored by the police and the authorities so as to provide the Tampa Cab Company with enough scabs to break the strike.

5. Organize politically. The way to stop city officials from mis-using their power is to elect only officials responsible to labor. The Mayor who is now doing his best to force the cab drivers to their knees is the same official who used police to crack the SIU-SUP lines a short time ago. Labor can go to the polls and vote men like this out of office. In Tampa there are 18,000 voters, and over 30,000 members of various unions. The answer is obvious: if labor wants to do the job, the fakers can be driven out of office and replaced by honest men who don't toady to the bosses.

Labor in Tampa is solidly behind the cab drivers, just as it was behind the seamen. When this beef is over, labor must get set for more trouble, in Tampa as well as all over the United States.

The best way to be prepared is by having a program—a program that will eventually lead to a solid labor group.

Only in this way can labor beat the Tampa finks and scabs, and the rest of the people in the United States who think that they can prey on labor without fear of retaliation.

## Rank And File Upholds Curran On Resignation

NEW YORK—A packed meeting of the National Maritime Union, held at Manhattan Center on Monday, December 30, rousingly received President Joe Curran's reasons for resigning as Co-Chairman of the CMU, and by a standing vote of approximately 7 to 1, they concurred in his action.

In another direct slap at the communist fraction in the NMU and the CMU, the same meeting directed Mr. Curran to meet with Harry Lundeberg, President of the Seafarers International Union, and Vincent Malone, President of Marine Firemen, Oilers, Watertenders, and Wipers, Independent, in Washington.

This meeting was suggested by Malone at an informal conference with Lundeberg and Curran in San Francisco a few weeks ago.

The main purpose behind this coming meeting is to map out ways and means of combatting the anti-labor legislation that is sure to be introduced by the Congress that went into session on January 3.

A number of restrictive labor laws, some aimed principally at seamen, are up for consideration, and only prompt action by the honest seamen's unions will be able to deal with them effectively.

## CP OPPONENTS

The opposition to Curran in the NMU is spearheaded by Joe Stack and Howard MacKenzie, Vice-Presidents, and Ferdinand Smith, National Secretary. All three are acknowledged communists and have been the spokesmen for the communist line in the NMU for many years.

So far, Curran has had all the best of it in this fight for control of the NMU. But it is too early to count the communists out, and it should be kept in mind that this whole battle might just be some communist strategy to make the public think that the weak anti-communist program adopted by the CIO Convention in Atlantic City is being carried out.

The leaders of another communist-dominated union in the CIO recently issued a blast against the CP, and this may just be one more part of the same ruse.

## ATTENTION SIU, SUP CREWS

When your ship comes in to the port of Tampa, do not buy one single thing from any of the Ships' Chandlers there. Those men, with the help of policemen, crashed our picketlines during our General Strike. Keep those finks off your ships, and remember to pass the word to other seamen.

This is action that has the backing of the entire membership of the Seafarers International Union.

## Alcoa Planter, Abr. Clark Crash In Mobile Bay; Seafarer Injured

(Continued from Page 1)

Clark. On Friday she figured in a crash with another freighter in the Mississippi River, near New Orleans. The steering device was likewise blamed when she was unable to avert colliding with the S. J. Hutchinson, a Lykes Brother ship, in a heavy fog.

## GROUND TWICE

Capt. Smith said that fog conditions were so bad at the lower end of Mobile Bay Sunday morning that the Abraham Clark grounded twice en route from the mouth of the Bay to the State Docks. He said that the ship was able to back from shoal waters under its own power.

The Alcoa Planter was proceeding from Mobile to Port of Spain, Trinidad, at the time of the accident and was traveling

light. A bauxite carrier, the Planter suffered extensive damage to her deckhouse, in addition to the gaping hole cut in her side.

Brother Compton told a physician at the Marine Hospital that "some of the men in the mess-room saw the bow of the Liberty ship as she loomed toward us during our coffee period."

## WARNING SAVED CREW

A cry of warning from one of the crewmembers who sighted the oncoming Clark probably accounted for the fact that no one was seriously hurt, Compton said. Both vessels were able to make their berths without assistance from tugs or the Coast Guard.

On her first run for Waterman, the Clark was taken over by the Company in Boston on Dec. 4. Previously she was operated by the Grace Line.



# HERE'S WHAT I THINK...



**QUESTION:**—What port has the fondest memories for you?



**OTHO BABBE, Second Cook:**

New York has the fondest memories for me. This is my home, and to this place I return after all my trips. My family lives here so it's not surprising that some of the best times of my life have been spent right here. I was born in Norfolk and that is my next choice, but New York is the best port in the world, bar none. I settled here right after I started sailing and I just can't imagine living any other place. New York has everything, and I've seen them all so I ought to know.

**THOMAS BLUITT, FOW:**

Port Sette, France, is a rarely visited port and so things are very cheap there. At least that's the way it was a year ago when I was last there. The people were nice to us and seemed genuinely glad to see us. They didn't jack up the prices on things when we came to town and they made sure that we only bought merchandise of good quality. We had a lot of fun there, and in these days of rising prices, a port where articles were cheap was a real treat. There should be more like Port Sette.



**WILLIAM O'BRIEN, AB:**

I guess the general population of Edinburgh, Scotland, was the most receptive to merchant seamen and so that's why Edinburgh has always been my favorite port. My fondest memories are about the fun I had there, and the many things that were available for us to do. The food was excellent and the liquor was of good quality. Although I haven't been there in over two years, I would enjoy returning there to see what changes the years have brought. I'll bet it's still a good friendly city.



**EUGENE MCGUINN, OS:**

New Orleans is my kind of town. It's full of life and there is something doing all the time, every minute of the day. A seaman can have a good time in that place; in fact if he doesn't have a good time it's his own fault. The bars stay open all night, and as long as a guy keeps out of trouble the cops will stay away from you. Some of the best times in my life were spent on the beach in New Orleans. Maybe some day I will visit another port where I will have a better time, but I doubt it.



## 1946 Was Year Of Many Victories For SIU; New Drives Progressing

By EARL SHEPPARD

Now that 1946 is over—gone but not forgotten—and we are entering a brand new year, it's time to briefly review the Seafarers' organizational program, what it has meant to you as a member of the Seafarers, and what it should mean in the months that lie ahead of us.

Through our various organizational efforts, we have learned several lessons which should be invaluable in our new organizational work. Very few Seafarers had any organizational experience prior to the past year, and now we have a large pool of trained ships organizers.

These men are now on tap for any SIU organizing project, and they're trained men who know the SIU score and aren't afraid to shout it out to the whole world.

Several different organizing drives are now under way as part of the present Seafarers' organizational program. These different outfits are in varying stages of development at the present time, and it will be necessary to go into details concerning the status of each one individually.

### ISTHMIAN

Isthmian should be dealt with first, because it has been hanging fire much longer than any of the others, and certainly a decision should be reached on Isthmian within the near future. We are waiting to hear from either the NLRB Regional Director or the Examiner who conducted the informal hearing on this case.

Meanwhile, Isthmian seamen are being denied the union representation which they need so badly and which is being withheld from them through the finky actions of the NMU commissars.

These guys are playing a dog-in-the-manger game where, if they can't win themselves (and they've already lost Isthmian), they are trying to make it impossible for anyone else to win.

Finky tactics such as the NMU has displayed throughout the Isthmian drive have brought home to the Isthmian seamen the fact that they are lucky that they voted for the SIU. Certainly, the smelly reputation of the NMU has been spread all over the world as the result of their Isthmian antics.

### CITIES SERVICE

As far as Cities Service is concerned, no date has yet been set for the start of an NLRB election in this tanker outfit. The SIU is still going ahead making gains in signing up members, and as soon as the date is set, voting within this fleet will begin.

Here, also, the NMU is doing all in its power to hold up the date of an election, preventing these Cities Service tankermen from getting decent union representation. These delaying tactics of the NMU have raised such a strong smell around the waterfront that no decent seaman would think of voting for that outfit. They, too, want the kind of contracts, wages, and conditions that only an SIU contract can give them.

### MATHIESEN TANKERS

This company only has one tanker as yet, but they are planning on buying others and will possibly go into the dry cargo business as well.

The SIU petitioned for an election of these tankermen a few weeks ago, but the NMU intervened, and no election date has yet been set. When it is, the Seafarers is fully confident that these men will follow the lead of the Isthmian seamen, and vote for the SIU as the union of their choice.

### TEXACO TANKERS

As far as Texaco is concerned, the SIU moved into this outfit some time ago, and did a good job of organizing the large majority of them into the Seafarers. However, on the strength of a contract which had expired over five years ago, the NMU went through the Texaco back door and negotiated an agreement covering a bunch of men who wanted no part of their Moscow Line.

By means of goons, bargain basement unionism, and every other filthy trick in their finky book, the NMU did their best to terrorize the Texaco tankermen. Despite this, many of these tankermen remained in the SIU, and are fighting hard to secure Seafarers representation and a contract they can have something to say about.

They know that they were sold down the river when the NMU signed their sweetheart agreement with Texaco, but they won't take it lying down. The Texaco tankermen are fighters, and intend to see this through to the end.

### OTHER OUTFITS

Aside from these four companies, we have two other tanker

companies and some new companies which we are working on at the present time. However, we can't reveal anything about these outfits at this time, until it's time to petition for an NLRB election.

One good thing occurred in the past week. CMU "unity" is now a thing of the past, according to the statement of Co-Chairman Joe Curran (NMU President) when he resigned from that position.

With the defection of Curran and the strong possibility that other fringe party liners might decide to desert the sinking ship just as the rats always do, it seems to be only a question of time before the CMU is completely wiped out. Then, perhaps, we'll have the beginning of genuine cooperation and unity on the waterfront.

Originally formed for the purpose of being a front for the commie-dominated waterfront unions in their attempt to take over the Marine Firemen and other small unions, and with the possibility of being a home for the commie unions in the event that they were kicked out by Papa Murray, the CMU is being given the kind of burial that all phony outfits of its kind deserve.

The roles played by Bridges and all the commies, including Joe Curran before he got "religion," make you realize what a good thing it is that the SIU-SUP is streamlined for effective action, and is an important part of the powerful AFL Maritime Trades Department.

## Ala. Police Use Beatings, Spying And Bribery To Smash Unions

ALEXANDER CITY, Ala.—A sordid story of anti-labor terrorism, police strike-breaking, brutal attacks on unionists and spying was unfolded here last week as a National Labor Relations Board hearing.

Police Chief Mack Horton and two other policemen were charged with administering a vicious beating to J. P. Mooney, international representative of the Textile Workers Union—CIO, in the downtown section of this city during an organizing drive at the Russell Manufacturing Co.

Mooney testified he was given a bloody beating about the face, kicked repeatedly, stamped on and had his head banged against the pavement.

After the attack, when he refused to leave town, Mooney was arrested and taken to the police station where his life was threatened in the presence of Chief Horton.

Protesting this to Horton, Mooney was told by the Chief, "They can get away with anything around here. I told you before this was going to happen if you didn't leave town."

### PAID SPIES

The evidence against Horton and the two policemen—all charged with interfering with union activity and acting as agents of the company—piled higher with the testimony of his son Murphy, a cotton mill worker.

Murphy said that Horton and Policeman Floyd Mann "used" him to spy on union activities

and urged him to ignore a government subpoena to the hearing. Murphy declared that Mann paid him \$22 to "pimp" on union activities and offered him \$25 to reveal the identity of the union leader in one of the Russell mills.

In addition, he testified that Mann told him at police headquarters before Chief Horton that "they (the police) were going to break the union."

### \$100 GOON

Roy H. Boddie, another mill worker, said Horton and Mann offered him \$100 to beat up a mill employe who was helping to organize the union. William T. Anthony, an ex-GI, testified that police offered him money to stay at the Russell Hotel and spy on the union. Organizers were living at the hotel and holding union meetings there. Anthony said the police told him they would pay all his expenses, but he refused.

NLRB Field Examiner Joe Bailey testified that he was unsuccessful when he sought to look at police records at City Hall dealing with the attack on Mooney. Mayor Thomas C. Russell has been subpoenaed but has not answered the summons.

While claiming that phlebitis keeps him from the hearing, he has been seen in town numerous times.

Mayor Russell is the uncle of Thomas D. Russell, president of the Russell Manufacturing Co., and is also a vice-president of the company.



## New Smith Bill Would Strip Labor Of All Protection

WASHINGTON — Formulated by one of the most reactionary members of the House of Representatives, Howard W. Smith of Virginia, a new bill designed to strip labor of all the protection of the National Labor Relations (Wagner) Act, was completed this week. As soon as the new Congress convenes, the bill will be presented.

Described by Mr. Smith as a bill which would "restore equality between industry and labor and . . . prohibit the practices that have led to the present labor dictatorship," this proposed measure contains much of the Case Bill which was vetoed last May by President Truman. Also included are Wagner Act amendments which were adopted by a two-to-one vote in the House in 1940, after the Smith Committee had "investigated" the NLRB. This move was later blocked in the Senate.

Some provisions of the Smith Anti-Strike Bill are also revived for inclusion into this all-purpose, labor crippling bill. The Smith Bill, when originally brought up in 1940, met the same fate as the amendments to the Wagner Act.

The curbs on labor, as proposed by this new bill, go much further than any previous anti-labor scheme to be drafted in Washington. Besides the measures outlined above, the bill would apply the recently rejected provisions of the so-called Petrillo Act to cover all industries, rather than just radio broadcasting, and in that way meet the constitutional objection that classed the Petrillo Bill as "class legislation."

### ANTI CLOSED SHOP

Under the new measure, strikes in public utilities and related industries would be outlawed, as would secondary boycotts and sympathy strikes. The closed shop and industry wide bargaining would likewise be prohibited upon passage of the Bill.

One section of the Bill would make it an unfair labor practice for either an employer or a union in a public utility or an industry essential to public health to refuse or neglect to insert in new contracts an agreement to arbitrate any and all disputes.

Failure to comply with this would exempt both parties from their rights under the Wagner Act and the Norris-LaGuardia and Clayton Acts.

Stating that the move to organize foremen has been "the chief stumbling block in the coal negotiations," Mr. Smith has written into the proposal that foremen and supervisory employees would be stripped of their collective bargaining rights. This would not only apply to the coal mines, but to all industries.

### EXPECT QUICK ACTION

Indications are that the Bill will fall into anti-labor hands when it comes up in the House Committee on Labor. The Committee is dominated by Republicans, and Rep. Welch, California, who has a reputation of a "friend of labor," has announced that he will accept the Chairmanship of the Merchant Marine Committee, rather than the Labor Committee, for which he is also eligible by right of seniority.

The two men next in line for this important post are men who were fought bitterly by organized

labor because of their vigorous support of the Case Bill and other anti-labor measures. The two are Gerald W. Landis of Indiana, and Fred A. Hartley Jr., of New Jersey.

In the Senate, much activity is also being expended to work out a labor bill to be ready for consideration by February 15. A statement from Senator Taft, Ohio, leads to the belief that most of the Senate concentration will be on proposed outlawing of the closed shop, plus various points of the Case Bill, before considering revision of the Wagner Act.

Action on bills to control labor should not take long, according to Mr. Taft, since "many hearings (on the Case Bill) have already been held, and there are volumes of testimony and discussion relating to its provisions."

Labor has already voiced its opposition to the proposed measures, and all labor leaders have stated flatly that there is no intention on the part of organized labor to take any restrictive laws without putting up a battle.

Analysis of the Bills, and the arguments put forth in their favor, have aroused no sympathy from workers, who feel that business and management have always been more powerful than labor, and that that power was never as strong as it is right now.

## The Patrolmen Say Crew Satisfied

NEW YORK—The SS Yaka of the Waterman Fleet came in town last week after a 45-day round trip across the pond.

It was not long after she tied up that the ship's delegate came up to the Hall asking that a delegation of five Patrolmen be sent out to the ship which was lying at pier 6, Bush Terminal.

