

# SEAFARERS LOG



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

Vol. VII.

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No. 46

## HAVE YOU VOTED YET?



Fulfilling their obligations and duties as Union members, these men are casting their votes in the current elections for officers for the Atlantic and Gulf District of the SIU. HAVE YOU VOTED YET?

## 32 Month Sea-Time Men Now Eligible For Discharge

WASHINGTON — According to a new program jointly announced by WSA Administrator Admiral Land and Selective Service Director General Hershey, merchant seamen with thirty-two months of "substantially continuous service" in the Merchant Marine will be eligible for discharge. No more men between the ages of 18 and 25 will be recruited by WSA after November 15, unless they are only eligible for limited service or have been disqualified for any military service.

"Continuous service" will include hospitalization periods, allowable credit for shore leave, medical treatment, or internment by the enemy. Any seamen released under this program will not be subject to selective service induction, but qualified applicant's certificate must be accompanied by the notation that he is "eligible to be relieved from any future consideration for classification into a class available for service." Final approval must still come from the local draft board.

### ALL RATINGS STILL NEEDED

Under the setup now in existence, men between the ages of 18 and 25 are still subject to draft after leaving maritime service, even though they had served continuously throughout the war period.

It was further emphasized by Admiral Land that merchant seamen of all ratings are still need-

ed for the transportation of troops to the U. S., to carry relief to the needy abroad; to supply occupation troops on foreign soil, and to start U. S. postwar foreign trade.

Both Land and Hershey expressed confidence in the patriotism of men eligible for discharge, and felt that they would stay on the job as long as they were needed by their country.

### THE OLD JOB

It was emphasized that re-employment benefits under Public Law 87, and the proposed benefits under the merchant seamen's war service act now before Congress would not apply to those who have not served the qualifying sea-time and seamen were advised to stay on the job until they have acquired the necessary time.

"The Certificate issued to the seaman," said the joint statement, "also establishes the seaman's eligibility to assert employment rights to the job which he held at the time he entered the service of the Merchant Marine, in the same manner as such re-employment rights are granted to honorably discharged members of the Armed Forces."

"Seamen over draft age—under the present regulations, 26 years of age and over—are also eligible to a Certificate of Substantially Continuous Service, provided they meet the same conditions as to the duration of their service in the Merchant Marine."

## Attention Members!

New shipping hours are in effect at the New York Hall:  
Monday through Saturday—  
8:00 A.M. to 6:00 P.M.  
Sundays and Holidays—  
11:00 A.M. to 3:00 P.M.

## Mines Still Menace Shipping

By EDWARD ROBINSON (Aboard the SS Finley Peter Dunne)

SOUTHAMPTON, England — Eighty-mile-an-hour gusts of wind which ripped along the south coast of England on the fifth night of the "great gale" have demonstrated that World War II dangers still exist for shipping and seamen.

In one night over nineteen loaded mines were washed ashore, disrupting shipping and tying up troops scheduled to return to the United States.

The southwest of the Isle of Wight was reported "littered with mines," and six were said to have exploded at Littleton Southwick and Brighton. The detonations shattered windows in the areas, but no loss of lives have been reported. Naval bomb disposal crews went to work rendering the other washed-up mines harmless.

Seamen aboard ships tied up here were pointing out that naval squads can only work on mines after they are discovered and are asking, "What about those that announce their arrival by blowing a hole in the side of the ship?"

The Log pointed out some time

## Await NLRB Ruling In Isthmian Election

Moving steadily in the direction of Seafarers' representation for the Isthmian Steamship seamen, the SIU and the company have agreed to abide by the National Labor Relations Board decision on the Union's request for an election after that agency has investigated the pledge card strength of the SIU. This investigation is necessary under NLRB procedure, as only pledge cards of those men actually working for Isthmian at the time of petitioning for the election can be counted. The NMU, which asked to be placed on the ballot after the SIU's original petition, has also agreed to abide by the NLRB's decision.

Also to be determined by the NLRB agents are the best possible means of balloting in the election itself. The alternatives at the moment are: either the voting is done through the mails; or manual voting of each port, with each man casting his individual ballot under supervision of the NLRB men and in complete secrecy.

### BETTER WAY

The latter system is considered the better choice, and is favored by the Seafarers International Union as a means of allowing a free and democratic means of ex-

pression completely uninfluenced by other factors.

SIU spokesmen pointed out that under the mail voting system nothing could be done to prevent pressure and influence from being brought to bear upon the crews by interested parties, which could lead to charges of unfair labor practices, prolong the issue and frustrate the wishes of the Isthmian seamen. They declared that "When the final vote is in, we don't want to have any doubts about what is the popular majority wish of the men."

### STILL MORE PLEDGES

Meanwhile pledge cards from Isthmian men continued to pile up and branch after branch reported daily increases in the number of cards they were receiving.

In New York large numbers of volunteer organizers were getting instruction and answers to their questions, but it was obvious that many more of these workers were needed.

Organization Director Earl "Bull" Shepard declared that a lot of work must still be done in the Isthmian drive in order to assure a successful conclusion for the SIU.

"It's imperative," he said, "that more members of the SIU take jobs in this fleet when opportunities arise. By keeping in touch with the organizers at the various branches, members can find out whatever they have to know about securing such jobs."

"This part of the job is more important now than ever before," said Shepard, "now that the SIU has petitioned for the election."

## To Arbitrate Dockers' Beefs

NEW YORK (LPA)—Pay raises and other issues which caused the recent New York dock strike will be arbitrated by William H. Davis, former War Labor Board head. The Intl. Longshoremen's Assn.-AFL and the employers' organization, the N. Y. Shipping Assn. agreed to Davis' designation by Labor Secretary Schwollenbach.

Involved in the 18-day strike demands for an hourly pay hike

(Continued on Page 3)

## Hospital Payments

Members of the Seafarers are entitled to a weekly payment from the Union if they are laid up in a hospital. Be sure to get what is coming to you: Notify the Union the day you are admitted, so that there will be no delay in your receiving the money due you.



# SEAFARERS LOG

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## Meeting The Attack

Governor Dewey of New York is reported to be advocating "the rule of tooth and claw" in dealing with labor. Whether he actually said this or not, isn't important. What is important is the general trend on the part of the corporations and their politicians toward the idea of using physical force, legally, if possible, against the working stiff.

The fact is that all over the country the bosses and politicians are warring against the democratic principle of free and direct collective bargaining.

The general loss of the worker's take-home pay has resulted in a loss of purchasing power, and created a situation which the corporations must meet the best way they know how. They must find a market for their finished goods and their other profit making services.

Labor, recognizing this problem, has proposed that workers be paid decent wages in order that they can buy back the bulk of the goods they produce. The workers want their own homes, electric appliances, autos, decent clothing and education for their children.

Industry, concerned with capturing and holding foreign markets, is not thinking in terms of a better America for the common people. Their program calls for a nation of coolie labor, producing large quantities of cheap goods for export to foreign countries—which is impossible of fulfillment as long as there are free and democratic trade unions to represent the working stiff.

The lawmakers, following instructions from their corporation bosses, are attempting to win this civil war against organized labor through the enactment of laws which would cripple the unions. It is for that reason they are trying to amend the Smith-Connally Act, and introducing other union busting measures.

Typical of these political moves to shackle the working stiff is the employer-backed Coast Guard plan to put all merchant seamen into uniform and/or enlist them in a naval reserve. If they can win on this proposal, as was pointed out some weeks ago, they could defeat any militant action by calling the very men involved into "active service" and forcing them to sail ships, or be court-martialed.

To meet this growing menace, the merchant seaman, can no longer dilly-dally about organizing the unorganized. Every drive becomes more than just a question of bettering the immediate conditions of the unorganized maritime workers. It becomes a question of converting every non-union seaman to union consciousness.