The Agent was unable to send five Patrolmen out to her as there were numerous other ships to be paid off that same day.

The agent instead assigned Jim Purcell and myself, along with three rank and file members, to go over and investigate the situation and return to the Hall with the findings.

### QUICK FIX UP

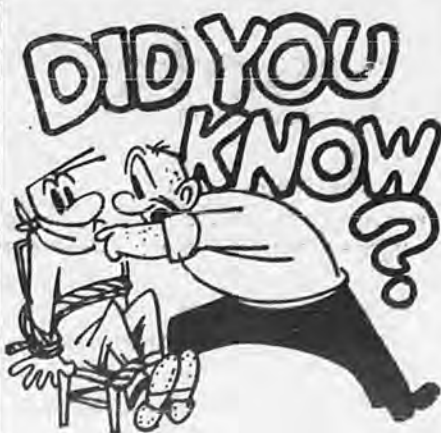
So, out to the ship we went. After going aboard and hearing all sides of the issue it did not take any great length of time to have the entire membership of the crew well satisfied and happy.

The ship's delegate, Bill Thompson, then told the crew that the three rank and file members that came along with us were members who were not paid to do a job, but gladly did so on their own time, the way all Seafarers should do to keep down all dissatisfaction among crew members.

The delegate then suggested that a small donation be taken up and turned over to the Patrolmen to be divided so these willing brothers could buy themselves a little something as a token from the crew of the Yaka, and he hoped there would not be any hard feelings among the crew throughout the next voyage.

The crew then made up a purse of \$37.00 and turned it over to the Patrolman who divided it between Brothers Joe Bordon, Oliver Hodge and Siegfried Jafgen-doy.

William Hamilton



By JOHNNY JOHNSTON

In the old days of wooden ships and iron men, salt beef was the principle meat carried on sailing ships. Some of these ships also carried live stock such as pigs, sheep, and poultry, but the seamen never knew what this meant for rarely did a tender morsel find its way forward.

Salt beef was the only meat that the sailors were served, either in stew or just plain boiled chunks, that were called "old horse." But even with salt meat, they were poorly dealt with since the choice pieces in each barrel were taken off for the officers. What was left was for the men in the fore'sle.

Here is a poem about "old horse," from Richard Dana, Jr.'s "Two Years Before the Mast."

### OLD HORSE

Old horse, old horse, what bought you here,

From Sacarap to Portland Pier? I've carted stone this many year; Til, killed by blows and sore abuse,

They salted me down for sailors use.

The sailors they do me despise, They turn me over and damn my eyes,

Cut off my meat, and pick my bones,

And pitch the rest to Davy Jones.

~ ~ ~

On the night of September 29, 1913, Dr. Rudolph Diesel, the inventor of the engine which bears his name, was crossing the English Channel on his way to London to attend a meeting of manufacturers and to confer with some members of the British Admiralty. After dinner he went below to his stateroom and was never seen or heard from again.

It was rumored that German agents had done away with him to prevent him from giving secrets about the invention to the British. Years later, however, his son Eugene Diesel, told an incident that helped to clear up the mystery.

Rudolph had speculated in real estate in Munich, and had suffered a heavy loss. Before his trip, he had discussed methods of suicide with his son, Rudolph, Jr., and the boy, not realizing what was on his father's mind, told him that the best way would be to leap from a fast moving ship on a dark night.

By taking his own life, this great man did not live long enough to see his name become a household term. Today, Diesel powered liners speed across the sea, Diesel trucks roar along the highways, and Diesel motored airplanes blast their way across the sky.

~ ~ ~

Dead Man Island, an old land mark in the harbor of San Pedro, California, also has a seafaring woman buried on it. She was the wife of the Captain of the Laura Bevins. His ship left San Pedro and was never heard of again.

When his wife died, she was buried on the Island, and is the only woman who was ever buried there.

## Meet Tommy, Great Lover

Numerous articles have appeared in the pages of the Seafarers Log regarding the exploits, adventures and what-have-you of various Seafarers. This item is slightly different in that it deals with a human interest—er, we mean feline interest—phase seldom covered in the average story.

This, my friends and readers, is the saga of Tommy the Tomcat, as stalwart a Seafarer as ever sailed the briny deep.

Our hero, Tommy, of whom a picture appears herewith, is no usual Tomcat. No, he is an unusually intelligent individual who has certain daily duties and a regular schedule for performing them. Usually, when the New York Hall opens in the morning, Tommy may be found perched on a table alongside the doorman.

### CATTY LOOKS

Tommy carefully scrutinizes each would-be entrant, and once in a while registers extreme disapproval. The reason for this disapproval becomes readily apparent when investigation discloses that the individual in question is either a member in bad standing or some non-member trying to get past the vigilant eyes of the doorman. Tommy knows his Seafarers. You can't fool him.

After completing his morning stint at the door, Tommy calmly strolls over to the elevator and coolly awaits for George the operator to open the doors.

At the completion of his ascent to the third deck, Tommy lines up for a grand exit and makes for his usual resting place—Jimmy Stewart's desk. This is Tommy's favorite resting place, where he recuperates his strength after an exhausting night.

Just as occasional Seafarers, Tommy has an eye for the fairer sex. His favorite jaunt is over to the French Lines office where he is carrying on a torrid affair



TOMMY, THE TOMCAT

with a certain French cutie. Yes, he's an internationalist, our Tommy, but not of the same variety as some of the NMU stooges. He's merely an international lover.

### LAY OFF!

Tommy's protector and guardian, Red McKenzie, swore when he shipped out that he was going to take Tommy with him. So, when we searched the hall for Tommy this morning to complete our interview, no Tommy was evident.

Checking a little further, we found that Red had shipped out with—yes, you've guessed it—Tommy. When he returns from his current trip, we expect to finish our interview, and should be able to add some of Tommy's recent exploits abroad.

FLASH!! We just ran into Tommy on the Second deck. So, Red must have sailed without his buddy after all. Guess Jimmy Stewart protested too vehemently when Red tried to kidnap Jimmy's protegee. Jimmy says that if Red or anyone else gets Tommy on a ship, it will be over his dead body. That cat has more guardians!

## Tugboats Will Halt Saturday If Operators Refuse To Bargain

NEW YORK, Jan. 2—This town of over 8,000,000 people faces the second tugboat tie-up in a period of 15 months this Saturday, January 4, unless the so far obstinate operators show a willingness to get down to business and bargain honestly with the United Marine Division, Local 333, ILA, the union which represents the tugboatmen in this area.

That much became plain today when the result of the strike referendum, conducted during the past few weeks, was made public. The vote was heavily in favor of arbitration, but with the proviso that strike action be resorted to if the operators continued to stall.

The meetings between the Union, the operators, and the Mayor's Arbitration Committee have so far not been productive of any gains for the union, and so, unless something beneficial takes place during the meeting to be held on Friday, January 3, the tugs are sure bets to stop operation at midnight Saturday.

Below are the instructions issued to all members of Local 333 so that they will know exactly what to do if, and when, the pin is pulled:

On a referendum Vote held by the Membership of this Organization on Thursday, January 2, 1947, it was voted by the majority of the members that the Wage Scale Negotiating Committee be authorized to

order the membership on strike if negotiations or arbitration terminated.

Your Committee met with the Owners today and found that it is impossible to come to any agreement. Therefore, the Committee voted unanimously to order a Strike for the coming Saturday at Midnight, January 4, 1947.

The conditions of the Strike are to be as follows:

All men are to cease work at midnight Saturday in accordance with the following rules set down by the Wage Scale Committee:

All Oil Tankers loaded before Saturday midnight are to be unloaded and returned to their home port or designated place set by the Owners.

Tugboats that pick up a tow before midnight Saturday are to deliver the tow to their designated place set by the Owners.

All vessels requiring a watchman, one member of the crew is to act as watchman and the Union shall be notified of the man who is watching it. However, if the Company attempts to move any of its equipment all watchmen will be withdrawn from the vessels.

The vessels of the Central Vermont Transportation Company, the Providence Steamboat Company, and all Ferries, are exempt from this directive.



# SUP Signs Contracts With Deconhil, Pacific Tankers And American Pacific

A new dry cargo contract, comprising wage increases and additions to the manning scale, was recently concluded between the Sailors Union of the Pacific and the American Pacific Steamship Company.

The contract was signed on December 7, 1946, but various portions, mainly wages and overtime rates, are retroactive to as far back as May 14, 1946.

Since many SIU members ship on the vessels of the American Pacific Steamship Company, and since many members of the SUP read the *Seafarers Log*, the contract is being printed as a service. Below are the provisions of the new contract:

## AMERICAN PACIFIC STEAMSHIP COMPANY

### Manning and Wage Scale Dry Cargo Liberty Vessels

Revised Dec. 7, 1946

Effective Effective Effective Effective  
5-14-46 6-15-46 6-25-46 9-26-46

#### No. Rating

1 Boatswain	\$205.00	\$205.00	\$205.00	\$205.00
1 Carpenter (See Note)	205.00	205.00	205.00	205.00
6 Able Seamen	172.50	172.50	172.50	172.50
3 Ordinary Seamen	150.00	150.00	150.00	150.00

NOTE:—Carpenter to furnish own tools. If Maintenance AB carried in lieu of Carpenter, wages are \$187.50. If Purser/Pharmacist—\$229.00 per month. (In place of Purser.)

1 Deck Engineer	180.00*	205.00	205.00	205.00
3 Oilers	172.50*	177.50	177.50	177.50
3 Firemen/Watertenders	172.50*	177.50	177.50	177.50
2 Wipers	150.00*	175.00	175.00	175.00
1 Chief Steward	220.00	220.00	220.00	220.00
1 Chief Cook	200.00	205.00	205.00	205.00
1 2nd Cook & Baker	185.00	185.00	185.00	185.00
5 Utility/Messmen	150.00	150.00	150.00	150.00

(\*) Denotes changed rate.

### OVERTIME AND CASH SUBSISTENCE SCHEDULE

Revised Dec. 7, 1946

#### DRY CARGO—(Liberties)

#### Personnel Classifications:

##### Unlicensed:

All other crew members not licensed including Chief Steward.

Watch Personnel: (For purposes of Sunday Overtime at Sea.)

Unlicensed—All Able Seamen, all Ordinary Seamen, all Oilers, all Firemen/Watertenders, all members of the Stewards Department.

Non-Watch — Day Workers: (For purposes of Sunday Overtime at Sea.)

Staff Officer, Boatswain, Carpenter, Deck Engineer, Wipers.

#### Overtime Rates:

Unlicensed Personnel	Effective 5-14-46
Regular Overtime	...90c per hr.
Effective 6-15-46	
Regular Overtime	...\$1.00 per hr.
Unlicensed Personnel with base wage of \$200.00 or over	Effective 9-19-46
Regular Overtime	...\$1.25 per hr.
Handling Cargo (Longshore	

Work) .....\$1.35 per hr.  
Handling Explosives..\$2.50 per hr.  
(Other miscellaneous special rates per Union Agreement)

Effective 6-15-46, all Unlicensed watch personnel to be paid overtime at \$1.00 per hour for regular watches stood at sea on Sundays. Overtime at \$1.00 per hour to be paid for all routine watch work in port on Saturdays and Sundays.

When performing unlicensed personnel's work, Relief Engineers and Relief Mates shall receive \$1.00 per hour, for length of time work is performed, in addition to the regular rate of \$1.50 per hour.

#### Extra Meals:

Effective 10-1-46, the rate for Extra Meals (Section 7, Article VII, pages 34, 35 of Union Agreement) is to be 50c per meal.

#### Stand-by Work In Port:

Effective 10-1-46 the rate for Stand-by work in port (Section 34, Article I, pages 12, 13 of Union Agreement) is to be \$1.45 per hour.

#### Cash Subsistence:

All payments of cash subsistence must be fully explained, giving reasons in detail, specific dates, and actual meals involved. Room allowance only payable when quarters are not available on vessel. Reasons for room allowance must be stated in complete detail and specific dates must be indicated.

#### Unlicensed

	Effect.	Effect.
	5-14-46	10-1-46
Breakfast .....	\$ .85	\$1.00
Luncheon .....	.85	1.00
Supper .....	1.00	1.00
Room .....	2.50	3.00
TOTAL .....	\$5.20	\$6.00

(All payments of Cash Subsistence must be shown on payroll or pay voucher, as these amounts are subject to both FOAB and State Unemployment Insurance Tax.)

#### Linen Allowance:

\$2.00 per week to all personnel for each full week no linen is issued. (Linen allowance subject to withholding, FOAB, and CSUI Tax.)

#### Travel Subsistence:

\$4.00 per day for all ship's personnel.

(Travel subsistence is only payable when transportation is furnished. It is not payable when cash in lieu of transportation is paid. No travel subsistence is payable when transportation is via air.)

Also concluded with the American Pacific Steamship Company, the Pacific Tankers, Incorporated, and the Deconhil Tankers, were contracts covering wages of tanker personnel. The contract was entered into on October 1 and 17, and amended on November 14, 1946. All new wages and overtime rates in these agreements are retroactive to June 15, 1946.

For the same reasons as outlined above, the new provisions are printed in their entirety:

### AMENDMENT TO AGREEMENT DATED OCT. 1, 1946

It is agreed between the Sailors' Union of the Pacific—Deck

Department, Sailors' Union of the Pacific—Engine Department, Sailors' Union of the Pacific — Stewards' Department (affiliated with Seafarers International Union of North America, American Federation of Labor) and American Pacific Steamship Company, that the following wage scale will be applicable in all tankers under contract between the parties and that contract between them entered into as of October 1, 1946, shall be amended in the following respects:

Deck Dept.	Per Month
Bosuns .....	\$215.00
Quartermasters .....	180.00
Maintenance Men, day work .....	195.00
Able Bodied Seamen ....	180.00
Ordinary Seamen .....	150.00

#### Engine Dept.

Electricians .....	\$294.50
Pumpmen .....	225.00
Pumpman-Machinist ....	225.00
Oiler .....	180.00
Combination Fireman-Watertender .....	180.00
Watertender .....	180.00
Firemen .....	175.00
Wiper .....	160.00

#### Stewards Dept.

Chief Steward .....	\$227.50
Chief Cook .....	210.00
2nd Cook and Baker .....	190.00
Galleyman .....	155.00
Utilitymen .....	150.00
Messmen .....	150.00

The foregoing basic wages shall be retroactive to June 15, 1946.

1. **Overtime.** The overtime pay for all unlicensed personnel shall be one dollar (\$1.00) per hour.

2. **Hours of Work in Port.** The work week in port shall be forty (40) hours per week. It is understood for the purpose of this paragraph all work performed in port on Saturdays, Sundays and recognized holidays shall be paid for at the overtime rate, subject, however, to paragraphs 4 and 5 below.

3. **Hours of Work at Sea.** At sea the hours of work shall be forty-eight (48) hours per week for men standing watches. It is understood that for the purpose of this paragraph Sunday at sea shall be considered the overtime day, that is to say, all work performed on Sunday at sea shall be paid for at the overtime rate, subject, however, to paragraphs 4 and 5 below.

4. It is agreed that there shall be no duplication or pyramiding of overtime and/or penalty time.

5. It is agreed that overtime shall not be paid for regular watches stood between the hours of 5:00 p. m. and 8:00 a. m. and on Saturdays, Sundays and recognized holidays during the period a vessel's departure is delayed by failure of the Sailors Union of the Pacific to furnish unlicensed deck, engine or stewards' department crew members.

6. The foregoing paragraphs 1 to 5 inclusive shall be retroactive to June 25, 1946.

THIS AGREEMENT shall be binding upon the respective parties to and including September 30, 1947, and shall be considered as renewed from year to year thereafter between the respective parties thereto, unless either party hereto shall give written notice to the other of its desire to amend or terminate the same.

Any such notice shall be given at least thirty (30) days prior to the expiration date and after notice has been given specific proposals must then be submitted and negotiations commenced within ten (10) days. If such notice shall not be given, the agreement shall be deemed to be renewed for the succeeding year.

The terms and provisions hereof shall not be binding and effective until all the terms and provisions hereof shall have been approved by the United States Maritime Commission.

This agreement is also subject to approval by any other governmental agencies having jurisdiction in the premises.

IN WITNESS WHEREOF the parties have executed this agreement this 20th day of November 1946.

AMERICAN PACIFIC STEAMSHIP COMPANY  
As General Agent for the United States Maritime Commission

Signed—H. H. Birkholm  
President

SAILORS' UNION OF THE PACIFIC

Deck Department

SAILORS' UNION OF THE PACIFIC

Engine Department

SAILORS' UNION OF THE PACIFIC

Stewards' Department

Signed—Harry Lundeborg  
Sec.-Treasurer

### AGREEMENT TO AMEND IN CERTAIN RESPECTS AGREEMENTS OF OCTOBER 1st and 17th, 1945 BETWEEN PACIFIC TANKERS INC., DECONHIL TANKERS, AND SAILORS UNION OF THE PACIFIC, DECK, ENGINE AND STEWARD DEPARTMENTS

IT IS AGREED between the SAILORS UNION OF THE PACIFIC and PACIFIC TANKERS INC. that the following wage scale will be applicable in all tankers under contract between the SAILORS UNION OF THE PACIFIC and the PACIFIC TANKERS INC., and that the contracts between them dated October 1st and 17th, 1945, shall be amended in the following respects:

Deck Dept.	Per Month
Bosuns .....	\$215.00
Quartermasters .....	180.00
Maintenance Men, day work .....	195.00
Able Bodied Seamen ....	180.00
Ordinary Seamen .....	150.00

#### Engine Department

Electricians .....	294.50
Pumpmen .....	225.00
Pumpman-Machinist ....	225.00
Oiler .....	180.00
Combination Fireman-Watertender .....	180.00
Watertender .....	180.00
Firemen .....	175.00
Wiper .....	160.00

#### Stewards Department

Chief Steward .....	227.50
Chief Cook .....	210.00
2nd Cook and Baker .....	190.00
Galleyman .....	155.00
Utilitymen .....	150.00
Messmen .....	150.00

The foregoing basic wages shall be retroactive to June 15, 1946.

1. **Overtime.** The overtime pay for all unlicensed personnel shall be one dollar (\$1.00) per hour.

2. **Hours of Work in Port.** The work week in port shall be forty (40) hours per week. It is understood for the purpose of this paragraph all work performed in port on Saturdays, Sundays and recognized holidays shall be paid for at the overtime rate, subject, however, to paragraphs 4 and 5 below.

3. **Hours of Work at Sea.** At sea the hours of work shall be forty-eight (48) hours per week for men standing watches. It is understood that for the purpose of this paragraph Sunday at sea shall be considered the overtime day, that is to say, all work performed on Sunday at sea shall be paid for at the overtime rate, subject, however, to paragraphs 4 and 5 below.

4. It is agreed that there shall be no duplication or pyramiding of overtime and/or penalty time.

5. It is agreed that overtime shall not be paid for regular watches stood between the hours of 5:00 p. m. and 8:00 a. m. and on Saturdays, Sundays and recognized holidays during the period a vessel's departure is delayed by failure of the Sailors Union of the Pacific to furnish unlicensed deck, engine or stewards' department crewmembers.

6. The foregoing paragraphs 1 to 5 inclusive shall be retroactive to June 25, 1946.

THIS AGREEMENT shall be binding upon the respective parties to and including November 18, 1947, and shall be considered as renewed from year to year thereafter between the respective parties thereto, unless either party hereto shall give written notice to the other of its desire to amend or terminate the same. Any such notice shall be given at least thirty (30) days prior to the expiration date and after notice has been given specific proposals must then be submitted and negotiations commenced within ten (10) days. If such notice shall not be given, the agreement shall be deemed to be renewed for the succeeding year.

The terms and provisions hereof shall not be binding and effective until all the terms and provisions hereof shall have been approved by the United States Maritime Commission.

This agreement is also subject to approval by any other governmental agencies having jurisdiction in the premises.

IN WITNESS WHEREOF the parties have executed this agreement on the date first herein mentioned.

SAILORS UNION OF THE PACIFIC

Signed—Harry Lundeborg  
Sec. Treasurer

PACIFIC TANKERS INC.,  
As General Agents for  
THE UNITED STATES  
MARITIME COMMISSION

Signed—Allen Cameron  
General Manager

Witness:

Signed—Omar Hoskins  
U. S. Comm. of Conciliation





## It Was Hot Time On Cedar Break But The Boys Finally Cooled Off

By D. L. PARKER

**GALVESTON** — The port of Galveston is coming out on top again with quite a bit of shipping going on. We also have had several transient ships in and out plus some payoffs, which is the way we like to see things.

One of the ships that hit port this week, the Cedar Break, really was in tough shape after a coastwise trip.

It seems that she was coming out from Bay town and on the way down the Chief Engineer and the First Assistant were drinking a little joy juice, and came to the conclusion that the Oiler, Fireman, and Second Assistant didn't know how to handle things in the engine room.

They had the notion that they could handle things better than the ones that were sober, so down into the engine room they went.

### ENGINE ROOM DRAMA

The Chief took over from the Fireman and cut all fires out, ran all the water out of the boilers and then decided that she should come full astern.

After playing with the throttle for awhile the steam ran out, so the Chief ordered the Fireman to put fires under the boiler even though there was no water in it.

The Fireman had no alternative and for about 15 minutes there was no steam coming up from the boilers, so the Fireman cut the fires out to keep from blowing everything to hell and gone.

While this was going on the First Assistant decided that he and the Chief should have another drink, so he ordered the Oiler to go to his room and get the bottle of joy juice. After about four hours of this, the two rummys went on the top side and passed into the arms of Morpheus.

### SAD AND SOBER

After the ship tied up here, I got the story and went out in the roads taking the Steamboat Inspector with me. Immediately the now sober Engineers were charged with misconduct and the matter was referred to the Coast Guard in Philadelphia as the ship was ready to sail. I also notified Brother Red Truesdale about the matter.

As for the unlicensed personnel aboard the Cedar Creek, they were a real union crew, and I must say that they were right on the beam and handled the situation the best way possible.

Incidentally anyone who wishes to grab a ship should come

down here and ship out on tankers or dry cargo ships to any place on the map. There are jobs in practically every rating open, so come down and take them off my hands.

I wonder what Sonny Simmons is doing these days? I never hear from him; however, I guess he has the old fort well under control, and that includes Mother Williams' Cocktail Lounge.

Believe it or not, none other than the great writer and belly-robbor Frenchy Michelet paid this fair port a visit, and while here shipped out as bellyrobbor on the SS Thomas Heyward, Waterman scow. He brought some samples of his canned shrimp and traded them for canned heat, at least he got something he could use out of the deal.

### FINAL DEPARTURE

One of our SUP members, Brother Samuel Price, passed away this week. He was going aboard the SS Hastings and as he climbed the gangway he slipped and fell to the dock breaking his back and neck. He was rushed to the hospital but died 10 hours later.

## Calmar Now Ready List For Back Pay

By ARTHUR THOMPSON

**SAVANNAH**—The good news many Seafarers have been counting on heavily broke recently with the announcement by the Calmar Steamship Corporation that its retroactive payrolls are in preparation.

The company said further that checks would be mailed as soon as possible after receipt of requests from men having money due them.

The retroactive payrolls are being drawn up alphabetically, and the company will be ready to begin payments when the list is completed.

According to information made available to us, Calmar is sending out letters to men who have worked their ships, stating that the company would soon be in position to make retroactive payments to those having claims.

A statement to be filled in by the claimant setting forth the details of his claim and then returned to the company, accompanies the letter.

It is advisable that Seafarers having retroactive wage claims on the Calmar Company, and who have not received any notification from the company to write to Calmar at 24 Broadway, New York 4, N. Y., requesting the form for filing claim.

## NO NEWS??

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

**CHARLESTON  
HOUSTON  
NORFOLK  
JACKSONVILLE  
PHILADELPHIA  
PORT ARTHUR  
SAN JUAN  
MARCUS HOOK**

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

## Lakes Carriers Seamen Learn; Come Around To Chicago Hall

By HERBERT JANSEN

**CHICAGO**—With the holiday spirit still in the air, the boys around the hall are getting their snow shovels out for the snowstorms which have finally overtaken the city.

We've been impatiently awaiting the white stuff and finally it came with a blast relieving the tension of all the fellows around. It wasn't a White Christmas, but it is going to be a White New Year.

Now the winter sessions around the Hall will be in earnest, and the round table debates will get stronger as the winter progresses, and the boys stand looking out the windows chafing for the spring to roll around.

## Shipping Is On The Rise In Corpus Christi

By J. S. WILLIAMS

**CORPUS CHRISTI**—We have something to celebrate during this holiday season and that is the continued upswing of shipping and business in this port of the Lone Star State.

In fact, we feel in such a holiday mood that we are extending an invitation to Seafarers to come down to this port and catch a ship, but don't forget to bring along your ten gallon hat and high heeled boots so as to gain the proper atmosphere.

Out at Harbor Island we had the Carlsbad and El Morro this week, and we expect the Wolf Creek in next week for a payoff from Germany. Brother Joe Wread is aboard the Creek, so she should come in in good shape.

Over the week-end we had the Tide Penn in port and she was carrying a pro-SIU crew, which speaks well for our organizers up North. They really have her in fine shape. Keep sending the ships down here in that manner and we won't have to worry about a thing in the tanker field.

## New Revision Of Maritime Laws Will Not Do Seamen Any Good

By JOE ALGINA

**NEW YORK** — The Federal Shipping Laws are going to be revised, which is a damn good thing. Most of the laws are hand-me-down from the days of the old windjammers and so it's about time that something was done about them.

But with such a worthwhile project in mind, do you think that the Government would consult seamen, men whose lives are most affected by these laws.

No such thing. They got together with high priced admiralty lawyers, guys who make their living by toadying to the shipowners, and from this unholy combination a revision of the Federal laws was produced.

There isn't one single representative of any of the seamen's unions, nor is there any one on the Advisory Committee who could be called friendly to labor.

That's a fine thing. Here they set out to do a big job, and a job that has needed doing for

quite some time. But no seamen are asked to assist in the job, and no one on the Committee even thought to get advice from seamen who make their livings by sailing the ships of the United States merchant marine.

### KNIFE IN BACK

Of course they got plenty of advice from the shipowners. Most of the revisions that I have had a chance to study so far will give no advantage to working seamen, but shipowners will benefit.

The powers of the Coast Guard are broadened, and that is bad news for all seamen. I can't imagine our men taking this stuff



lying down, and I'm sure that the officials of the SIU and the SUP, as well as the leaders of the AFL Maritime Trades Department, are going to raise a holy stink about this sort of underhanded dealing.

For a change, we have some really good news about shipping and business in this port. Very suddenly things started to pick up, and now we could use some rated men in all Departments.

We've got our fingers crossed, and we hope that it continues. Although we could use some men as stated in the above paragraph, it would be smart for men to send a telegram to the New York Hall inquiring about jobs on the board before hopping a rattler to this town.

The situation might change overnight, and that could mean a needless expense with no job at the end of the trip.

## Nordoff Crew Plays Santa In Baltimore

By RAY WHITE

**BALTIMORE** — Seafarers off the SS Charles Nordhoff, this week in Baltimore, donated the sum of \$47.50 to their brothers in the Marine Hospital of this port.

The crewmembers donating the funds to their recuperating brothers are: Vernon Porter, \$5.00; K. Nikander, \$5.00; R. Kehoe, \$5.00; H. Hesman, \$5.00; A. Sula, \$5.00; M. G. Mickey, \$5.00; J. Ragens, \$3.00; R. A. Rosekrans, \$2.00; J. B. Wheeler, \$2.00; C. Horton, \$2.00; Chief Engineer, \$2.00; Pedro Badar, \$2.00; W. Harris, \$1.00; V. Gilliland, \$1.00; H. Johnson, \$1.00; S. Vick, \$1.00; and O. Smith, \$5.00.

The hospitalized brothers received \$4.00 each and the money was distributed among F. A. O'Brian, W. L. Giecispie, Leo Rhodes, March Ramro, Emilio DiPietro, Joseph Ramieri, Oliver Headly, Harry Walsh, Peter Lopez, Roy Justice, J. F. Davis, and John Fitjamon.

## ATTENTION!

If you don't find linen when you go aboard your ship, notify the Hall at once. A telegram from Le Havre or Singapore won't do you any good. It's your bed and you have to lie in it.



## NMU Slander Campaign On Lakes Falls Flat As Seamen Learn Truth

By HENRY W. CHAPPELL

TOLEDO—Activity in the port of Toledo has quieted down a bit now that the majority of crews of the 60-odd ships tied up here for the winter have finished the lay-up work and left for their winter homes.

The NMU in the Pilot is still continuing its campaign of slandering the SIU officials and members. Well, they know whom that title fits. The NMU officials who signed such a finky agreement as they did with the Bethlehem Company here this fall, permitting these ships to operate with NMU crews eight days after they were picketing non-union ships and docks, have little reason for name-calling when they are in possession of such a scabby record.

### PEGLER STUFF

Some misinformed NMU official took a personal blast at our Great Lakes Secretary-Treasurer, predicting that he was selling out to the D&C.

This Westbrook Pegler type article can be expected from NMU officials who would sign, or permit to be signed, such an agreement as they did with Bethlehem whereby they agreed to submit to a government agency to dictate their working conditions, crew quarters, etc.

While the SIU is fighting both the shipowners and the government on these conditions, trying to improve the conditions both ashore and aboard ship, the NMU has continually sided with the shipowners who have spawned such boards as the Maritime Commission, the War Shipping Board, and the Wage Stabilization Board. These Government agencies are designed solely to place seamen in a state of serfdom.

### BLOCK ADVANCES

The NMU has been outstanding in their efforts to bend over backwards to please and cooperate with these various boards, and blocking the efforts of the militant SIU in attempting to rid seamen of these shackles.

In January 1937, Joe Curran came out with a statement approving of the Copeland Fink Book. Harry Lundeborg emphatically refused to abide by the provision set down by the Copeland Act, and on February 11, 1937, the American-Hawaiian ship Columbian was boarded by U. S. Marine Inspectors at New York in an effort to compel a west coast crew to accept the fink book.

No support was given by the NMU in fighting this finky deal, but the crew fought it and finally compromised by accepting in lieu of the fink book a certificate of identification. When this gain was made the NMU put on a grandstand play and told their members to build a bonfire out of the finkbooks.

### TRAINING SCHOOLS

The NMU is also very militant in aiding government training schools, which turned out thousands of young lads with the rating of AB, who hardly knew east from west on a compass and were lucky if they could pack their gear right.

The SIU leadership and members contend a man does not need to go to school to be taught ordinary seaman's work and cannot become a competent seaman in six months, while the NMU has been praised by the press and

the brass hats in Washington for their efforts in aiding the training schools and ships.

The NMU was strangely silent when the SIU-SUP forced the Wage Stabilization Board to reverse its decision and give the members of the SIU-SUP the wage increases negotiated by the Union and the Company. But when their wages were brought up to SIU-SUP standards then the Pilot in large headlines proclaimed to the world. **The biggest victory we have ever won!**

### NOT WORRIED

The SIU officials on the Great Lakes do not worry about the campaign of slander from the NMU as we know this outfit pushed the indicator on the Chadburn over to "finished with engines" when they pulled the phony organizational drive up here in August, and eight days later signed the finky agreement with Bethlehem.