We must complete the organization of Isthmian, of ATP, of Esso. We must make the Seafarers' growth our own individual as well as collective objective. And we can't stop there.

Among the rank and file are the future leaders of the SIU. We must give these members union training and union education. Numerical strength alone cannot beat back the determined attacks of the would be slavers.

It will take brainpower, too.



## FORE 'N AFT

By BUNKER

Shortly after the last war, when stomachs were empty in Europe and the word "States" sounded like "heaven" to the girls over there, stowaways were common on west-bound ships.

Most persistent stowaway of them all was Yope, a pretty Rotterdam girl, who tried it several times on Black Diamond ships. In fact, it got to be such a habit that everytime a Black Diamond ship pulled into New York the immigration men would say, "Is Yope aboard again?"

Yope had several free trips across, but always got shipped promptly home. They say that on her last try the skipper broke her of the habit by transferring her to a Rotterdam-bound ship at sea.

One girl, they say, did make it on an America-France Line ship. Sweetheart of a seaman aboard, she was smuggled onto the ship at LeHavre, and hid in the fireman's foc'sle all the way back. How they got her off is still a secret, but a seaman who knows claims this mademoiselle is still in the States today, having raised a seafaring family in the meantime.

On a recent trip of the Joliet, a Russian who said he "couldn't stand Russia any longer," stowed away and tried to reach Constantinople. Despite the sympathy of the crew, the man was turned over to the Russians for Soviet justice. Another Russian who stowed away on an American ship, recently, tried to commit suicide when ordered back to Russia from New York. Evidently Stalin's "paradise" doesn't please all the Russians.

One of the ships coming back from the islands last summer brought in a stowaway hidden in one of the lifeboats. Apprehended shortly before the ship docked, the man explained that he had to reach New York for medical treatment and, being broke, it was the only way he could make it.

Not so many years ago the crews of the passenger liners stopping in Cuba and Mexico made money helping Chinese to get into this country. If the unlucky Chinaman was caught, the crew insisted that he was a "stowaway." If he made it safely ashore, he paid off to the tune of two or three grand to the men who helped him make the trip.

## SQUIBS

By LOREN NORMAN

For Labor Press Associates

Oscar Ameringer once said, "It's the squeaky wheel that gets the grease." We might add that it's all right to stand up like a man, but it sometimes pays to squeak like a mouse.

Many business men who swear they want no "government interference" are begging the government to grant price relief on their products.

They might raise wages—if they're paid enough for it. And the horrors of relief disappear if they happen to be the party that's relieved.

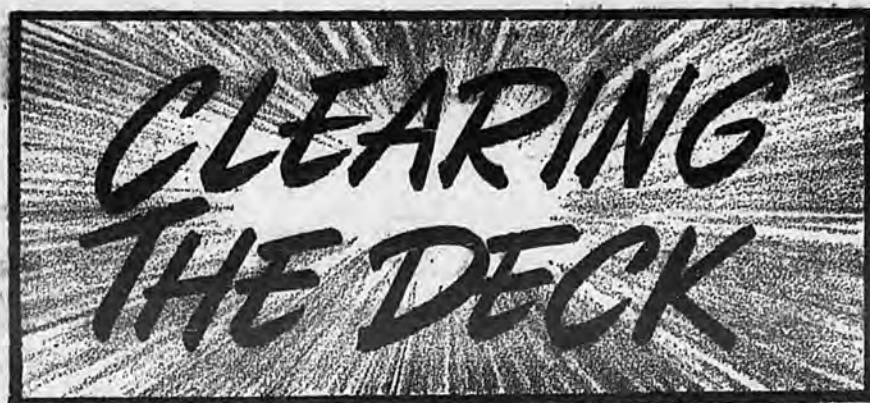
Joe Worker says the trouble with too many standing committees is that they're laying down.

We've heard rumors that the Japanese financial giants are dissolving their trusts, but we aren't placing too much stock in them.

Press reports say that the United States is insisting that the Dutch and French must file the U.S. insignia off any lease-lend materials used in re-conquering Java and Indo-China. It would never do to let the natives learn their drive for independence was blasted by guns from the "arsenal of democracy."

Horse sense, says a wiseacre, is what a horse has that prevents him from betting on a man.





By PAUL HALL

The membership of this Union in their last New York meeting had open for discussion a point which, in most seamen's mind, is very vital: The Seamen's GI Bill of Rights. It looks as though now that the seamen are going to get a shoving around on this issue in Washington, and are not going to receive this bill of rights.

The membership at the New York meeting was of the opinion that something should be done about this situation. All of them were aware of the fact that unless we do take action while this war and the sacrifices seamen made in it are still fresh in the people's minds, then we stand to get nothing in the long run.

It was the opinion of most of the members present that the Seafarers should request all seamen's unions to take action on this beef; this action to consist of representatives from all unions notifying Congress and all interested parties that unless we do get action on this particular thing, that all unions would petition for a strike vote. In other words, we would use economic pressure to gain something for seamen which should be given to seamen without any arguing or questioning.

We know that the bureaucrats in Washington are not going to give the seamen anything but a hard time and a lot of phony "rules" to contend with. We had good evidence of this in the bureaucrats insisting that the Seafarers recent successful boycott of the WSA Medical program was "out of order." Nevertheless, we saw that when the Seafarers added economic pressure to this question, we won the beef. Thus, the membership is of the opinion that we should also apply the same type of pressure to gain for all seamen the Seamen's GI Bill of Rights.

This point has now been referred to all other Branches of the SIU for their action and, in all likelihood, will be concurred in by them at their meetings. There is no question that unless we do something about this problem before much longer, that we will never get any action. It is also true that some of the other seamen's unions will probably not see eye to eye with us on this problem. We know that some of them believe in taking economic action only when it affects some political question which does not affect seamen's welfare. We have all seen cases where some of the unions have threatened not to sail ships not carrying soldiers, as well as ships carrying freight and ammunition for the limeys in Java. We will not argue the merits of these two particular points, as this is not the time nor the place for it, but we maintain that if any beef warrants economic action, then it is beef that pertains to seamen's welfare and not to any beef of a straight political nature.

We shall find out shortly whether or not the Seafarers' views are agreed upon throughout the industry.

### OUR PART OF THE BARGAIN

The necessity of some members of this union learning union responsibility is evident in several ways. A very good case of this was shown in this port recently. A young fellow (who has not been a member of this union very long) had taken five consecutive ships in this port. The longest he was in any of them was two days. He quit each of these ships and, upon quitting, he would not wait until he was properly relieved as per the shipping rules and constitution but merely walked off.

To top it-off, on the last ship he made, he took up with Patrolman Joe Algina the question of whether or not he was entitled to pay involving two extra days, days which he did not work.

This brother's shipping record was broken out and it was shown by this record that of the five ships he had been on since he was in port this time, on none of them had he been properly relieved and that on all of them he had tried to collect an extra day's wages to which he was not entitled. There is no necessity of going into details why action of this sort is not good for the welfare of this union.

The condition that this outfit has are conditions which have been fought for very hard—conditions which the shipowners have been beat into line to give. We, as union men, cannot afford to have any individual, for selfish purposes, abuse these rules. Remember, we have a contract and within this contract are laid out specific duties for each union man. We have agreed to this in return for certain wages and certain conditions.

In the event we do not hold up our end of these contracts, it means that it gives some of these phony shipowners the perfect excuse to try to chisel and not hold up their end of the contract.

None of the many conditions which we have in our contract, were gotten easily. The quickest way we can lose these conditions is for some freeloader or some fellow who refuses to accept the responsibility of being a union man to deliberately break and abuse these rules.

These points for the protection of our conditions should be discussed in shipboard meetings, and those Seafarers members who know the score regarding our contracts and conditions should explain to these younger members the necessity of realizing union responsibility the union way.