Nor does the SIU on the Great Lakes worry much about the company sponsored outfit that calls itself a union. Any man who has ever sailed the Lakes knows the LSU is sponsored by the open shop Lake Carriers Association, and is the brain child of a company attorney whose knowledge of ships was gained in a law school, and later by being employed by a shipping company to protect their interests in the courts, as he is still attempting to do, by forming this phony company union.

## Cost Of Living Hits New High In November

WASHINGTON—Not too pleasant news announced the day after Christmas by the Bureau of Labor Statistics of the Labor Dep't showed that retail prices of consumer goods in the U.S. hit the highest level on record on Nov. 15.

The consumers price index on Nov. 15 was 1.5% higher than in June 1920—the peak after World War I—and 13.8% higher than five months earlier before Congress crippled price control.

Between mid-October and mid-November, retail food prices rose 4.3%. Retail prices of fats and oils rose 65%, with lard prices soaring 104% in the one-month interval.

Besides the spectacular increase in food prices, the BLS found that higher prices were asked for nearly every type of apparel, including shoes and shoe repair.

In the year between mid-November 1945 and mid-November 1946, food prices rose 34%; clothing 13%; housefurnishings 15%. Rents advanced "only slightly" and gas and electricity costs declined about 2%.

Despite the repeated promises of meat packers and their lobbyists here that meat prices would rise only "reasonably" with the end of price controls, the BLS found retail prices of all meats have risen 55.4% in one year, most of this since the end of price controls. Pork rose 83.9%, beef and veal 61.2%, lamb 50.8%, between mid-November 1945 and 1946.

## Testimonial

Dear Editor:

The members here in New Orleans Marine Hospital have requested I write to you and have you publish a little piece in regards to a person that has been very good to them while in the hospital.

In October she sent them shaving cream, tobacco, toothpaste, playing cards and several other very useful items that have come in very handy as there was quite a supply for all hands. At Christmas time she sent them a fruit cake each and a very nice card.

She is the mother of one of our members and her name is Florence Krech, 2447 Grove St., Blue Island, Illinois. These members have thanked her personally but would like a very special thanks published in the Log where all hands can see the swell work and deeds done by this swell friend of the SIU Seamen.

Hoping that this thanks and greetings from the boys to Mrs. Krech makes a swell place in the Log, I am

Faternally,  
C. J. 'BUCK' STEPHENS

## Boston Officials Boldly Mush Into Far North To Service Ships

By JOHN MOGAN

BOSTON — Winter really descended on this area full weight. An average of 10 inches of snow covers New England with liberal doses of sleet and rain to make things worse.

And, as might be expected, now we get some shipping up Maine way, where, at this writing, the newspapers tell us absolutely no transportation is functioning. Airlines are grounded, trains are hours behind schedule, and of course, buses and automobiles are stopped cold.

So what happens? The SS Tarleton Brown, Mississippi, pulls into Portland and is scheduled for payoff today. And even worse, the Alcoa Pilgrim pulls into Searsport, Maine at the height of the storm on Saturday, and we get a call for two replacements.

Two hardy souls volunteered to go up there. We haven't heard from them since Saturday noon; but if the Mounties should call, we'll know it's with reference to those two interpid characters.

The only payoff during the week was that of the SS William

Cushing, American Mail, West Coast. A full deck department will be needed for her, and the same for the SS Eldridge Gerry, Pacific-Far East, which is being activated after a long lay-up, to go to Sweden and Denmark.

The coming weeks loom as pretty busy ones, with several payoffs expected before January 6. This will help considerably, for despite the fact that few book members are around right now, January 2 will find scads of them on deck for a job. Of course, there are quite a few oldtimers around, but most of these are not moving until Eastern does.

The boys in the Marine Hospital here were the recipients of nice cash presents for Christmas.

It was gratifying to us in the office to receive letters from the hospitalized members, expressing their gratitude for the generosity of the Union, but the feeling would be even better if it were possible for every member who donated to the Christmas Fund to know how the boys inside feel about it.

### FEW IN HOSPITAL

Not too many of our members were patients over the holidays, I am happy to say, so the Fund still has some good money in it. Which means that our hospital delegate can spread good cheer for New Year's also.

Comparison are odious, hence, suffice it to say that throughout the hospital our members were made prouder by being told by their fellow patients, "You guys sure belong to a real outfit."

Here's hoping for a lot of sunshine this week, to get rid of some of the snow and ice. Else this weekly report will continue to look like a weatherman's column. But seriously, this is the time of the year that Portland usually shows some life, and we need some fairly decent weather in order to function efficiently. Still, like the U. S. Mail, the SIU will get through okay!

Best wishes to all hands for a Happy and Prosperous New Year!

## AFL Officials Go To Argentina

WASHINGTON — A five-man AFL delegation will visit Argentina early in January for a brief study of labor, economic and political conditions in that country, AFL President William Green announced last week.

Making the trip at the invitation of the Argentine government and the Argentine Confederation of Labor will be: Arnold S. Zander, president of the American Federation of State, County and Municipal Employees; Lee W. Minton, president of the Glass Bottle Blowers Ass'n; Israel H. Goldberg, vice president of the United Hatters, Cap & Millinery Workers; Miguel Carriga, vice president of the Hotel & Restaurant Employees Int'l Association; Serafino Romualdi, of the Int'l Ladies Garment Workers.

Romualdi, AFL Latin-American representative, will serve as secretary and interpreter for the group.

## Maritime Commission Rigging Up Gigantic Doublecross For Seamen

By STEAMBOAT O'DOYLE

Take a stiff drink before you read the following statement made by the Maritime Commission: "It is in the best interest of our national defense and our Merchant Marine that a proportionate part of the peacetime compulsory military trainees proposed by the President be trained by the U.S. Maritime Service as a national reserve of merchant seamen."

Think that over! They are asking that free Americans be drafted into the Maritime Service just as they are into the Army and Navy.

If you refuse to join this bell-bottomed scabbery you would be called a draft-dodger and sent to a federal penitentiary.

Once in, you would be governed by strict military law. You would be in a junior edition of the Navy, with uniforms, saluting, and all the trappings.

### CHEAP LABOR

You would get the standard pay of an enlisted man—75 per. Of course, you would not spend all your time marching up and down Muttonhead Bay. You would be assigned to a ship. What kind of a ship? Why a merchant ship, of course.

How the owners would tremble with joy to see a number of cargo ships manned in this way by draftees, whose penalty for mentioning "union" would be hard labor in a military prison. How far would it be from this start to having cargo ships manned by this uniformed scab organization.

You can almost picture it. First they would take over "strategic routes"—in the interest of national defense of course. Next, they would find it necessary to man "vital operations" like the tankers and colliers. After that they would expand into the passenger ships—but only to "provide greater safety."

Pretty soon all our ships would be manned by uniformed swab jockeys working for peanuts.

This is the whole idea behind the Maritime Service when it was first formed. Every act of its history proves that it's long range program is the compulsory militarization of American seamen. First, it tried to do this by flooding the industry with potential strikebreakers. It took large numbers of woodchoppers direct



from the CCC, and trained them to be "seamen" when there were ten real seamen for every job.

During the war it tried again by working a deal with the Coast Guard whereby men could no longer obtain papers for the asking, but had to go to this fink-hatchery instead. At the present time, it has a bill pending in Congress to form a "Maritime Reserve" which would be used as a strikebreaking machine.

### BLACK LIST

Recently there have been rumors of a new plan, a plan to bring forth a so-called "official service record" of every seaman, which will no doubt have a blank space for "union agitation." What a beautiful black list that would make!

Now it has come forth with the most brazen piece of skunkery in its whole career. By demanding that free Americans be forced into it on a compulsory basis it has pointed the finger of finkery at its own self.

At last it has admitted what it has always been accused of—that it wants to take over the whole Merchant Marine on a military basis.



## MEET THE SEAFARERS

## Hemsley Guinier



After twenty-six years of sailing time, Hemsley Guinier, Steward, still looks forward to each new trip with the same enthusiasm of a new seaman. Even sailing through danger zones during the war couldn't kill his love for the sea.

"The sea has been good to me," he says, "and I have made out well by learning all I could about the sea and my job."

That statement is very true. Hemsley started out as an ordinary Seaman in 1919, aboard the SS Esparta. Today he sails as Steward and is qualified to carry out his functions on any ship, no matter what the size.

Brother Guinier has also worked ashore for quite a few years, serving as chief cook in some of the finest resort hotels in the Islands. For a few years he was chef at the Constant Spring Hotel, in Kingston, and later served in the same capacity at the Myrtlebank hotel.

## BACK TO SCHOOL

In 1937, in an endeavor to improve himself even more, Guinier went to London, where he enrolled in the school operated by the United Food and Cookery Association. He took two courses in Culinary Arts.

Soon after this he began to tire of his life ashore, and the call of the sea proved to be more than he could withstand. So, in 1941 he came to the United States, and joined the SIU. He sailed continually, all through the war, transporting farmers back and forth between the United States and Belize, Barbadoes, and Kingston.

Although this was not in the most dangerous sectors of the Atlantic Ocean, nevertheless, plenty of trouble was encountered. His ships were attacked many times, but luckily they escaped serious damage and he personally was never hurt.

## INTO DANGER

As the war lasted, Guinier volunteered for more dangerous runs, and finally got a ship that took him to the Mediterranean area. The convoy he was with was attacked by bombers and submarines, and four ships were sunk. For hours they stood off the attackers until the fighting ships of the convoy were able to rout the planes and undersea ships.

Later he was on the Flying Eagle, Mississippi Steamship Company, when that ship was caught in the now famous typhoon off Okinawa. One of the escort ships was sunk then, and all 960 hands were lost. Although the men of the Flying Eagle did all they could to try to effect a rescue, the ferocity of the waves caused them to give up rescue attempts.

"What I remember most about that," he recalls, "is the courage of the crew. Their morale was excellent, and especially the Bosun, and Deck Maintinence who both were outstanding examples of brave men."

## GOOD UNION MAN

Brother Guinier has carried out his Union responsibilities with the same earnestness that made him strive to better his job performance. During strike action



he has always volunteered his services not only on the picket line, but as Cook or Steward. Wherever he was needed, there he would be, doing his best.

In the 1946 General Strike, Hemsley was on the picketline in New York, and also served as standby Steward for the duration of the action. Anyone who remembers the good food that was dished out knows how hard the cooks and pot washers worked to make that part of the Strike Committee function smoothly.

Guinier's idea about the SIU is short and sweet. "The SIU has fought a very fine fight for the good and welfare of all seamen, he says, "and that's why all seamen should support it. That is why I am a member of the SIU."

## Bosses' Refusal To Bargain Will Bring Recession

WASHINGTON — If America slides into an economic "recession" in 1947, the fault will lie with those employers who keep saying "no" to all reasonable requests of workers for wage increases, it was charged last week by James A. Brownlow, Secretary-treasurer of the AFL Metal Trades Department.

"It is about time that employers stopped saying 'no' from beginning to end of collective bargaining," he said. "Industrial peace can never be attained if one party persists in exercising veto powers."

"Instead of taking a negative position, employers should come to the bargaining table prepared to listen to reason and willing to agree to a reasonable compromise. Compromise is no new idea. Life is a series of compromises between what the individual wants and what he can get. The same principle is the basis of collective bargaining."

"Many thousands of employers, who sincerely engage in collective bargaining, have found that it pays dividends in uninterrupted production and peace and harmony within the production family of management and labor," Brownlow said.

"If the old guard of hitherto uncompromising industrial leaders will agree to stop saying 'no' to organized labor and start trying to find acceptable adjustments, fair to both sides, peacetime production will break all records in 1947."

## The Patrolmen Say—Hats Off

NEW YORK — I thought, until the other day, that I had seen the cleanest ships on the seas. Then I handled the payoff of the John Gibbon, Bernstein Steamship Company, and had to change my mind for she was the cleanest ship I have ever had the opportunity to visit.

I'm sure if I had gone over her with white gloves, the way the brass does Saturday morning in the Navy, I wouldn't have picked up any dirt anywhere.

In addition to being spotless from bow to stern there were no problems for me to handle. Everyone was sober, and there were no beefs at all as not one a minute of overtime was disputed. The crew of this ship certainly deserves a lot of praise for bringing in the ship in fine condition.

## GOOD CHOW

Chief Steward Joe Malone received the heartfelt thanks of the entire crew for the good chow throughout the entire trip; especially the Thanksgiving Day Dinner, over which the crew was still licking their chops when I came aboard.

In addition to being all shipshape at the payoff, the crew showed their true Union feelings when they donated \$18 to the Marine Hospital and \$17 to the Seafarers Log, and the Chief Mate Richard Moore donated \$10 to the hospital collection.

Paying off a ship like the John Gibbons is always a pleasure to any Patrolman. Hats off to a real SIU crew.

Jim Drawdy

\* \* \*

## Good Fishing

Sometimes a Skipper thinks of himself as a cross between Hitler and the Messiah. At least, the Master of the MV Costal Stevedore, Bull Lines, tried to make the crew think that he was a tin God.

When the ship arrived here in port, we went aboard for the payoff, and found that the crew had put in overtime for lowering lifeboat for the purpose of fishing. When we inquired about this, nobody would admit that the Captain had ordered any such thing.

So we had them break out the official log book, and lo and behold, we found that not only had the Skipper ordered lifeboats manned for the purpose of fishing, but he had also stopped the vessel on several occasions so that he could haul in fish.

Well, you can bet that the overtime was paid.

We inquired for the Old Man, but he was not on board since the FBI is looking for him on the charge that he bought various articles into this country without the formality of clearing them with the Customs.

## REDUCED IN RANK

Between the Skipper and the phony Second Mate, this trip was a nightmare for the men of the Costal Stevedore. The Bosun was busted for demanding his rights as a Bosun, and an AB was demoted for the same thing. Of course, both men received the difference in pay at the payoff.

Most unlicensed officers are pretty good guys, having come up from the ranks in most cases. But every now and then you meet up with a character who tries to live up to the traditions of Captain Bligh twenty-four hours per day. That's the bird who gives you trouble.

Ray Gonzales  
Salvatore Colls  
James Sheehan



By JOSEPH VOLPIAN

The office of the Shipping Commissioner is of such importance that one is stationed in almost every port in the United States, including some ports in the Great Lakes. They were placed in office for the express purpose of protecting the rights of seamen. This protection begins from the moment the men sign articles. As you no doubt know, before the commencement of a voyage, a contract is entered into between the Master, representing the Company, and the seamen.

This contract or Articles sets forth the ratings and wages of the men and also gives the destination and duration of the voyage. As you can readily see, there could be many instances where seamen can be imposed upon. The Shipping Commissioner is there to supervise the signing of the Articles to make certain that these injustices do not occur.

Before Commissioners came into the picture, men were abandoned in foreign ports, they were, in many instances, shanghai'd, and did not know the duration or destination of the voyage.

We thus can see from this alone that the Shipping Commissioner more than earns his money, as he protects seamen's interests.

At the time of the signing on of the articles, the Shipping Commissioner also takes care of allotments and sees that they are properly made out.

## GOOD JOB DONE

At the termination of the voyage, the Commissioner must be present at the payoff and signing off of the articles. At that time, he is supposed to settle all disputes between the Master and the crew. By and large, the Commissioners have done a fairly good job of this phase of their work, however, many cases have come up where the man supervising the signing off of the articles is unable to settle a dispute.

The question is then placed before the Chief Shipping Commissioner of the port for a decision. If both parties agree, in writing, to submit the matter to arbitration then the Commissioner has the right to render his decision which should be binding upon both parties. However, the Commissioner cannot institute a hearing except with the express consent of both parties and even after he renders his decision, he cannot enforce it.

Another duty of the Shipping Commissioner is to receive all deserters' wages and personal effects. He then turns these over to the United States District Court where they are held either for the account of the seaman, if he is subsequently declared not to be a deserter, or, the proceeds are turned over by the Court to the United States Treasury supposedly for the use and benefit of sick and needy seamen or their families.

This is a thumb-nail outline of some of the duties of Shipping Commissioners.

## FAIR DEALING

As an experienced seafaring man and especially in the position we now hold, we have had many occasions to appear before Ship-

ping Commissioners and we have always been treated fairly and squarely. However, their hands are tied very often when they see an injustice being done because they are unable, as we said before, to initiate proceedings or, if the Master refuses to appear before the Commissioner, he cannot enforce his rulings. Therefore, it is our opinion that the Shipping Commissioners be given more power.

These are the right to issue a summons requesting that the Master or the seaman appear before him and if they fail to do so, without a justifiable excuse, that their papers be either taken away or suspended. Understand, of course, that in 999 times out of 1,000, the Master is the one to be summoned and not the seaman because the Master exercises his so-called judgement upon the man when he logs him. It is usually on loggings or desertions that the men complain against the Master. If in the event the decision is rendered against either party then the Commissioner shall be given some method of enforcing his decision.

It is our opinion that once a decision is made against a Master or the Company that unless they abide by the decision that they should be punished either by the Master losing his license until such time as he does heed to the ruling or that the Company be fined the amount found to be due the seaman by the Commissioner.

## VD Cases Must Follow Through With Treatment

By JOSEPH VOLPIAN

In conversation with many doctors I have learned that many men are not following through to completion their anti-luetic treatment thus leaving themselves open to the complications and disorders the disease leaves in its wake.

It should not be necessary to urge men to complete their treatment, but it seems that many men think the disease is completely cured upon receiving the final shots. This is not the case.

Anyone who has been treated for syphilis must continue to have blood and spinal fluid tests until informed by his physician that further tests are unnecessary.

Many patients make the mistake of believing that they can make their own interpretation of the various tests for syphilis, and not infrequently this results in their failure to get further examinations and tests which are necessary.

Therefore, if you have ever been treated for the disease and have not had the blood test, spinal fluid examination, or physical examination recommended by your doctor, follow through, and see him now.





# SHIPS' MINUTES AND NEWS

## Knife Wielder Warned By Hawser Crew

A flash of knife-play aboard the MV Hawser Eye following an argument between two crewmembers provoked a stern warning from the crew that any future displays of violence would result in offenders being brought up on charges before the Union, according to the minutes of a special meeting called at sea Dec. 19.

The purpose of the meeting was "to decide action to be taken" against the Steward Utility who threatened the Wiper with a knife after the Wiper had quelled a fight between the utility man and another member of the crew.

### WHAT HAPPENED

The ship's minutes reconstructed the incident as follows:

The Steward Utility created a disturbance in the messroom during a meal, when he picked a



fight with the Deck Delegate. The Wiper, attempting to quiet the men, was struck across the face by the utility man, who was then forcibly ejected from the messroom by other crew men.

The matter was presumed to have been forgotten. Several minutes later, however, the Steward department man returned to the messroom in high temper, brandishing a knife, and threatening the Wiper for having interfered. Crewmembers again quelled the disturbance.

Shortly after there was another outburst, this time in the passageway, during which the enraged utility man inflicted a minor cut on the Steward's arm. This time the vessel's Master came to the scene, quieted the man and took him to his room.

Later, the Captain called the Delegates to his quarters and suggested that they do their utmost to prevent any repetition of the incident. He said that he would lend them aid, if necessary.

### CALL TO ACTION

It was then that the special meeting was called. Several recommendations were made to handle the situation. One motion urged that the Delegates see the American consul about the possibility of removing the Steward Utility from the vessel. The

## Lafitte's Conditions Blasted By Delegate

The war is over, but some of the wartime shipboard conditions linger on. They won't linger long, however, for Seafarers are going to eradicate any carry-overs from the days of war shipping.

The crew of the SS Jean Lafitte, which arrived recently in the Port of Baltimore after a five-month trip to the Far East, is preparing to do just that, according to Ship's Delegate Blackie Bankston.

In a letter to the Seafarers Log describing some of the more glaring of the LaFitte's deplorable conditions, Blackie said:

"The war may be over, but for the Brothers of our good Union the fighting has just begun. Conditions on this ship are lousy, and it's not the fault of any of the crew members.

### PEACE IS DIFFERENT

"During the war," continued Blackie, "we had to take things they shoved down our throats, but it's a different story now. When the shipowners give you a run-around and would have you sail their old scows around the world in any kind of way, it sure makes you feel good to know you're a member of the SIU."

The LaFitte pulled into Baltimore "a hungry ship," Brother Bankston said, and the men hope to get "things squared away" there so that future Seafarer crews won't experience a repetition of the voyage just completed.

Everything was in order when

the LaFitte went into a Mobile drydock after the previous trip, says Bankston. A complete repair list had been drawn up by the crew, and they were promised that it would be fulfilled when the ship got back off the coastal run scheduled to last a month. But the repairs were never completed.

### TUG CARGO

Blackie shipped aboard the LaFitte in New Orleans, when the vessel pulled in to take on a cargo of tugboats shipped to China by the United Nations Relief and Rehabilitation Administration.

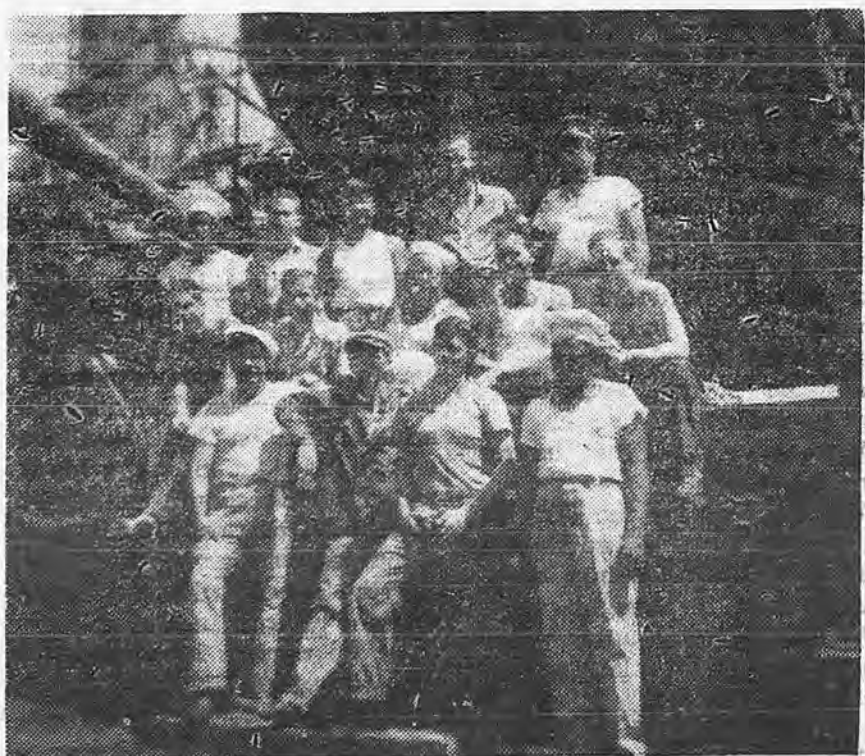
Every available inch of space on deck was given up for the payload. "They were on our 'front porch,' and only inches from our bunks," relates Bankston.

Then the LaFitte got under way and with it the series of unpleasant conditions which the crew is now intent on cleaning up. Here's the way Blackie relates what aren't the finer points of the trip:

### HOT STUFF

"Live steam came from both the hot and cold lines in the showers, and some of the brothers got burns. The wash water was so dirty it didn't make any difference whether you washed or not. The toilets were throwing back.

"As far as air-conditioning is concerned that's just some swivel-chair admiral's brainstorm. The ship has the poorest slop and med-



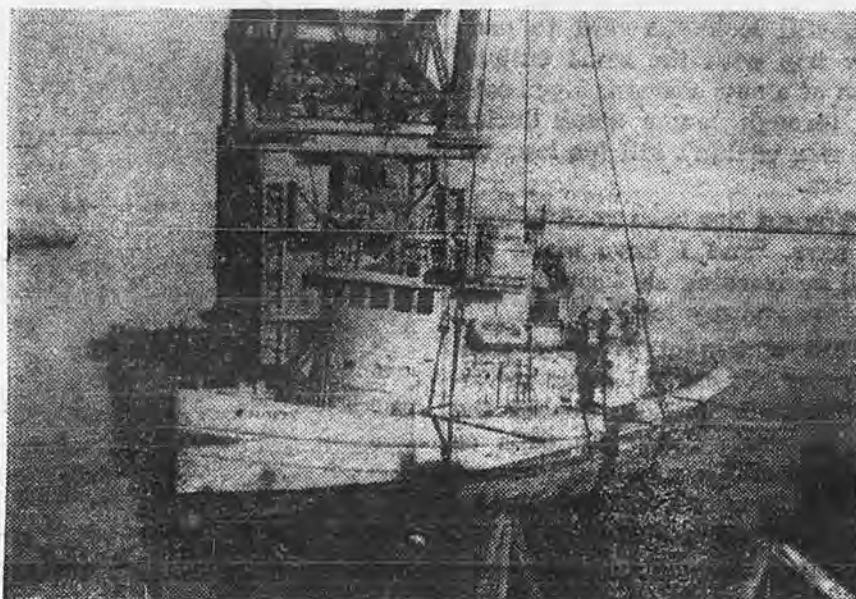
Part of the Lafitte's crew. In the front row, left to right, are: Ship's Delegate A. Bankston, AB; Deck Del. H. Durant, AB; Engine Delegate W. Holmes, Oiler; Steward Delegate C. Perkins, Steward. Middle row, left to right, N. Rohder, OS; D. Tippets, AB; C. Hayes, Bosun; T. Kesyer, Fireman; A. Dickinson, Fireman. Back row, left to right, C. Hawkins, 2nd Cook; L. Tippets, OS; J. Yancy, Deck Maint.; R. Jones, Wiper; and F. McConico, Steward.

crew approved this action by a fourteen-to-five vote.

Revealing a sporting desire to give the offender a second chance, the crew voted down a motion that he be brought up on charges. A motion was passed, however, saying that if the utility man gave any indications of repeat-

ing his performance he would be brought up on charges. An amendment broadened the motion by saying "that if any crewmember should attack another with a weapon," charges would immediately be preferred against him.

## SHE LUGGED TUGS



Principal cargo aboard the SS Jean Lafitte was a deckload of tugs consigned to China by the United Nations Relief and Rehabilitation Administration. Above, one of the tugs has just been lifted from the vessel's deck at Kobe, Japan, to be trans-shipped to its final destination.

icine chests I've seen in a long time—nothing in them. We got one carton of cigarettes every ten days.

"Food gave out long before we started heading home. We were feeding passengers and a dozen extra heads in every port we hit. The ship was supplied for three months and the voyage lasted about five.

"In the Philippines, some linen was supposed to have been stolen. A side port and a door leading into No. 3 cargo hold was open all the time we were there. The Captain took it out on the crew by giving us only one sheet a week. The Steward had enough to give us two a week until we reached Singapore where he could have the stuff laundered.

### NOT RESPONSIBLE

"Our agreement says that the crew shall not be held responsible for lost linen, but we were held responsible.

"In Kobe, a maritime guy gave us a line a mile long that there was no shore leave, the ship was going to shift and sail the next day, there was nothing to go ashore for, and a lot of other hokey.

"We learned that there was no Army order forbidding shore leave. We were there two days, and we have put in for overtime for the two days we had to stay



Seen on the aft deck are two tugs awaiting their turn in the unloading operations. All pictures are by Brother E. Hunter, AB and were sent to the Log by Brother Bankston

aboard without a reason."

And so goes Brother Bankston's letter.

Ports on the LaFitte's schedule, in the order of call, were: Colon, Honolulu, Kobe, Shanghai, Manila, Masinloc, Bulan, Legaspi, Singapore, Sweetenham, Penang, and Port Said.

## G. Washington To Continue Bermuda Run Until Easter

The Alcoa Steamship Company will continue to operate the passenger vessel George Washington on her regular weekly run to Bermuda probably until after Easter, it has been announced. Continued heavy demand for steamship accommodations from New York to Bermuda resulted in the company changing its original plans to suspend the run on Jan. 1.

Despite the fact that the fall season is customarily a slack period for tourist travel, requests for space on the Washington have fallen off only slightly, it was reported. The George Washington is said to be operating now at

close to 100 per cent passenger capacity.

The Alcoa company put the George Washington on the Bermuda run last July. The weekly schedule has the vessel leaving New York on Saturdays and returning on Thursday. The ship's passenger capacity was reduced recently from 270 births to 200 births to provide more two-berth rooms.

The George Washington is an oil-burning, turbine-driven steamship with an overall length of 390 feet and a beam of 54 feet. She has a gross tonnage of 5,184. Prior to the war the ship operated in coastwise passenger traffic.



# Digested Minutes Of SIU Ship Meetings

PLATTSBURG, Oct. 19 — Chairman George J. Espalla; Secretary C. R. Sloan. Deck Department Delegate suggested repairs for head, also that foc'sles be cleaned and made ready for painting. Black Gang Delegate made same suggestion for his department. Steward Delegate also reported needed repairs in his department. Motions carried: that quiet be maintained in foc'sles so that men may get proper sleep; that letter be sent to Union commending Steward department for its cooperation with other departments; that passageways below deck be split up equally among all departments for cleaning jobs, and preparation for painting.



CAPE NOME, Nov. 30—Chairman H. A. Moore; Secretary J. E. Melton. Minutes of last meeting read and accepted. Motions carried: that Delegates check with Steward on all stores coming aboard, if anything is short the Steward will notify Delegates to have action taken; to have cold water faucet fixed; he had reported it to 3rd Asst. several times but nothing was done about it; that Delegates meet with department heads about repairs needed; that alarm system in iceboxes be repaired so that men will not be locked in.

WILLIAM MACLAY, July 4 —Chairman Carl Pedersen; Secretary James Van Sant. Good and Welfare: Motion carried to see what can be done about securing additional foc'sle for black gang—especially for the oilers, whose quarters have not the proper ventilation. Motions carried: to secure a library in Canada; to send a copy of minutes to Log; to keep buckets out of shower rooms; to appoint a committee of the three department delegates to call on the Seamen's Union of Canada to get information about the new contract negotiations; to get a new radio speaker in Crew's messroom; to ask delegate to speak to Radio Operator about playing radio more frequently. Chairman Pedersen promised to try to make arrangements to secure all back issues of the Log. All hands stood in silence for one minute in tribute to the memory of our Brothers lost at sea.



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



NEW ECHOTA, Aug. 18—Chairman Paul M. Palmer; Secretary William T. Harrison. Delegates reported and overtime to be held for discussion with Union Patrolman. Other Business: Motion carried that each crewmember after coffee must wash own cup and after eating he must put night lunch back in ice box. Last man on each watch to see that the messhall is clean. Motion carried that men will be fined for not observing sanitary rules in heads.

## The Midway Hills Meets An Obstacle

Midway in the proceedings of a recent meeting aboard the Midway Hills, a Seafarer rose and started debate on a matter which, in the crews opinion, smelled to high heaven—the water in the ship's tanks.

The discussion wound up with unanimous passage of a motion offered by Brother Gallagher Gallagher stating that "at the next port of call, the Patrolman shall be called aboard and the water tanks inspected. If the water is unfit for use and if nothing is done about the situation the crew shall give 24 hours notice."

At the next port of call, the sore-spot was called to the attention of the Patrolman, according to a later set of minutes. The Patrolman advised, however, that the crew not take any immediate action since the port was in an "out of the way place," and no facilities for repairs were available.

Since the Chief Engineer was doing everything possible to remedy the condition of the water, and, consequently, the water was beginning to show some improvement, the crew decided to accept the Patrolman's advice and postpone any further action until the next port was reached.

At Log press time, there was no further word on this state of affairs. Perhaps, the Midway Hills was getting over the hump of things.