## C G Red Tape Delays Crewing

By JOHN MOGAN

BOSTON—It is not an exaggeration to start this opus by stating that this port has had one of its most busy weeks in a long time. Now we've reached the stage where we cannot get the ratings we need, although it is good to be able to say that no SIU ship has been held up for lack of men thus far. And even the entry ratings are hard to push through the Commissioners, since the new laminated cards came into effect.

They want a commitment for a vessel that is scheduled to sail immediately before they will consider the applicant; then when we furnish the commitment, the applicant is told he will have to wait a week for his card. I have an appointment with the Coast Guard Commander in charge of issuing papers for this morning, at which time I expect to find out what the score is.

### ON TIME

If any ship of ours, particularly one engaged in the transport of troops, should be hung up now it really would be embarrassing. Only last week one of the Agents in Boston, who handles both SIU and NMU contract vessels, called the hall to tell us that he had three NMU transports on the hook for three days past scheduled sailing owing to insufficient crew, whereas the ships he handles with SIU crews aboard have never been held up an hour through our failure to furnish men.

It was gratifying to us to be complimented in this fashion, particularly in view of the NMU propaganda line at the moment; namely, that after November 1 they are going to demand that all ships carry troops home. The propaganda backfires terribly when it can readily be proved that they are not even moving the ships now in the transport business.

The ships are really coming in here fast at the present time—not only a lot of SIU stuff, but also quite a few SUP vessels, enough to keep McCall, SUP Patrolman now working out of our office, busy all week and a little extra to keep him working on Sundays also. Then, too, we have a couple of ships in Portland

presently loading grain and potatoes for North Europe; it is necessary to go up there myself, as Portland has always been a headache insofar as pierhead jumps of freeloaders is concerned.

This time, when I got up there, I found a trip card bosun, formerly with the Navy, who had got the impression that he was an officer, because a bosun in the Navy, according to him, is allowed to throw his weight around. Well, his particular weight ended up on the dock, for the deck gang didn't like the idea of having to speak to Mr. Bosun in order to speak to Mr. Mate.

### FAST WORK

This week looms as even busier than last. Today, the day after Armistice Day (on which we worked up this way), we have three payoffs within one hour. Then, for the rest of the week, it appears that we'll have one or two arrivals each day. We got our first West Coast tanker Sun-

day, the first in quite a while. Practically every man got off, so we had to do some fast work on this one.

Times are going to be rather tough for a while, so far as getting men is concerned. If the pressure stays on for a while longer, the Christmas holidays will be upon us, and then it may well be impossible to get the men—chiefly because, since starting this report, I have been with the Coast Guard people and have been told that their facilities will permit of issuing papers in not less than one week's time. This is a helluva note, having to wait a week for men that we need for a sailing tomorrow. We'll have to get some action on this matter, or else we may see some SIU ships delayed. However, we are duly notifying the proper authorities of the Coast Guard delay, so that placing of the responsibility for any and all delays will be simple and definite. More of this in our next report.

## Equal Rights To All In SIU

By J. P. SHULER

The waterfront around the Port of New York has been busy, and it has been hard getting enough men to man our contracted ships and at the same time keep the Isthmian Offices flooded with applicants. Although manning the contracted ships comes first, it is of vital importance to the organization that the membership cooperates to the fullest extent in getting as many men aboard Isthmian ships now, so that we can get a big SIU vote when the election comes off in this company.

There have been a number of minor beefs on ships paying off the past week, but all were settled at the point of production. It seems that the environment in which some of the Electricians in this organization are traveling has allowed them to believe that they are entitled to better conditions than are the rest of the unlicensed personnel in the SIU.

It only happens in rare occasions, but it should be brought to the attention of Chief Electricians, who go high-pressure as soon as they are allowed to eat in the officer's saloon, that they are still members of the unlicensed personnel—that they are entitled to exactly the same benefits as is the Wiper, OS or Messman.

### Only Agreement

In Alcoa and Bull Line agreements, there is a clause that calls for extra service to Electricians such as having their bunks made up, etc. This should be discouraged as much as possible. In no other agreement do we have such a clause. The Electricians are entitled to the services of a Wiper for two hours a day the same as the rest of the crew.

They should remember that their gains for conditions and wages were gotten by the combined efforts of all members of the unlicensed personnel, and at no time should they think that they are entitled to more than any other member, lest they find themselves in the same category as officers who have to take any

kind of crap that the company puts out.

### Disagreements

On the troopers that are going over light and bringing back troops, there seems to be disagreements in the stewards dept. about the distribution of the work. We have had several Chefs complaining that, although they allow one set of cooks to work one day and lay off the next day, these cooks will not cooperate in doing the work they are supposed to.

On the way over, the Chef has his hands full in straightening his iceboxes, placing his stores, seeing that the butchering is done, etc. Therefore, he has no time to fry eggs or make coffee, and it is the duty of all of the cooks to see that this work is done without giving the Chef any trouble.

There also seems to be a dispute between the duties of the Chef and the Second Steward. The duties of the Second Steward are to see that all rooms and messrooms are well taken care of, that all the condiments are placed in the messrooms before serving and that everyone is served properly. It is also his duty to see that the passageways are taken care of, etc.

The Chef-Cook is in charge of all preparing of food, both in the galley and in the pantry. Both the Chef-Cook and the Second Steward are directly responsible to the Chief Steward for the way these respective duties are performed.

A lot of misunderstanding can easily be straightened out if the delegates are elected and meetings are called before the ship leaves port.

### It Won't Be Long

The Full Employment Bill is stalled in Congress by the conservative representatives. Despite appeals by liberal leaders, nothing is being done to move it out of committee. WPA, here I come.

## Dockers Will Arbitrate Beefs

(Continued from Page 1)

from \$1.25 to \$1.50 and a minimum guarantee of four hours daily work. Davis declared that he hoped for a decision before Dec. 1. It was agreed that there would be no strikes or lockouts until the arbitration had concluded.

Meanwhile the communists suffered another defeat in their attempt to take over the AFL longshoremen, when their injunction forbidding the ILA officials from negotiating with the employers was vacated by the Appellate Division of the Supreme Court.

The court action was resorted to by the commie-led group as a last try at capturing the ILA, after they had been routed by the united action of the SIU-SUP, working in conjunction with the majority of longshoremen who opposed the communist grab for power.



# The Log Gets A Bit Of Recreation



The fraternity of checker players must be the largest in the world, and truly international. Even the nosy newsman couldn't interrupt Paul Kita, Oiler (on the left), and John Pritz, AB, from their game.

*"The Recreation Room in the New York Hall is for all the members," they told us: "A place where a fellow can relax and take it easy, while waiting to ship."*

*Now, that's the kind of stuff we go for, but in a big way. So off we went to the 3rd floor at 51 Beaver Street, all dressed in our best relaxing clothes and wrapped in a very relaxed mood—as we always are.*



No matter where you go, you will always find the inevitable kibitzer. Here we have (left) Sven Jansson, AB, reading the Log while perched on the shoulder of M. J. Lucas, Ch. Steward. By throwing an occasional glance at H. Kohv, Bosun, who is reading "This Is The SIU," Brother Jansson was able to cover all fronts in his hitch-hike to knowledge.



Here's a lad who has a laudable curiosity. Maurice Parker, Oiler, takes a gander at one of the many attractive organizing posters that cover the New York Hall.

It is because of the response of the SIU membership to these appeals that the Seafarers has made such tremendous strides in organizing the unorganized. Have you done your share? DO go up to the 5th floor!



If anybody does, these men deserve a little relaxation. They comprise part of the day's election committee, and are taking a ten-minute break over a bottle of Coke.

But even though ostensibly taking it easy, Charles Doroba, Oiler (left to right), Paddy Hanson, AB, and Henry J. Herkinkeins, AB, are still discussing the voting. Oh, yes: HAVE YOU VOTED YET?



What a day! Even relaxing makes one feel tired. This weary pilgrim resting under the protecting arbor of the Log seems to have the right idea. It was a cross-word puzzle that wore him out, poor fellow.