MAIDEN CREEK, Dec. 16—(Chairman and Secretary not given). Motions carried: that beefs between Oiler and Steward be put on agenda for next meeting; that ship delegate see Captain about repairing fan in galley; that OS and wipers clean recreation room every other week; that Steward see about getting new coffee pots; that if Brother should run afoul of, membership's advice again concerning the health and welfare of the crew, delegate shall send in to headquarters recommendation that his book be pulled. Amendment: that delegate see Captain about his condition and he be placed on probation for remainder of voyage.

ALCOA PILGRIM, Sept. 22 —Chairman Gaines M. Hearn; Secretary James B. Baldwin. Delegates reports: Deck delegate listed various hours worked towing dunnage, etc., without the required rest periods. Reported that Captain ordered the men to work until Mate knocked them off. New Business: Discussion about overtime for meals served to one of the crew laid up in hospital. Crew was told of two crewmembers being denied hospitalization in one port due to some mixup by the Mate and Company. Matter of messhall clock not being repaired was aired.



BUTTON GWINNETT, Nov. 17—Chairman A. Schiavone; J. C. Jutchess. New Business: Motion carried to make up a list of needed repairs for the benefit of the next crew. Good and Welfare: Several cases of violations of shipping rules, and it was decided to bring them to the attention of the boarding Patrolman. The crew agreed that as they found the ship clean they also would leave it clean, if not cleaner for the next crew. It was also agreed that all hands would submit their books and trip cards to their respective delegates with slips enclosed stating the number of months dues they wished to pay, in this way hope it would help the Patrolman and give him more time to take care of beefs if any arise. Copy of minutes to be posted on bulletin board for next crew, also copy to Patrolman and Log.

E. T. FRELINGHUYSEN, — (Date, Chairman and Secretary not given). New Business: Motions carried: that all crewmembers have innerspring mattresses; that all foc'sles be painted; that windshields be obtained for portholes; that fan and ice box be repaired; that any man found leaving cups, knives, forks, etc., on tables donate 25 cents to fund; that all men be fully dressed to come into the messhall and no one to appear with undershirt at the meal table; that each department take turns cleaning laundry, departments to rotate each week; that a letter be written to John Hawk concerning Mates and Engineers whom we refuse to sail with until clearance is made by them in regard to recent strike.



WEAR YOUR SIU PIN —  
THE BADGE OF A FIGHTING  
UNION... YOUR UNION!

## SEAFARER SAM SAYS:

YOU DON'T HAVE  
TO BE A  
SHAKESPEARE!



AND IT DOESN'T HAVE  
TO BE A WORLD-SHAKING EVENT —BUT EVERY  
TRIP WILL HAVE A HIGHLIGHT THAT WILL  
INTEREST THE UNION MEMBERSHIP: AN  
AMUSING INCIDENT, A GOOD MEETING, AN  
OUTSTANDING UNION JOB. WHATEVER IT IS,  
SEND IT IN; IF IT'S PRINTABLE, WE'LL  
PUBLISH IT!

## CUT and RUN

By HANK

This week's column just ain't up to our now-and-then noticeable Plimsoll mark due to Merry Christmas and Happy New Year knocking us off course and plugging up our radar ears from detecting fresh news. Well, so help us, it looks like these two holidays were too merry and too expensive. Just about everybody (except a few guys now and then who didn't know we had a strike recently) is flooding the hall to ship out... Brother Paulo Pringi, with his mustache and a black rain coat, just registered for shipping... The little Steward always with a cigar, Brother Joe Arras, just sailed in from Marseilles, France! And, oui, we naturally presume Joe preferably brought back cognac, which seems to be the only perfume a sailor is usually odored with, just like anybody else is too, now and then... We hope that Brother Joe Miller, nicknamed the "Little Admiral," somehow enjoyed a Merry Christmas after all, to cover up his blues from losing out in a night-club investment down in Florida.

Perhaps Joe couldn't get a liquor license so he served all sorts of orange drinks, if that's possible, and the Floridian night-owls just couldn't enjoy themselves boxing the nightly compass in such a unaffectioning manner... Brother H. W. Greenless, who was taxi-faring in West Virginia, sent a Christmas card from Arizona to Paul the Dispatcher. Are you digging for gold or just expanding your taxi-ships, Brother Greenlee?... Brother Steve Carr, who got married recently, shipped out. Let's hear from you, Steve... Abe "Bob" Sprung, just sailed into town after six months of shuttling bauxite between the Caribbean islands and Canada... Thomas Massey, who came in to see his wife, says that his trip with Salvatore Frank ended rather humorously in Mobile. After paying off their long trip, Brother Frank went out and bought a brand new second-hand suit for 17 dollars. The high cost of living must have hit him, too, eh Tommy?

Here's a few of the oldtimers anchored here in town until the ships take them out: Charlie Romikaitis; Bosun Charlie Bush; Andy Thevik; B. Murio; J. Kelly; J. Santos; J. Rockhill; Harold Farrington; F. B. Ortiz; Bosun Francisco Moreiglio; and Thor Thorson... Thanks to Joe, the boss of the Mariner's Bar and Restaurant below the Union hall, for way he bottled his Merry Christmas greetings to all his friends topside... Bob Hicks just sailed in from Baltimore where he says he couldn't find his pal, One Eye Pete De Pietro, who was meanwhile anchored in the Baltimore Marine Hospital suffering from something—maybe too many peppers? Kidding aside Pete, how was Merry—was she around—I mean, how was Christmas, merry?

We were shocked to hear that the oddest and rather unexpected Christmas present the seamen in the "Doghouse" on South Street received was a 50c more raise in prices for sleeping there. Maybe the place needs the money more than the seamen themselves! Well, seamen always have absorbed the worst things in their lives—but the SIU membership has knocked out many of these unfair practices on their lives thrown at them by all sorts of happy bureaus, military stiffs, phony medical experimenters, financial company wizards, and happy Wash-for-a-living—get dirt and cuts on their hands, grease on their ington labor-haters. Why don't they go out and really work pants and pains in their backs?



# THE MEMBERSHIP SPEAKS

## Moon Koons' Warm Advice For Men Making Island Run

Dear Editor:

On our recent trip to South America on the SS Del Valle, a Mississippi scow, which, as you know, left New Orleans after the strike was over and after the new agreements were signed, we met several ships operated by SIU-contracted companies.

The men aboard these vessels didn't have any knowledge of the new agreements, therefore we distributed several bundles of the *Seafarers Log* which contained the complete agreement. On all Waterman and Mississippi ships we met, we explained to the men that the agreement with the aforementioned companies is basically the same as the agreements with the other companies, with only a few changes in working conditions.

### MET ALCOA SHIPS

We also met two of the Alcoa Steamship company's vessels in Buenos Aires. They left New Orleans for a 21-day trip to the islands on a bauxite run which wound up here in Buenos Aires. It seems that the Alcoa company is taking several of their ships,



after the run to the islands, and sending them to the River Plata area to load grain bound for Baltic points.

As you know, it is very cold in the Baltic this time of the year, and when a seaman leaves the states on an island run he doesn't take any heavy gear with him. So please advise our Brothers leaving on island runs for Alcoa to be prepared for a trip which might take them the full length of the articles into any port in the world, and to bring heavy clothes from the states with them. The crews of the above-mentioned ships have no winter gear and they are headed for Sweden.

One of these ships is the Caldwell. The Blanchard brothers are aboard her. We also laid alongside the New Afoundria, a Waterman ship, which needs investigating when she returns to the States. She has been around the world and has just come from Shanghai to Buenos Aires where she will load grain for France.

### A HUNGRY SHIP

This ship, New Afoundria, is very hungry. She has been in port seven days at this time and when we arrived they didn't have any sugar, coffee, or anything to eat but water-buffalo meat and very few stores. It appears that there are but few men who are

book men. The crew blames the Steward, who they say is a trip-card man, and he in turn blames the Captain.

There is plenty of food available in this country, and no need for the men to go hungry. It seems that the old man is a man with an iron whip. It has also been said by some of the crewmembers that the old man said he didn't care if the men ate, or starved.

I would like to pass the word to the branches up and down the coast to be on the lookout for this ship when she gets back home as there is plenty to be straightened out aboard.

Moon Koons

## NEWS FOR TANKERMEN

### TANKER MEN

A Vote For The S. I. U. Is A Vote For You



READ THE S. I. U. TANKER NEWS

1½ West 8th St.

Phone Chester 5-3110



Stickers like the one reproduced above appear all over Marcus Hook, Pa., advertising the SIU's Tanker News. The paper contains all the latest news of interest to men sailing tankers.

## Christmas And Mystery Cheer Seafarers Abed In Staten Island Marine Hospital

Dear Editor:

I would like to thank the SIU, the *Log*, and all the Brothers for the splendid generosity shown to us hospitalized members this Christmas. It sure gives a fellow a great moral lift to realize that in this militant and adventurous year of fighting to better a seaman's living conditions, we, the sick and disabled, were not overlooked.

In behalf of all SIU men in Ward B-5 I thank you, and many thanks to Joe Volpian, our splendid hospital delegate. We all wish the SIU the success and victory it deserves as an American seaman's organization. "Steady as she goes!"

Life here in the Staten Island Marine Hospital has been improving as a whole. The food has improved considerably and is still on the upgrade, also up here in B-5 we have some nice nurses, orderlies and a top notch medical staff.

Christmas here was well celebrated and it seems like everyone was remembered. We wish to thank the various organizations for their generous effort in behalf of the sick and disabled seamen.

### DARK MYSTERY

A very dark mystery occurred here some time ago involving a colonel, lieutenant, and an inspector which resulted in the complete disappearance of the lieutenant. The story is absolutely true and took place about a month ago. The names of the inspector, colonel, and lieutenant are as phony as their ranks. However, the story has a moral and is good for a few laughs, so here's what happened:

It was a very dull day in Ward B-5, most of the patients were on the sack, the sky outside the windows was leaden and grey, while within the ward all was silent. Suddenly the calm was broken by the shrill jangle of the telephone and someone barked: "Lieutenant Bull is wanted on the phone." Immediately, to the phone dashed

a spry young fellow, Lieutenant Bull, of course.

Two men sitting peacefully on their bunks looked questioningly at each other, "Wonder if he is a real looney?" With the war being over looneys are kind of scarce around here. Suspicion arose in their minds and tacitly then and there it was decided to investigate the looney.

### LATER

One hour later another call came through for Lieutenant Bull, and in anticipation a spy had been placed near the phone booth. To our spy's ears it seem-



ed that an Inspector of some office was calling and was demanding to know of Lieutenant Bull where in the hell he got his high rating. The lieutenant, quick on the comeback, replied that he was a Steward and that all Stewards were looneys, full lieutenants on big ships and lieutenant (j.g.'s) on small ones.

The inspector whose name is McSnoop, and who had been a Steward quite a while, wouldn't believe it and ordered Lt. Bull to call Colonel O'Stupid, who is an old army man and has investigated many a messhall, to the phone. The Colonel was called and soon arrived sputtering and pushing his wheel chair to the phone. The inspector related to the colonel the details and demanded that the colonel place the lieutenant under restriction at once and investigate his credentials.

### HOW COME

After hanging up the phone the Colonel turned to Lt. Bull and

asked him just how come he was a lieutenant, and demanded his ID card and papers. Bull was only able to produce evidence of having sailed as a messman on a Liberty, evidence which did not satisfy the colonel even though he knew very little about the sea and its ratings.

Colonel O'Stupid pressed his investigation and found that Bull wore two full gold stripes on his sleeve and an eagle on his cap. It was also revealed that our boy used his "Z" number instead of stamps on his letters. All this displeased the colonel no end, but Mr. Bull had aroused the colonel's sympathy and he said he would try to get Bull off with a couple of years in Atlanta.

The inspector, who had fomented the whole issue arrived on the scene and after hearing the report of the investigation ordered the Colonel to place Bull under restriction pending further action in the morning.

### HITS THE ROAD

That night we all hit the sack to await the morrow and the disposition of Mr. Bull, but we were disappointed for when the sun rose in the morning over the hospital, Mr. Bull was missing and upon examination it was found his bunk had not been slept in.

Colonel O'Stupid and Inspector McSnoop, who by a strange coincidence were patients in the same ward as the departed Mr. Bull and just as phony as far as ratings are concerned, upon discovering that their charge had flown the coop decided that there is no honesty in this world and left the ward in an ill frame of mind to talk of old battles over a nickel cup of coffee at the canteen.

So, dear readers, thus ended the mystery of "Lieutenant" Bull who no doubt, returned hurriedly to his fleet, with the curse of Midas ringing in his ears. Another boy had learned that all that glitters is not gold.

William Bause,  
Staten Island Marine Hosp.



## Log-A-Rhythms

Did You Really Try?

By Wayne McAllister

Are you a good for nothing.  
Or a lazy sort of guy,  
With not too much to offer  
To this world as you go by?

Do you think that they are wrong,  
And that you are always right,  
Or to let the other fellow do it  
Is the only way to fight?

Do you just sit back and wait  
For the good things in this life,  
Or are you in there pitching  
When it means an honest fight?

Does everything you try to do  
Seem always to be wrong,  
And to have to try them over  
Seems a little bit too long?

When they're passing out good fortune,  
And you're standing in the line,  
Does the same thing always happen  
That you don't get there in time?

If the things you hope and wish for  
Seem empty as a lie,  
And you never seem to get them,  
Perhaps you really didn't try.

~ ~ ~

### Cheerio

By I. H. PEPPER

Let's haunt the old places,  
With all our old friends,  
Let's dance all night long  
And laugh and drink —  
This is the one night I dare not think.

And when the time comes,  
I'll shed not a tear,  
Just bid me goodbye,  
While I drink up my beer.

## WAR INJURIES LEAVE BROWN SEMI-PARALYZED

Dear Editor:

I am an ex-seaman. During the last war I was injured at Casablanca, North Africa and now I am paralyzed from the waist down.

I would appreciate it very much if you would send me a *Log*, at the address below. The book number is 3070, SIU.

Give my regards to all the Brothers.

Hart G. Brown  
1330 Queen St., N.E.  
Washington, D. C.

(Editor's note: Former shipmates of Brother Brown might drop him a line at the above address.)



# Compulsory Arbitration Viewed As A Snare For Union-Smashing

Dear Editor:

The end of the war saw prices of food, clothing and other necessities climbing higher and higher. As a result, the labor unions in the great mass industries were forced to break through the "no strike" restrictions imposed on them during the war.

In round after round of mighty battles the seamen, coal miners, steel workers, truck drivers, auto workers, etc., beat the ears off the giant monopoly owners, and gained substantial wage increases.

Badly licked in the economic field, the profit-hungry owners turned to their paid political lackeys in Washington for help. The Government promptly lifted controls over prices, allowing them to raise prices as they pleased. In this way the increases won by Labor were wiped out.

Labor had no alternative but to prepare another round of strikes to meet the increased cost of living. The United Mine Workers, under Lewis, went on strike when the Government, acting for the coal owners, refused to negotiate a new contract containing higher wages and better conditions.

## MACHINE GOES TO WORK

Immediately the propaganda drums began to beat. Through the controlled newspapers, over the radio, and from the floor of Congress itself, the public was told hysterically that the fate of the country, the very right to life, liberty and the pursuit of happiness depended on depriving Labor of the right to strike.

In the face of this, Lewis was forced to retreat. His union had proved more than a match for the mine owners on the coal fields but was helpless when the owners took refuge behind the skirts of the Government.

The United Mine Workers were slapped with a three-and-a-half million dollar fine for having dared to exercise their right to strike. If organized labor had replied to this dastardly attack with a general strike, and followed up by organizing their own political party, the big shot owners and their office boys in Washington would have beat a hasty retreat.

Now, having tasted blood, the profit-hungry bosses are conspiring as to the best way of locking the "no strike" handcuffs on Labor.

One of the schemes which is gaining most favor in the confer-

ences held between big business and their political representatives is the one whereby labor unions would be forced to write into their contracts the proviso that arbitration would be the sole way of settling all differences with the employers. Those labor



unions that refused to do this would be deprived of all legal rights contained in the Wagner Act.

The Wagner Act makes it legal for a union to strike and to organize and it prevents the issuance of injunctions in strike situations. Loss of legal rights contained in the act would leave a union wide open to attacks from all sides.

Congress may try to hide this union-smashing dose under a

sugar-coated pill, but the real name for this sort of thing is compulsory arbitration, more familiarly known as "the two-to-one against." The history of compulsory arbitration is a history of the kicks and blows Labor received whenever it gave up (or was forced to give up) its right to strike.

## UP TO LABOR

Organized labor can put a stop to this by calling its own Congress of Labor. This Congress could be composed of delegates from all Unions regardless of affiliation. Its purpose would be to devise ways and means of defending Labor's rights. In this way, a solid front of organized labor could be opposed to the solid front of the bosses.

This Congress of Labor would put the unions in position to declare a general strike if that were necessary to defend the right to strike. It would be able to set up a Labor Party so that Labor would be enabled to vote into Congress representatives from the mines, factories and ships in place of the present politicians who represent the mine, factory and ship owners.

Benny Goodman

# The Hastings Is Strictly From Hunger, Says Delegate

Dear Editor:

Here is a story of how the great Waterman Steamship Company feeds on their fine ships since we received our little raise in pay, and it looks like they're taking the raise out of our hides.

The "Hungry" Hastings left New York on the 17th of August for Shanghai after leaving San Pedro September 2. The fun started when the messman said no seconds on the food, so we called a meeting at once.

The Steward was called in and asked the reason for the actions of the messman, and we were told that the Company had cut his store list by two thousand dollars and the Cooks had to weight everything so that the stores would last until we returned to the States.

## HALF RATIONS

This is what happened after just two weeks at sea: fruit juices

## WANTS MYSTERY OF MISSING LOG INVESTIGATED

Dear Editor:

I had been receiving the Log for about a year or more until about three months ago. I would like to know why I am not receiving it anymore. I sure do miss reading it.

I find it very interesting to read, and the important things I clip out and sent to my husband. The rest I keep until he returns from his trips, so that he will know what is going on in the Union.

Please look into this matter for me. I am a steadfast reader of the Log.

Mrs. Wesley Young  
Baltimore.

(Editor's note:—We don't know why you haven't been receiving the Log, but at any rate, we're making sure that you get it from now on.)

were cut to a half glass per man, and four cans of milk per day for the crew. The flour and yeast were so bad that the Baker could not make bread fit to eat.

When we arrived in Shanghai we were told that we were to go to Hongkong, from there to Manila, and then to France. All this by a ship with two and one half months' stores. In Manila we took on flour and yeast so the bread was better. Here the fun really started. It was no this and no that, and so on until we got to France. Here we couldn't get but-ter and eggs, or anything we really needed to make the trip enjoyable, but this didn't make any difference to Waterman 'cause they stuck aboard 19 more passengers to eat up what little we had left. Well, what the hell do they care, it's more money for them so let the crew starve.

## BAD MEAT

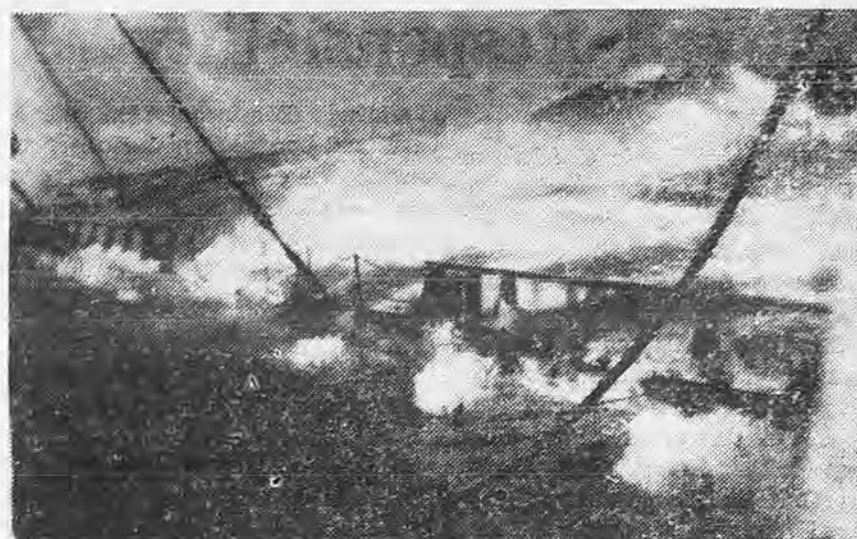
After leaving France, bound for home, we ran out of butter and then eggs and we soon had only one meat at meal time and



no one could eat that, also there was no milk or anything you can think of.

The Captain did what he could to get more stores, but you cannot get them in foreign countries. The members of this crew think it is time to do something about this and make sure that Waterman and all other companies store their ships in the U.S. so

## ROUGH STUFF



This scene of a not-so-steady day at sea is familiar to most Seafarers, and was recorded by Brother E. Snyder, Oiler, on a recent voyage.

# Alexander Of Rouen Ruined By Racket-Wise Seafarers

Dear Editor:

After seeing the notice in the Log, "Wanted: Tips," I thought I would drop you a line and give the brothers a tip-off on a character we ran across in Rouen, France.

This guy's name is Alexander and he hangs out around the waterfront in Rouen, France. He thinks he has a neat racket and his victims are merchant seamen. His first order of dirty work is to come down to the ship inquiring if any of the crew plans to shove off for Gay Paree over the weekend. Then this rat takes the unsuspecting Brothers into tow and gives them all the information on how to spend a delightful weekend in Paris.

## "GOOD JOE"

I was aboard the SUP ship Benjamin Goodhue when she hit Rouen last July. This phony found out about some of us fellows planning to go up to the big city for the week end, and hot-footed it down to the ship to give us all the facts on having a good time. We all thought he was a Good Joe, going to all this trouble for us, but we soon discovered his true stripe.

After the week end in Paris, which was enjoyed by all, this guy came aboard and told us he was going to do us another favor. He then calmly told us we had kicked out doors, smashed windows and did other damage to the hotel he had recommended to us.

We were pretty well surprised by this double cross, but he was not through. He told us that fortunately the manager of the hotel was a personal friend of his and if we kicked in the sum of 10,000 francs he would speak to the manager and have the gendarmes called off, who, he said, were hot on our trail.

## HEAVE HO

Alexander no more than got the words out of his mouth when he

we don't have to go without the things we should have. We understand now that this ship was sent out on a trial menu with just enough stores to cover that menu. Well, Brothers, believe me, if you don't starve on that menu you have to be able to live on water and toothpicks.

Red Hancock  
Deck Delegate

found himself flying through the air aided by the Bosun Vince Carrecas and a SUP man from Brooklyn. Alexander landed with a thud on the dock and we, in no uncertain terms, told him to stay



off the ship, and if he ever came back the crew might not let him off so easily.

Just as a warning to all Seafarers who hit Rouen, though I don't think anyone will be gullible enough to fall for his line, this is his description: He is about 5 ft., 9 inches tall, has silvery hair, is about 35 or 40 years old, and of course speaks English. This phony operates a perfume shop about six blocks from the docks. Look out for this character because he'll only get you in some kind of a fix.

## HEADIN' SOUTH

This kid from New England is down in Marcus Hook looking for a southern run. Bob Pohle, Dispatcher and local ladies man is right on the ball these cold days.

While I'm writing the Log I'd like to have you send the paper to my home. The AFL Newspaper Guild is on strike in Springfield, Mass., and it gets kind of dull without a newspaper. My Dad is an old Lakes sailor and he misses the news of the waterfront.

Well, take it easy you guys up in Boston. I'm just curious as to whether Shorty, six-foot of messman, has shipped out yet. Does he still walk down to Commonwealth Pier and drool over the ships, wishing he was on one?

Charles W. Halla,  
Westfield, Massachusetts  
(Editor's note: Anybody had any similar experiences?)



## New York Fades



Seafarer Okal Jones caught this shot of the Big Town's disappearing skyline from the stern of a vessel as it headed out to sea. Brother Jones did not give the name of the ship. Is it a Staten Island ferry?



## Asks Whether Labor Has Political Responsibility

Dear Editor:

Having read Louis Goffin's article in the *Log* concerning the vote of labor and Bernie Goodman's answer to it, obviously raises the question, have Labor Unions a political responsibility? Both agree that Labor can expect nothing from the two major political parties of Big Business. On the other hand, Goodman takes issue with Goffin, say that Labor can have a political party of its own.

Both Brothers Goodman and Goffin obviously do not see eye to eye that part of our constitution—Article XV, Sec. 1—which states, "The Chairman shall permit no religious subjects or political subjects to be discussed." Since our constitution denies political expression at Union meetings it takes the position that labor has no political responsibility. How often then can Goffin and our constitution supply answers to situations where strikes are counter-acted by political force?

### INTER-RELATION

This whole question of political responsibility in Labor unions is predicted on the premise that economics and politics are in-

terlated. The proof that one has a direct bearing on the other was made very plain in the recent coal strike. So long as economic action produces violent political reaction to Labor, it cannot escape political responsibility to safe-guard its own interest.

Whether we like it or not, politics has made itself a part of labor's action and as such, has made labor a part of politics. In this situation that has been thrust upon us we have denied ourselves the use of political expression to effectively oppose our enemies. By this do nothing policy in the realm of politics, what are we actually doing? It amounts to this, let our enemies control all political weapons for the suppression of Labor. Let them appoint their judges and haul our elected official before their courts as criminals.

This is what happened in the coal strike and it will continue so long as we refuse to participate totally in what is Labor's interest.

At this point, in the words of Mark Anthony, "I pause for a reply." I would appreciate very much a profound answer from Brother Goffin to the questions—Has Labor a political responsibility? Can Labor escape political responsibility?

W. J. Brady

## BROTHER URGES UNITED FIGHT IN CG HEARING UNITS

Dear Editor:

Let's all stick together in our fight against the plague or disease called the hooligan Hearing Units (USCG). Let us publicize through the medium of the *Seafarers Log* all the case histories and beefs of each individual who has been treated unfairly by this outfit.

I am sending you a few clippings for publication, and, from time to time, I will send you more. I should like this letter to be published in the *Log*.

Let's get this ball rolling for our own benefits. Please withhold my name for personal reasons.

B. R.

(Editor's note: The clippings which the Brother sent were reports on CG Hearing Unit activities. In June 1946, 1,581 cases were investigated, from which hearings resulted involving 316 unlicensed men and 75 officers. Of the unlicensed personnel, 17 had papers revoked, 172 suspended, 118 were placed on probation, 55 were voluntarily surrendered, 4 closed with admonitions and 14 were dismissed after hearings.

The cases increased slightly in July 1946, with 1,633 being investigated. Hearings resulted 230 unlicensed men and 54 officers. Unlicensed men had 18 certificates revoked, 99 suspensions. There were 94 suspended on probation, 55 surrendered voluntarily, 5 received admonitions and 12 were dismissed. Officers fared only slightly better in both months.

## CREW OFFERS SOLUTION TO SORRY SLOPCHEST

Dear Editor:

I wish to bring to the attention of the Union members the situation regarding the inadequately stocked slopchest aboard our ship. There is absolutely no excuse for this condition to exist. In most cases there seems to be a complete disregard for the seamen's needs.

Recently, on an eight months trip to the Pacific, I had the misfortune to be on a ship that was completely out of slopchest stores after only two months at sea. I was Deck Delegate, and I asked the Captain if he would purchase additional supplies when we arrived in Saipan. He informed me that the money belonged to the WSA, and that, therefore, he couldn't do anything about it.

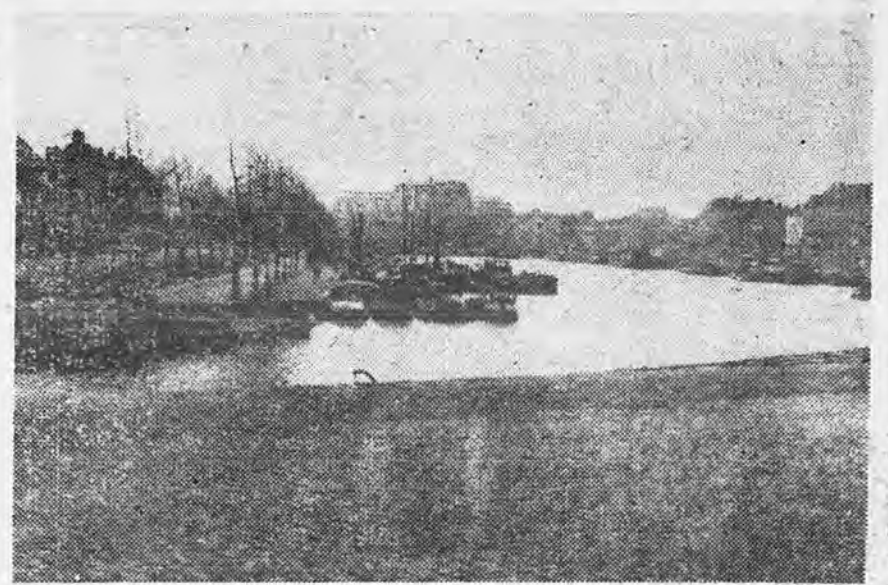
Fortunately, we were able to get the necessary toilet articles from the army PX on that island. It wasn't until later at Iwo Jima that we were able to purchase clothes from a Navy small stores.

I am now on another ship on the South African run. The very same thing has happened on this ship. There is nothing in the slopchest except some cigarettes (and very few of these), and some over-sized khakis.

In conclusion, the undersigned book members think some way should be arranged whereby the slopchest could be inspected either by the delegates on board, or the Union Patrolmen before the ship sails. This would insure an adequate slopchest for the needs of everyone.

Eugene Howlett Jr.,  
and the rest of the crew.

## A SEAFARER GOES SIGHT-SEEING



When the SS Meredith Victory called at Rotterdam, Holland, recently, crewmember Gilbert Parker, an avid cameraman—and a good one—stepped around town in quest of "shots." Two of the results, a canal thoroughfare and one of the country's famed windmills are pictured above.

## Hospitalized Members Thank Brothers For Xmas Checks

Editor's note: The SIU's annual custom of cheering its members who are confined to hospitals during the holiday season was repeated this Christmas, with \$10 gift checks going to all hospitalized Seafarers in the Atlantic and Gulf District. The gifts were authorized by vote of the membership at recent meetings.

Letters of appreciation from the gift recipients already are coming in. In addition to Brother Bause's letter appearing on page 12, three other notes expressing the senders' sentiments follow:

Dear Editor:

I have received your Christmas message and the check. I want to thank all the Brothers for their kindness and thoughtfulness. Thanks a lot, and my very best wishes to you all at Christmas time.

E. V. Ferrer  
Nesponsit Hospital

~ ~ ~

Dear Editor:

This is to advise you of the receipt of the Christmas gift

check which has just come to me.

At this time I would like to thank the membership for this gift and the donations which I have received in the past.

Here's wishing everybody a Merry Christmas. To the Union as a whole, my best wishes for continued success.

J. McDonald,  
Ellis Island

~ ~ ~

Dear Editor:

I want to extend my heartfelt thanks to all the members for their kind Christmas gift. It came in very handy for me. As you know, I am a married man with a wife and three children, and without any income. Worse yet, I have spent three years in the hospital, and God knows whether or not I will ever get out.

The check from the Seafarers helped me get a few little gifts for my family that I otherwise would have been unable to buy.

I will close now wishing all the boys a Merry Christmas and a Happy and Prosperous New Year.

James S. Campbell,  
Nesponsit Hospital

## SS JEAN KEPT THINGS HUMMING IN ALL PORTS

Dear Editor:

Who said Bull line ships were built for the rice and beans run?