We're kind of tired, too. What with playing darts, getting involved in a quiet game of pinochle, reading, writing and the very tiring, etc.—well, we're pooped.

Hey, feller! Move over!





# Calls Steward Key Department

By HERB KNOWLES

The SIU in a few more months, will have most of its ships back on peacetime runs. The job we have accomplished in the past is a record well to be proud of, but now there has been a challenge put to us by the Steamship Companies, referring to our ability to run in competition with foreign passenger ships in the stewards department.

This challenge I have accepted, without the least bit of doubt in my mind as to our ability against any country that will have ships in the passenger service. There are very few oldtimers left in the stewards department, but those that are left are the men with the know-how, and the determination to keep the SIU stewards department record on top.

They are men who know the pleasure of sailing in peacetime, in comparison with sailing for the last four years under military restrictions. These restrictions that we have been sailing under have taken all the pleasure and joy out of going to sea. There will be the difference of night

and day between sailing in the past and sailing in the future.

### PROUD NAME

There will be great opportunities for men who are willing to prepare themselves, and take advantage of knowledge that will make them good SIU men—men who know their jobs from A to Z, and are still willing to learn.

You don't only have a job to do in the SIU stewards department, you have a name well to be proud of and you can say that you are an SIU man with great pride and with a feeling that only a good SIU or SUP man knows.

Sailing on freighters and tankers will be different from what it was during the war. The passenger ship will offer the greatest opportunities, but only men who are willing to learn their job will get by on these vessels.

### KEY DEPARTMENT

The man with the willingness to learn to be a good Cook, Baker, Pantry Waiter or any other rating, for that matter is the man who will be respected and looked up-

on with pride by his shipmates, and everyone else.

Let me put you straight: In the past four years, it was proven that the stewards department is the key department aboard a vessel. When a vessel leaves port and is gone for months, it takes a good stewards department to keep that ship happy. On all the ships that have come into port with a lot of beefs and trouble on them, it was proven nine times out of ten that the stewards department was incompetent, and did not do its job well. It will take a good man to get ahead in the stewards department, and I don't think there is any man aboard a vessel who has more right to feel proud than a man in the stewards department who knows his job.

### JOB FOR ALL

There are deck and engine dept. men who stay aboard the vessels where there is a good stewards department even when it's a known fact that their officers aren't the best. This is only more proof of how important a stewards department is. Don't you think that is something to be proud of?

Let's make all our ships like these and they can be, if we just make up our mind to do it. This is going to be a job and a goal for every man in the SIU stewards department, not just 90% of us. Those of you who discredit our department, will have to go some place else—we don't want you.

**QUESTION: — What suggestion have you which, in your opinion, would improve the New York union hall?**

**OMAR L. AMES, AB—**

This hall is so much of an improvement over the old one at Number 2 Stone Street, that it's really hard to make any suggestions about improving it. All I can say is let us keep it this good. One suggestion that I have, is that we could use this hall as a standard, and get the other ports to clean up and run as efficiently as this even if they have to do it on a smaller scale. The members who use this hall should show their appreciation by seeing that the toilets are left cleaner, and should use the ash trays and waste baskets instead of the floor.



**ROBERT MORGAN, AB—**

We really have a nice setup in the New York hall now, but it should be kept cleaner. I suppose the members should be more careful about the way they throw butts and scrap around. I think that we should have more recreational equipment than at present. We have enough room to provide one or two pool tables, and there are many members who would appreciate them. I know that it's a little expensive, but we should be willing to pay for our pleasure. After all, it's only the original investment that costs so much, upkeep should be fairly cheap.



## Surplus Ships Disposal Bill New Gravy Train For Shipowners

U. S. shipowners are still riding the gravy train at taxpayers expense, as reports from Washington indicate that ship barons will benefit immensely from proposed government plans for the disposal of surplus ships to private interests. Uncle Sap is to foot the bill in his usual Santa Claus manner.

On the other hand, compare the realistic manner in which the British Government is approaching this problem. There the private ship interests pay full prices for value received, in direct contrast to the proposed American plan.

The present method by which John Bull is disposing of his surplus ships is to sell vessels at actual cost, less a 5 per cent annual depreciation cost from the completion date of ship's construction. Cash payment on postwar delivery is also required.

Proposed U. S. Government policy is to be on a very different basis. U. S. plans now under discussion call for surplus ship disposal to unsubsidized operators at prices as low as 35 per cent of 1944 construction cost, and as low as 40 per cent to the subsidized shipowner. In addition to these amazingly low prices, deferred payments at 3½ per cent annual interest spread over a twenty year period may be obtained.

Further comparison shows that the British Government-owned 11½ knot 14,677 ton (d.w.) tanker Empire Beresford sold for 280,000 pounds to British owners. A typical war-built 10,000 ton cargo steamer sold for 300,000 pounds, and "Empire" steamers went to France at 240,000 pounds.

U. S. Vice Admiral H. L. Vickery revealed that a 10,000 ton "Victory" ship would sell for around \$639,000 (128,000 pounds). Disposal price of 10,000 ton 15 knot "Victory" ship would be \$999,000 (198,000 pounds) to an unsubsidized private owner.

When these two sets of prices are compared, perhaps one can

see why the shipping interests so bitterly (and unsuccessfully) opposed the British Labor Party in their last election. And perhaps understand that the shipowners are part of this government.

### DOING THEIR SHARE



These men take their Union duties seriously. From left to right are G. Rosenberg, Joe Arras, J. Whitten and G. Nunez who comprised one of the daily balloting committees elected by the membership to supervise the elections in the Port of New York. They have done their part—have you? HAVE YOU VOTED YET?

**ANTHONY J. STANTON, FWT—**

The members should appreciate the improvements over our old hall by being more careful in keeping things clean, and in helping to preserve the equipment and facilities. We should also have an attendant on duty at all times in order to see that certain basic rules governing the use of the hall are observed, and to assist in keeping it clean. I also think that the gin mill on the first floor should be thoroughly investigated to determine whether it is a bona-fide union place, and to see that all employees are union members.



**ALBERT ROBERTSON, 2d Ck—**

Very few people know what a fine hall we have. In fact very few people know the kind of outfit we are. I think that we should publicize our activities through the radio and newspapers, and perhaps invite visitors to the hall for a conducted tour. I've come into contact with many people who don't know we are the most important seamen's union because of the publicity put out by other outfits. Bringing visitors to the hall and using the radio and newspapers for invitations would put us right on the map with the public.

## Halt Movement To Boneyards

WASHINGTON — Due to increasing cargo movements, the War Shipping Administration has halted its program for laying up ships, it was learned here.

Some of the vessels already placed in lay-up will be broken out to handle the new demands for shipping space, it was also learned.

### NEW DEVELOPMENTS

The tightening of shipping space was attributed to the following developments:

1. Expansion of the program for coal and other emergency shipments abroad.
2. Turn-arounds of troop carrying "blown up" Liberty and Victory ships without lifting cargo.
3. Opening of commercial ship-

ping in many areas.

4. Withdrawal of 55 Victory ships from overseas movements for allocation to the intercoastal service.

### ALMOST AT PEAK

The November allocations call for 550 ships, which represents an increase over tonnage requirements in recent months. In December the requirements are expected to total 600 ships, which number of vessels compares with the peak operation of 620 WSA ships.

Beginning Nov. 15, WSA vessels will resume shipments to Russia. These shipments were described as "pipelined" Lend-Lease, including steel rails and railroad equipment especially ordered for Russia. They will require 17 ships.





# SHIPS' MINUTES AND NEWS

## Crew Reports WSA Bungling On Thomas C. Powers

The Thomas C. Powers just came in to payoff after a thirteen month trip, reports that first engineer on this trip was really some baby.

"Your work, or your ability to do a job did not mean a thing; it all depended on whether the phony liked the way you parted your hair," reported Delegate



George McComb. This egotistical person was always sure to pick on the little guys, because he wanted to make sure that he did not get hurt.

That must have been the reason why he beat up on the second engineer (a small guy), to prove to the crew that he was tough.

"We told you this was some trip," McComb continues, "and our co-worker (the WSA) was really in there pitching with its efficient way of doing business when we needed a wiper at Manila."

"There is a replacement pool there," report continues, "and there were at least fifty bona fide seamen there, but the WSA sent us a guy who didn't even have seamen's papers. Leave it to WSA to put the cart before the horse!"

## Crew Commends Ingersoll Mate And Captain

Crew of the Robert G. Ingersoll compliment both Captain Chapman and Chief Mate McBried of this vessel after having been on the articles for more than four months, in a report to the Log from Tacloban, P. I.

They also report that they have very few hours of disputed overtime in the engine and stewards departments and none disputed at all on deck.

Their first peacetime meeting is planned for the homeward bound voyage, and the ship is expected to hit New Orleans about the third week in November.

Ship's delegates are Justin Wolff, Deck; Kenneth J. Klundt, Engine; and Druska Kozolia, Stewards.

## Talisman Crew Hold Businesslike Meeting

A businesslike shipboard meeting on the SS Talisman (Waterman) discloses that not only did the crew know how to handle their own problems but that they disposed of them in short order. (Time 1 hour and 10 minutes.)

Elected Chairman and Rec-Secretary, respectively, were Brothers W. McGeorge and H. L. Houghton and the meeting was called to order at 8:10 p.m.

McGeorge, who was also the deck delegate, recommended that all unlicensed personnel hold up the payoff until all overtime beefs were settled. He reported a great deal of overtime in dispute in his department.

Engine Delegate Jones reported that his department would also have a considerable amount of disputed overtime for settlement when they hit port. He concurred in the McGeorge recommendation.

Stewards Delegate Alvaro said his department was in the same

condition, and that the men should stick together at the payoff.

### TO PAY ASSESSMENTS

A motion was made and seconded that Knowlton, a trip carder for 14 months, should apply for a union book and pay up all assessments and dues. The motion carried.

A motion was made and seconded that Sliterman draw up a letter to Captain Schwaner (sending one copy to the union and one to the company) voicing the entire crew's gratitude for the fair treatment everyone received on the voyage. The motion carried.

Other motions included union books to be taken out by Earl T. Brown and Israel Soskind after paying up dues and assessments; stewards department to obtain clarification of each member's duties; obtain written clarification of ship's carpenter duties; removal from saloon of control unit for station selection on ship's radio and placing it in crew's messroom.

### NAMES IN LOG

Two other motions were carried. One called for posting in the Seafarers Log of names of any member who pays off before all beefs are settled. The other called for a union investigation of inexperienced ordinary seamen being shipped to the Alex G. Bell as deck maintenance.

Under good and welfare the meeting recommended some twenty items of needed repairs and improvements, such as: new living quarters for Junior Engineers; full size wind chutes for all foc'sles; keys for each member of the crew for foc'sles, showers and toilets; shades for



messroom and quarters' lights; clear scuppers in both pantries; subsistence money every 24 hours for new crew; ice cream; new chairs in mess room; re-finishing of woodwork and table racks; electric washing machine; fix portholes; clean ship for next crew; locks fixed on all lockers; new coffee pots; new ice cube trays; move water cooler; and overtime slips for each period.

Items number 7 and number 20 must have been the work of the shipboard humorist. No. 7 says "More turkey—less chicken." No. 20, "Tie up chief engineer in Snug Harbor."

Meeting adjourned at 9:20 p.m.

## MAKING FRIENDS



Aboard the SS Joseph Hewes, a Bull Line Liberty, members of the stewards department make friends with the GIs. Left to right, Vinny Valentino, an unidentified MP, Louis Cirgiano and Blackie Martini.

## George H. Dern Crew Termed "Credit To Union"

Members of the SIU aboard the SS George H. Dern on October 14, held a ship meeting to determine how many of the trip card men, aboard the Robin ship, should be given the privilege of membership in the Union.

The meeting, called to order by Delegate Frank Holland, named Brother Hudson as chairman, Frank Moran as master-at-arms and Harold Frick as recording-secretary.

The departments voted separately on the trip carders and two men in the deck (Rock and Werthmeyer), one in the engine (Meyers), and eight in the stewards dept., (Schuman, Hagan, Klahold, Pugacheski, Kendel, Bailey, Clueman, and De Vincent) were accepted as worthy for membership. The others, Anderson (deck); Boyd, Cozzi (engine); Skillian, Berkowitz and Green (stewards) were declared unworthy of membership in the Seafarers International Union.

### NOTIFY LOG

The vote against Green was unanimous, but the decision against Skillian and Berkowitz was made after considerable discussion and debate. The meeting considered that sufficient evidence had been presented against those not accepted to prove they would be poor union material.

A motion to instruct Frank Holland to write to the Log and notify the membership of the crew's action, was passed.

Under "New Business" the men discussed the improvements needed on the ship. Among the items mentioned were, a new and smaller ice-box in the crew's mess, fixing of the radio in the crew's quarters, and the need for 6 more percolators for general use aboard, new toilet bowl in deck dept, and some good soap instead of the variety of odd brands that have been used.

Names mentioned as having participated in the meeting, be-

sides Holland, Hudson and Frick, were: Carson, Jones and Stansburg.

When the Dern paid off in New York, the Boarding Patrolmen, Simmons and Haymond, had this to say about the crew. "It is a very good crew and a credit to the Union. They had the ship in fine shape with all trip card men educated during the trip. The delegates and crew are to be congratulated for their fine work as seamen and Union men."

Delegates were, Frank Holland (Ship delegate), Darrow Vick (deck), Floyd Smith (engine) and Forest Carson (steward). The ship hit Antwerp and Rotterdam during its month and a half trip. She left Baltimore Sept. 6.

## Aberdeen Victory Cadet Used To Cheat On Overtime

The Aberdeen Victory, according to Brother Leo Wallace, had a policy designed to reduce the work of the acting and junior engineers. They put a cadet below to do the repair work and painting in the engine room, their idea being to break him in so that he was available for overtime work.

Then, when some member of the crew could make a few hours overtime, they broke out the cadet and saved money. When the junior engineer took sick they had the cadet stand his watch, saving the company more dough.

"Cadets, who most times don't even make good wipers, are in the same grade as passengers or workaways as far as the agreement is concerned," writes Wallace, "and are as irresponsible as high school kids."

At the Frisco payoff of the Waterman scow, the Patrolmen did a neat job settling the few beefs that did exist, despite the complications created by the cadet's mis-activity.



# THE MEMBERSHIP SPEAKS



## MOVIES AND FREE BEER ABOARD THE J. WILLARD GIBBS

To the Editor:

Our engineers aboard the SS J. Willard Gibbs are the best officers I have ever sailed under. The chief engineer has arranged for movies every night, and for two cans of beer for each of the crew. We are the only ship in the harbor enjoying these privileges.

We invited some boys over from an Isthmian ship anchored near us, and the conditions aboard our ship certainly opened their eyes. They are especially interested in the way SIU men get along with their officers.

Some NMU men from other ships in the harbor came over for a visit, and asked a lot of questions regarding conditions aboard our ship. You sure can tell the difference between members of the two unions by their different behavior.

We must have been too good to those guys, because they started to take over our seats, and bum us for a beer. We gave them one of our two-can allotment. Not being satisfied with this, they started bringing their phony paper aboard. Then the beefs started.

As a result of this, the chief and captain objected to our having visitors aboard. Hope we can overcome this shortly, and have those Isthmian boys over again. At present we've been setting 55 days on the hook here in Samar, and we're not allowed ashore unless on business or sickness. Just like prison.