The SS Jean has proved them all wrong. At present we are riding the hook in the harbor of Las Palmas, Canary Islands, bound for Gothenberg, Sweden.

We have made all the major ports in South America: Buenos Aires, Rio, Santos and Montevideo. We have a swell bunch for a crew on here; everyone is a character.

One of Bud Ray's warm weather boys is riding as Serang—James Corcoran.

The Jean has made a name for herself in every port, so far. The crew has kept things humming wherever they have gone, and the painted ladies and the giggle juice kept us broke all the time we were in South America.

### ONE PHONY

We have a nice Skipper on here and topside is pretty good, as are the engineers. The only phony is the Purser, who wears more gold-braid than the Captain. When the trip is over we are going to reveal all his doings to the *Log*.

By the way, is Johnny Martin still holding up the bar in the Marine Grill?

The Chief character on this ship is John Kugat, known to the crew as Sporty Ody. He's been Fireman one week, and Wiper the next, alternating off and on. At present he's Bull-wiper, while I am holding down the Chief Bellyrobber's job.

We hope to be home for New Year's Day, but in case we don't make it, here's wishing everyone a Happy New Year.

The following guys want to be remembered to all: James Callis, Jimmy (the Lost Weekend) Boone, Hug Randall and John Kugat.

Dennis (The Brooklyn Kid) Saunders

## TRIPCARDER HAS RATING CHANGED TO PFC (MARINES)

Dear Editor:

I used to be one of you and still consider myself a good SIU man even though I held a trip card at the time. I have a pro-book coming to me now. I made a trip on the Andrew Jackson in December of 1945. She is an old C-2 that lost her screw in the Indian Ocean.

The Deck Delegate on that trip was Thomas Joseph and he was really a good guy. If he happens to read this I would enjoy hearing from him, also I would like to receive the *Log* if possible. It would be a godsend because I like to keep up on all union matters.

I am in the Marine Corps now and stationed on an airfield doing MP duty. There are quite a few SIU men here with me and there are also some nickel moochers, but we are trying to convert them to the Seafarers. Some of them said they will be glad to sail for a union that is on the level. Well mates, I have to secure for now. Lets hear from you and a Happy New Year to all.

Pfc. C. M. Coffey  
Hqs. Squadron  
MCAS Miramar  
San Diego, Calif.

(Editors Note: Brother Coffey also enclosed a Christmas Card wishing all Seafarers a Merry Christmas and a Happy New Year. On the card he asks former crewmembers of the Andrew Jackson who made the trip to India in December of 1945 to contact him at the above address.)







# BULLETIN BOARD



## GALVESTON

Crew of the—  
SS Midway Hills ..... \$ 5.00  
SS J. Robbins ..... 1.00  
SS Horace See ..... 10.00  
SS M. M. Chassreau ..... 2.00

## NEW YORK

### SS ORBIS

W. S. Frew, \$2.00; W. F. Dunn, \$2.00;  
W. D. Weise, \$1.00; D. Krickovich,  
\$1.00; H. Barnett, \$1.00; D. F. Kellener,  
\$2.00; R. Grigsby, \$1.00; R. Kiminsky,  
\$1.00; M. Olvera, \$1.00; L. J. Broyles,  
\$2.00.

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S. E. Jansen, \$1.00; E. A. Duda, \$1.00;  
R. R. Carlson, \$1.00; N. H. Pratt, \$1.00;  
P. C. Adkins, \$1.00; W. J. Compton,  
\$1.00; R. Peters, \$1.00; J. L. Thomas,  
\$1.00; K. P. Clausen, \$1.00; W. G.  
Eudalley, \$1.00; P. Winiarczyk, \$1.00;  
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A. F. Roth, \$2.00; J. Deal, \$2.00; D. E.  
Dupree, \$1.00; J. Griffith, \$1.00.

G. O'Brien, \$1.00; J. Michava, \$1.00;  
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T. F. Yarbrough, \$1.00; F. H. Glover,  
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rier, \$1.00; B. Stancil, \$1.00; J. Nor-  
gaard, \$1.00; G. Fleming, \$1.00; J. M.  
Kinstle, \$1.00; V. Gerner, \$1.00; C. W.  
Pritchett, \$2.00; A. DeFilippie, \$1.00.

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Crew of SS J. Gibbon ..... \$17.00  
**SS HUNNINGTON HILLS**  
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clair, \$1.00; G. Ontai, \$2.00; J. G. Na-  
poleonis, \$1.00; D. B. Brown, \$1.00;  
T. Hong, \$2.00; A. Tosado, \$1.00; A. E.  
Anderson, \$2.00; R. Flores, \$1.00; R. M.  
Tussi, \$3.00; J. Cornelius, \$3.00; R. Sar-  
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Jarocinski, \$2.00; J. Serrano, \$1.00; M.  
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Crew of SS Colabee ..... \$13.50

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gent, \$2.00; S. Mills, \$1.00.

### SS CAPE HATTARAS

F. Dunn, \$1.00; R. W. Satterfield,  
\$1.00; R. Rivera, \$1.00; H. Prytulak,  
\$1.00; R. Galarza, \$1.00.

### SS AMERICAN PRESS

D. G. Miller, \$1.00.

### INDIVIDUAL DONATIONS

R. Mueller, \$5.00; C. A. Ericsson,  
\$1.00; V. Phillips, \$0c.  
A. T. Bunch, \$1.00; S. Mavromichalis,  
\$3.00; E. Bachiller, \$1.00; A. Gold-  
smith, \$1.00; Charles Brillhart, \$2.00;  
S. Jaegendorf, \$2.00; M. Katrausky,  
\$1.00; Lionel Gilmore, \$1.00.

### PHILADELPHIA

SS Coastal Defender Crew ..... \$4.00

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#### INDIVIDUAL DONATIONS

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\$1.00; H. L. Wills, \$1.00; R. L. Gar-  
relty, \$1.00; J. R. Clement, \$1.00; D.  
E. Waters, \$1.00; M. H. Mayberry,  
\$1.00; W. F. Seago, \$1.00; T. H. Job-  
lom, \$1.00; Wm. Sumrall, \$6.00; M. A.  
Morse, \$1.00; W. Cotton, \$1.00; B.  
Jones, \$2.00; A. Wasinger, \$2.00.  
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liams, \$2.00; Hannigan, \$2.00; J. Beck-  
ner, \$1.00; T. G. Morris, \$1.00; H.  
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Foerster, \$1.00; S. L. Rasco, \$2.00; C.  
N. Bolton, \$2.00; W. D. Austin, \$2.00;  
J. Carves, \$2.00; E. M. Eaton, \$2.00; J.  
W. Smith, \$2.00; A. Stout, \$2.00; H.  
T. Slaven, \$1.00.

## Unclaimed Baggage — A. H. Bull

Seafarers who left their gear behind on Bull Line ships may now be able to regain their lost goods if their names appear on the list below. The company wishes to dispose of the goods as soon as possible to their rightful owners. However, articles not claimed by April 1, 1947 will be donated to some charitable institution. Gear can be claimed at Pier 22, Brooklyn.

Henry Anderson ..... 1 brown suit case  
Frank G. Brown ..... 1 suit case  
L. Bullock, ..... 1 sea bag  
Wm. Buckley ..... 1 suit case 2 paper boxes  
J. A. Bean ..... 1 Valise  
Robert Clewis ..... 1 Valise  
Edward Cullivan ..... 1 suit case  
James J. Crawford ..... 1 suit case  
Dominic Calucmio ..... 1 sea bag  
Carmiel ..... 1 sea bag  
Dennis Cahoon ..... 1 sea bag  
Theo. Dorotus ..... 1 sea bag  
C. H. Fox ..... 1 sea bag  
Earnest Goodman ..... 1 suit case  
Frank Gould ..... 1 sea bag  
Louis Golman ..... 1 tin suit case  
John Graham ..... 1 sea bag  
J. J. Gustafson ..... 1 sea bag  
Leon W. Gray ..... 1 sea bag  
Gaylard ..... 1 valise  
Michael Getchins, ..... Small black case bag  
P. Gallagher ..... Black suit case  
Oscar Hassiner ..... 1 sea bag  
Harold Hardt ..... 1 sea bag  
R. Hansen ..... 1 card board box  
A. Harrellson ..... 1 card board box  
Harper ..... Small round bag 3 pcs.  
Jerome Henderson ..... 1 card board box  
Geo. D. Jones ..... 1 sea bag  
Raymond Joseph ..... 1 sea bag  
M. Jones ..... 1 sea bag  
J. Jones ..... 1 sea bag  
Clarence Jones ..... 1 valise  
R. P. Jones ..... 1 valise  
Kleppe ..... 1 sea bag  
Ellis Kirkpatrick ..... 1 sea bag  
Francis W. Kenefic ..... 1 sea bag  
Barry Kooser ..... 1 valise  
Fred Knoll ..... Black case one trunk 2 pcs.  
Hugh E. Lee ..... 1 suit case  
George Ling ..... 1 sea bag  
Salvadore Marty ..... Brown suit case 2 pcs.  
Michael Motko ..... 1 sea bag

J. P. Mikalozivas ..... 1 metal grip 2 pcs.  
John A. Morris ..... 1 sea bag  
Herbert A. Miller ..... 1 sea bag  
Charles H. Murphy ..... 1 sea bag  
Guillermo Morales ..... 1 valise  
L. Maldonado ..... 1 card board box  
P. Morsk ..... 1 brown valise, 2 pcs.  
Joseph Nelson ..... 1 black bag  
R. Noack ..... 1 sea bag  
George Newmann ..... 1 card board box  
Edward Newcomb ..... 1 sea bag  
Patrick Oneil ..... 1 sea bag  
Emilio Pinilla ..... 1 valise  
Casper Pinedo ..... 1 suit case  
Capt. A. J. Powell ..... 1 trunk, 3 pcs.  
Robert Paris ..... 1 sea bag  
Damian Passina ..... 1 sea bag  
Pierce ..... 1 sea bag  
C. F. Rebedeau ..... 1 sea bag  
Francis L. Rappell ..... 1 sea bag  
Esteban Ramirez ..... 1 hat box  
Luther Sutton ..... 2 Valises  
P. Spierings ..... 1 suit case  
A. Sund ..... 2 suit cases  
John E. Salisbury ..... 1 sea bag  
Steel ..... 1 suit case 2 pcs.  
George W. Sutton ..... 2 packages  
Louis Siebert ..... 1 Valise  
U. Z. Stone ..... 3 pcs. 1 radio  
T. B. Thompson ..... 1 sea bag  
R. O. Turpin ..... 1 sea bag  
John Torras ..... 1 sea bag  
J. Thiebes ..... 1 sea bag  
J. Urban ..... 1 sea bag  
Fred Werring ..... 2 packages  
Albert Warnke ..... 1 sea bag  
Joseph P. Waugh ..... 1 suit case  
Robert Zaddock ..... Small grip

### Unknown

2 brown suit cases  
1 small brown trunk  
3 sea bags  
1 round bag

## WITH THE SIU IN CANADA

VANCOUVER, B. C. — The feelings of seamen around this port who have been sailing "Park Ships" is that they have been given the merry run around since their joining up with the Canadian Seamen's Union.

The majority of them admit it was of their own fault when they foolishly voted CSU. They fully realize now that the rosy promises dished out to them by the CSU stooges were just so much hot air, and now that the CSU has control of these ships the conditions are not above the British standard.

They now complain that the CMU seems to be interested only in the collecting of dues and kowtowing to every whim of the ship-owners. Conditions are bad on these ships and only the SIU can improve them.

This is admitted somewhat sheepishly, and is the main reason why so many CSU men are seeking membership in the SIU.

The CPR is shaping up very well, except for a few men who don't figure they are obliged to

pay their dues until they get their retroactive \$12.80. This attitude shows they have a very poor conception of unionism, and are just hangers-on, riding the backs of the membership taking the gains and giving nothing in return.

They seem to think they have to do nothing for these conditions, that they just drop from the sky. The only security is in unity. Get together, get organized. Hold your regular weekly meeting aboard your ship. The only way to get anything is through organization and unity of all members.

Elections for officers in the ports of Vancouver and Victoria are proceeding on schedule and will be completed January 31, 1947.

All full book members must call at the Hall and cast their ballot. This is your Union, therefore, it is your primary duty to vote for the nominees on the ballot who you think will serve your best interests. Be sure to call at the Hall and vote.

The vessels Prince Robert and Prince David, onetime crack passenger liners on coastwise service and veterans of the Royal Canadian Navy where both saw service during the war as auxiliary cruisers, have recently been sold to a British firm.

It is understood that both vessels will sail for Britain where they will be gutted out and rebuilt for passenger service between England and Continental European ports. SIU crews will man the ships, and deliver them to their new owners.

December 10, 1946, marked the 1st anniversary of the death of Brother Pete B. Gill. Brother Gill, one of the oldest members of the SUP, and at the time of his death, had been port Agent at Seattle for many years. His work and achievements during his lifetime on behalf of the seamen shall always be remembered. All seamen today reap the benefits of his labor. The world today is in sore need of more men like Pete Gill.

## SIU HALLS

BALTIMORE ..... 14 North Gay St.  
Calvert 4539  
BOSTON ..... 276 State St.  
Boudoin 4455  
BUFFALO ..... 10 Exchange St.  
Cleveland 7391  
CHARLESTON ..... 68 Society St.  
Phone 3-3680  
CHICAGO ..... 24 W. Superior Ave.  
Superior 5175  
CLEVELAND ..... 1014 E. St. Clair Ave.  
Main 0147  
CORPUS CHRISTI ..... 1824 Mesquite St.  
Corpus Christi 3-1509  
DETROIT ..... 1038 Third St.  
Cadillac 6857  
DULUTH ..... 531 W. Michigan St.  
Melrose 4110  
GALVESTON ..... 305½ 22nd St.  
2-8448  
HONOLULU ..... 16 Merchant St.  
HOUSTON ..... 1515 75th Street  
Phone Wentworth 3-3809  
JACKSONVILLE ..... 920 Main St.  
Phone 5-5919  
MARCUS HOOK ..... 1½ W. 8th St.  
Chester 5-3110  
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  
4-1083  
PHILADELPHIA ..... 9 South 7th St.  
Phone Lombard 3-7651  
PORT ARTHUR ..... 909 Fort Worth Ave.  
Phone: 2-8532  
PORTLAND ..... 111 W. Burnside St.  
RICHMOND, Calif. ..... 257 5th St.  
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.  
VANCOUVER ..... 144 W. Hastings St.

## PERSONALS

### JOHN COLFER

Your gear, from a Deconhil tanker, is at the Corpus Christi Hall.

### ROBERT M. RUTLEDGE

Your wife is very anxious to hear from you. Contact her at 1718 Girard Avenue, Phila., Pa.

### WARREN LANTZ

Richard M. Cantor is anxious to have you contact him immediately, at 51 Chambers St., N. Y.

## NOTICE!

The crew of the SS Jean La Fitte can collect linen money at \$1.00 per week by calling at the Waterman office.

### DAVID STICKEROD

Please fill out an Exemption Certificate (Form W-4) and send it to the Chicago Branch. This was to be filled out when you worked for the Fitzsimmons and Cornell Dredge and Dock Company and it is important that this be done at once.

Papers belonging to the following men are being held at the Baltimore Hall. They will be returned to owners upon proper identification.

John Davis, John Wulzen, Rudolph Barber, Robert Lee Willis, Robert Earl Williams, R. E. Williams, Harry Shields, Aloysius Kessen, and Charles Hickis.



**No one seaman  
could do it!**



**but...**

**THE SEAFARERS  
INTERNATIONAL UNION**

**THE A.F.L. MARITIME  
TRADES DEPARTMENT**

**THE AMERICAN  
FEDERATION OF LABOR**

**could —  
and did!**

**HIGHEST WAGES**

**BEST WORKING CONDITIONS**