ROBERT B. KNABB

## HOOLIGAN NAVY FOULS UP MEN'S DAY OFF

The Log.

The hooligan navy is "on the ball." Realizing that their control over seamen is slipping away they are making every effort to get as many of them fouled up as possible. Here's an example of their last stand tactics.

They had promised a fire and boat inspection all week but they never showed up, giving as their excuse that there was no steam on deck.

On Saturday morning, however, the Inspector called the mate and told him that the inspection would be — yes you guessed it—at 1.30 p. m. In order to protect himself the Mate set sea watches, putting the watch below on "standby." Since this action was not in accordance with the Agreement, I instructed the men who were off watch to go ashore if they wished.

Sailing time was posted for 7 a. m. Sunday and I knew that many of the gang being local boys would want to leave with their wives and sweethearts tears upon their shoulders.

It so happens that I was shooting the breeze with the Mate when this phoney Inspector runs

up and says "Ring the alarm for the drill." The Mate told him that we still didn't have steam on deck.

The Inspector yelled "I don't give a damn whether we've got steam or not, we'll lower away and leave them (the lifeboats) set



in the water for a week if we have to. When I say we're going to have a drill, WE HAVE IT."

This got me hot under the collar—if these phonies had to have a drill whether they had steam or not, why didn't they have it during the week instead of waiting until the day we were supposed to be off.

The only answer is that they saw a chance of getting the men into hot water and took advantage of it. This land-loving fink (alias Inspector USCG) actually expected the entire deck gang to be aboard, not for a drill but for inspection, on a Saturday afternoon in port.

When we were not accounted for he went up and beefed to the old man. Fortunately we have a good skipper and he let the Inspector know the score in no uncertain terms. (By the way the old man has a full book in the SUP dated 1911 which he proudly exhibits everytime an occasion arises.)

I know that this is just one of many cases but we've got to show these guys that we're not going to stand for them. They are trying to get complete control of the maritime industry and they've got to be stopped.

Gerald L. Stinson

## EVERYONE LIKES SMITH VICTORY, EVEN STOWAWAYS

Editor. Log:

Just a little news from that floating mass of steel, the SS Smith Victory. This is voyage number two for the "Little Miss." Voyage number one was made from Savannah, Ga., to Antwerp, and back to Camp Shanks on the Hudson with 1500 happy GI's. We had a beautiful payoff on Oct. 15th, skillfully handled by J. P. Shuler and Joe Algina. A vote of thanks to those two staunch supporters of unionism.

On voyage number two, sailing from New York to Le Havre, we arrived on October 27th. A total of six hours shore leave was offered to all hands, but few accepted. We departed on the 28th, pulling into Beantown on November 5th. I might add that we had another nice payoff with all hands satisfied. This one was handled in typical Seafar-

ers fashion by Brothers Sweeney and Lapham.

A bit of excitement was had by all when two stowaways were found by Sonny Kirkland, our bosun, six days out of Le Havre. The two stows claimed to be Maquis. General opinion prevails that they could be PW's. We had plenty of them in Le Havre bringing aboard mail.

Anyone desiring a short run should look out for the Smith Victory (named after a women's college in Mass.). Things are very lively all the time. We have a daily paper printed by the Army with a circulation of 1500, and called the "Sea Breeze." The Army has placed a permanent staff of officers and men on here, and they really are a swell crew.

I might add that the skipper Paul Mahoney and his subordinates are a fine group of officers to sail with.

E. B. McAuley

## CONSTANTA SPUDS NO GOOD ON POP'S PASTRY

To the Editor:

There's a fine bunch of fellows on our ship, the SS Joseph S. Emery, and they're always up to something — some gag or prank. They threatened to bring me up on charges for what I do not know. Guess it wouldn't be too hard for them to prove their case.

I am still a full book member, and had a birthday recently while on the ship. The chief cook made me a fancy cake to top all fancy cakes, if you know what I mean. It had all kinds of



funny decorations on it like Constanta potatoes (which were no good), pots and pans and a big butcher knife, also the nickname, Pop.

It's things like that which really make life worth living. When you work with a good gang like this one. Well, that's one of the reasons why I like the SIU; the real friendly spirit among shipmates.

George M. Arnold

## WANTS STATUS OF WAGE BEEF ON LOU GEHRIG

Dear Editor.

I was on the Lou Gehrig (Eastern Steamship Lines) which payed off in Baltimore on October 26th after a Mediteranean run.

We had some disputed overtime for serving troops. I would

## Mate Of SS Gates Lauds SIU Crew

Seafarers Log:

I wish to express my thanks for the fine cooperation of each member of your Union which was on the trip from June 15, 1945, to September 20, 1945. Their work and character is beyond reproach.

For all this I can say thanks and hope that some day I have the honor and pleasure of sailing with these men again. I am going to list their names below.

L. L. Crone, Bosun; Percy Shields, AB; J. W. Balantine, Carpenter; M. Welch, AB; Fred Goodnight, AB; Charles Goodnight, AB; R. J. Shryocks, AB; Richy Cornelius, OS; Don Evans, AB; Jack Nuss, OS; Bernard Gabor, OS.

Again I say thanks and many happy voyages.

Herbert H. Amass

Editor's Note: The above letter was written by the chief mate of the SS John W. Gates who was formerly an NMU member.

like to know the status of the beef.

We struck for one day and there was to be a meeting held in New York as this was the second trip in a row that had this same dispute.

Although I'm in good standing (paid up ahead), I've decided to return to the University of Michigan to finish, but I intend to ship again and stay in the Union.

Howard C. Tucker

Editor's Note: You got it! See money due list on page 11.

## SICK MEMBER SEEKS UNION INFORMATION

To the Editor.

I would like very much to have you send the Log to my home address because I will be hospitalized here for awhile.

Could you give me some information pertaining to a retirement card? And is there any form of mustering out pay for seamen?

John Carleson

Editors Note:—A member who is in good standing may retire his book by presenting it at the Union hall where he will receive a retirement card. Brother Carleson can mail his in and the card will be sent to him. Seamen are not covered by mustering out pay legislation.

## CAPE ST. GEORGE CREW 100% IN NEW ORLEANS BEEF

The Editor:

We finally paid off the SS Cape St. George at New Orleans on Oct. 8th, after a 45 day run

from New York to Porto Rico and here.

While in PR the crew wanted to draw so I went topside and knocked on the old man's door. I told him (through the door) that the crew wanted a draw. His answer was "next time you rap on my door you had better hit the dock because I'll be coming at you with two 38s." From then on he was known only as "two gun."

We had plenty of beefs aboard, the main one being Oilers standing donkey watches in port. We were refused pay for work between 5 p.m. and 8 a.m. so we tied her up here for three days by refusing to payoff. The donkey watch beef has not been settled yet due to some other fouling up.

While the crew was paying hotel and meal bills ashore, waiting for this beef to be settled, the company called the Hall and told them that on the Cape Taro the Oilers had also stood donkey watches but without putting in for them.

The Port Agent (Higdon) really went to bat and got the other beefs squared away but the Cape Taro Oilers who didn't put in for the donkey watches fouled us up.

The crew stuck together 100% and backed up the delegates. They were Omar Ames (Deck), Vic Milazzo (Stewards) and myself (Engine). The Chief Steward was the only one I've ever sailed with who put out ice-cream three times a week. He is Joe Johnson and we are all hoping to sail with him again.

This was a good all round union crew.

Peter Salvo

## CHANNEL FEVER



David Chumbler is in the throes of channel fever as he looks over side of the SS Joseph Hewes. The Bull Line Liberty carried a general cargo to Port Said and was away from August to October.



# AROUND THE PORTS

## Baltimore Calling All Men

By W. CURLEY RENTZ

BALTIMORE — The picards here are spending most of their time chasing around trying to get ships manned. Almost everyone on the beach has been shanghaied, but still the board is full of jobs. Any man who wants to ship, in any rating, just drop in and we will guarantee to have him out within 24 hours after he hits port.

Paid off 9 ships here last week—three of them in one day. Had the SS Francis Lee and SS Venore with a lot of little beefs on them and the men are all standing by, and no ships are being paid off until all beefs are being settled.

Bull Line is now operating some coal colliers that are making this port. We are having some trouble getting them to put eight men in the stewards dept., but we

have the SS Freeport Simms in here now and, before she leaves, we will have the eight men aboard her. That should settle that beef.

Besides having so many jobs of our own to fill and no one to take them out, we have a number of Isthmian ships that would be possible to get men on, if we could get the men.

There are some new changes being made in the hall here. At last we are getting some nice shipping boards put up and the dispatching system will be second to none.

Voting has not been going so well, as there is no one here to vote and it's hard to even get a three man committee. There has been about 70 ballots cast up until this time.

## ILA Strike In Mobile Settled

By JAMES L. TUCKER

MOBILE—Shipping has slowed down, and at the time of this writing we are just waiting for the ILA to establish a picket line which will tie up the port of Mobile. The ILA has been negotiating for the last forty days, including a ten day extension granted by the ILA to the companies.

We had the Alcoa Cutter in with a clean payoff and had the Caligna Hills, a Los Angeles Tanker, in from an 11 month trip. Most of the men had only been on it for a couple of months, with only about three men on for the full time.

We are still looking for a new hall, with no great prospects in view at this time of getting one very soon.

Editor's Note:—Just as the Log was about to go to press, we re-

ceived the following telegram from Brother Tucker:

"The ILA in the Port of Mobile settled the strike Monday with gains of 15 cents per hour and straight time with a 44 hour week."

The Seafarers International Union has supported the AFL longshoremen in all the Atlantic and Gulf ports where they had wage and conditions disputes.

Now with the strike settled to the satisfaction of the ILA longshoremen, shipping should return to normal in Mobile.

## Savannah Takes A Breather

By ARTHUR THOMPSON

SAVANNAH—Only eight men men shipped this week. Six on the Vernon Hood, and one on the Francis O'Gara. These two ships were in transit. One man was sent to Charleston for the City of Alma. Two ships scheduled for Charleston were cancelled. We didn't have enough men to crew them up anyway, but we would have liked to see them come in down here. Business is dull again, and we hope only for a short time.

We didn't have enough for a quorum at our last meeting, but we did have enough for a balloting committee and managed to get votes cast.

I believe the SS Frederick Dau is due in about a week from now. Most of the crew is from Savannah and should drop down for a visit, at least, and then we may have another meeting. There are still no hospital cases here although I came near being sent to one myself. My face is swelled up the size of a watermelon but we managed to carry on.

## NO NEWS??

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

- PHILADELPHIA
- SAN JUAN
- GALVESTON
- TAMPA
- JACKSONVILLE



## Men Now In The Marine Hospitals

### STATEN ISLAND

- T. BRESCIO
- D. G. SLOAN
- E. G. WALKER
- G. SMITH
- W. SPENCER
- J. M. MARTINEZ
- R. POWELL
- G. SCHULZE
- L. R. KATES
- C. MIDDLETON
- H. J. CRONIN
- L. L. MOODY
- E. R. CROWELL
- L. LUZI
- W. E. SMITH
- MASON HALL
- E. F. GIBBS
- L. R. BORJA
- D. CARRILLO
- L. VEENSTRA
- W. B. MUIR
- M. JOHN
- L. LOFTIN

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### ELLIS ISLAND

- R. DICKSON
- LOUIS CERON
- JOHN LOPEZ
- D. McDONALD

\*\*\*

### NEPONSET

- E. VON TESMAR
- R. A. BLAKE
- BERTEL BRYDER
- J. F. CLARK
- PABLO CORTES
- E. V. FERRER

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### BALTIMORE HOSPITAL

- JOSEPH TAYLOR
- PATRICK POWELL
- W. J. WOLFE
- ROBERT BRISTOL
- WILLIAM REEVES
- IVER IVERSEN
- DAVID HERON
- EVAN FREMSTAD
- CARLTON GRAYSON
- ROLAND JEWER

## Asks End To Wartime Shackles

By LOUIS GOFFIN

While the war emergency is not over as yet, we merchant seamen feel that it is high time that we were freed of our wartime shackles, and reverted back to peacetime sailing conditions.

Prior to the war, we were governed by the Seamens Act, and our union contracts were under the supervision of the U. S. Dept. of Commerce. We feel that as free civilian seamen working at our trade, we should return to prewar conditions without the interference of a bunch of phony wartime agencies.

### OBJECTS TO ADMIRALS

We object to the continuance of these wartime shackles such as wearing uniforms, or being hounded by the Coast Guard.

Merchant ships have been sailing for years, and the seamen who sailed them wore working clothes such as dungarees and khakis. We also wore these same outfits when going ashore for various reasons.

Of course, when we hit the big towns we broke out suits, collars, and ties. Then we not only felt well dressed, but looked it as well. As far as we are concerned, we are going to dress the way we please, regardless of certain admirals and ship operators who would try to regiment us into regular military service with the object of breaking down our union conditions.

### UNITED ACTION WINS

In the past few weeks, the phony medical setup of WSA was defeated through united action on the part of membership and officials. With this same action, it won't be long before we eliminate other wartime measures.

The Coast Guard kangaroo courts, the remainder of the RMO fink halls, and medical centers in all ports must go. We have travelled a long hard road, but the biggest battle lies ahead. All good seamen are ready for the struggle, and with strong cooperation from all, we will emerge still a strong and militant union with the best membership on any waterfront.

## Sees The Ship Named For Him

PHILADELPHIA — The SIU Liberty Ship Francis J. O'Gara, named in honor of the former Inquirer sports writer who was reported dead in a torpedoing in the Indian Ocean, had a special visitor at her San Francisco berth recently. Less than 24 hours after he arrived in this country following his liberation from a Jap prison camp where he had been held for more than a year, Frank O'Gara strode up the gangplank and trod the decks of the vessel dedicated to his memory.

O'Gara, the one living American to have a ship named for him, told a fantastic story of his capture, imprisonment and return from the dead. He was one of three men taken aboard an enemy submarine which torpedoed the freighter Jean Nicolet in the Indian Ocean July 2, 1944.

## New Orleans Is Busy

By E. S. HIGDON

NEW ORLEANS—Things humming around this port and we have been kept busy settling beefs and paying off seven vessels:

Trinidad; Paid off okay, no beefs.

Anson Burlingame, Robin Line; Clean payoff.

Abraham Baldwin; few small beefs, cleared up and paid off okay.

Cape Faro, Waterman Line; Payoff clean, everything okay as usual.

John A. Donald; 6½ month trip, good, clean payoff.

Captain Knot, Waterman Line; No beefs, good payoff.

Jackson, Mississippi Shipping; Beef about deck fresh water supply, payoff okay.

Stone, Eastern SS Line; Linen and deck maintenance beef, payoff okay.

## SIU White Caps Go To Russia

The George Whitefield, Bull Line is going to Russia in style, and if there are any NMU crews around, they're going to be surprised as all get out. And if any NMU picards are there—but NMU picards haven't shipped in fifteen years.

However, when they get the next edition of the "Moscow Daily News" they're going to be mighty puzzled. Maybe the boys of the Whitefield will get their pictures taken—and there they will be, marching down the main stem all dolled up in their traditional white caps.

When the skipper found out they were going to the commies' promised land, he gave E. Di Pietro 20 bucks to buy white caps for himself and his crew.

"We'll do Russia in style," he

said. "We'll show them what free seamen are like. I'm in favor of spreading democracy."

And as for Brother Di Pietro—



"I feel like a missionary," he said, "bringing light to the heathens."



# Job Opportunity For WSA: Teaching Fish How To Swim

One would suppose that, if they had the sayso, the WSA would send Albert Einstein back to grade school to learn how to add one column of figures, or ground Pappy Boyington until he proved he could start a plane. That's just about the only sense one can make out of the WSA's Order 53 that calls for "competence cards" for stewards department personnel, most of whom have been shipping for years.

Take, for example, Thomas De Fazio—who certainly is not the exception among SIU stewards; there are many others among the Seafarers who have equally excellent records.

Although DeFazio has been chef aboard passenger liners and in the finest hotels and restaurants all over the world, and although he has prepared food for kings, queens and other notables, the WSA would have this man go back to school for retraining and to undergo tests as to his competence.

### QUALIFIED

The fact that DeFazio can show recognition of his culinary abilities on several continents and has cups, trophies, medals and hundreds of other citations for his prowess in the catering field will not qualify him as a cook for merchant seamen, if the WSA plan is instituted.

The SIU man's exhibition at the First Historical Culinary Gallery included cups and trophies awarded him at Rome (1920), N. Y. World's Fair (1939) and aboard ship (Italian Line 1939). A member of the AFL Hotel and Restaurant Workers Union as well as the Seafarers, DeFazio is highly honored in his profession. This is testified to by his acceptance into the Helvetia Association, membership in which is confined to only the most proficient in the culinary profession.

The WSA proposals for retraining cooks and bakers like DeFazio is more ably commented on by a seaman who, through long association with WSA trained cooks and bakers, is suffering from chronic gastritis and sourness of disposition.

### NO CARD

He says, "How can guys like DeFazio hope to compete with such experts when he doesn't carry a WSA competence card to prove his graduation from their chef's mecca? Surely the WSA won't allow us poor seamen to suffer an onslaught of this man's cooking after our stomachs have grown used to tripe and spaghetti

au jus Sheepshead Bay, or pan fried oxtail a la WSA.

"Look at his plain white cook's hat. Everyone knows it should be changed for a wreath of gold braid before he's qualified; besides he can't even give the WSA three-fingered salute and doesn't carry his cook book under his arm."

The WSA training for cooks and bakers has become infamous in the minds of the seamen. To attempt to continue this set-up into the postwar is considered another attempt to keep incompetents in soft bureaucratic jobs and aid the operators in maintaining a black-ball system against the merchant seamen.

If a man like DeFazio ever presented the WSA "trainers" and "examiners" with a prize winning patisserie they would probably flunk him to cover their own ignorance and incompetence.

The Log still insists that the WSA bureaucrats themselves take "competence tests"—it is the one sure-fire way of getting rid of the lot of them.

## BUT THAT AIN'T ENOUGH



These are some of the trophies that Brother Thomas De Fazio was awarded in recognition of his outstanding ability as a chef. The WSA, under its Order 53, would have him turn it in for a Competence Card—after he has passed a test, and proved that he can cook. The question is, how would the mail order cooks that run the WSA know a good cook when they see one?

## BUT CAN HE PASS A TEST?



This is a sample of what Brother De Fazio can do, when he lets himself go. With his skill, De Fazio can get a job on any ship—if the WSA will give him a Competence Card.

# AFL Opposes Compulsory Peacetime Military Training

By LEWIS G. HINES, AFL Legislative Representative

President Truman asked Congress recently to enact immediate legislation providing for one year's compulsory military training for all American young men.

If labor were convinced that such legislation is essential to the nation's defense, we would support it. But we are not so convinced. Therefore, the American Federation of Labor opposes any hasty action on this proposal. We would like to know, first of all, does America face any immediate threat of war? If so, from what source? If not, why do we need to compel our youth to give up a year of their lives to military training? Never before in its history has America resorted to universal conscription in time of peace. What is the urgency now?

The American people have been led to believe that the United Nations were determined to banish future wars by world organization to keep the peace. Are we

ready to admit that this effort is doomed to failure already? We have been assured that the power of Germany and Japan to make war is being totally destroyed. Is aggression then likely from any other nation? Now is the time to find out so that we can deal with it before we get caught by surprise.

One argument advanced by those who favor universal military training is that it would discourage any nation from making war on us. But European countries have had conscription for many, many years and it has not prevented wars.

Future wars will be fought according to new patterns. The atomic bomb, jet propulsion and other discoveries may make large armies a liability, instead of an asset. The national defense must be planned in terms of the future. We should have a large air force, a large Navy and the finest scientific research organization in the world. These can be adequately manned by voluntary enlistment if service in the national defense is made attractive enough.

America's greatest weapon is its capacity to outproduce any other nation in the world. Plans should be made now to convert our production facilities to war needs without delay if a war emergency develops in the future.

If this program is followed, America will remain invincible and safe from foreign aggression, without having to subject the nation's youth to the undemocratic experiment of compulsory, universal military training.

## N. Y. MEETINGS IN WEBSTER HALL

New York Branch meetings are held every other Wednesday evening, 7 P. M. at Webster Hall, 119 East 11th Street, between 3rd and 4th Avenues. To get there take the 3rd Ave., Elevated and get off at 9th St., or the East Side IRT Subway and get off at Astor Place.

No cards will be stamped after 7:30 P. M.

NEXT MEETING WILL BE ON NOV. 21.

# Murder Of Polish Seamen Gives Warning To Others

The majority of Polish seamen still refuse to go back to Poland. Many of them, who were considering their return to Poland, decided not to go back to Poland, after an incident occurred on board of the Polish vessel "Kowel" moored in London and preparing for a trip to Poland.

Wincenty Kawka, a young sailor, belonged to the few who trusted the assurances that freedom and democracy exist in Poland. He was so careless as to

express unfavorable opinions about communism and the Soviet system. He was quite qualified to do so, as he possessed firsthand experiences, having been deported in 1939 by the Soviet authorities from Eastern Poland where he lived, to Siberia.

Both his parents died there as a result of the conditions which were forced upon them. In 1941, after the signing of the Polish-Soviet treaty, he managed to leave

the army. Later, he became a member of the crew on one of the Polish merchant-ships. His confidence in freedom and democracy on ships controlled by the Warsaw regime cost him his life. After a short argument with his communist opponents, he was found killed, with three wounds in his body, floating in the Thames.

The British authorities are busy, trying to find the murderer.



# THE WEEK'S NEWS IN REVIEW



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

## SPORTS . . .

### SPORTLIGHT

By GRANTLAND

A sports enthusiast asks this one: "What man in football, player or coach, would you pick as the top of the long list in the way of influence upon his team and the game itself?" Oddly enough this is easy to answer. His brilliant career came to an end on March 31, 1931, over 14 years ago, when they picked his broken body out of a wrecked plane in the midwest. The name is Knute Rockne.

I know the lasting influence that such men as Yost, Zuppke, Haughton, Grange, Bierman, Little and many others have had. I know what these men, and others have meant to football. But I still say Rockne.

Starting as head coach back in 1917 when Notre Dame was well down the football list, Rockne in the next 14 years made Notre Dame the synonym for football greatness, from Los Angeles to New York and Baltimore—from Chicago to Atlanta. Facing a killing schedule of 10 games year after year, his winning record was a phenomenal thing.

But Rockne's winning record was only a small part of the job he did. Almost from the start he gave his squads the finest spirit, year after year, that I have seen. It wasn't so much a matter of gameness, which most football

players have. It was a matter of keenness, alertness, smartness, condition and love of the game. He gave his men a brand of sportsmanship that has never been questioned.

#### ON INSPIRATION

I have never seen a Notre Dame player under Rockne's reign who was not in superb physical condition, barring only those injured in play or practice. He had fine material as a rule, but a good part of this was due to the fact that many budding stars wanted to come to Notre Dame and play under the bald-headed Norwegian.

Strictly as a football coach on the technical side, it would be difficult to rank Rockne above such men as Pop Warner, Hurry-up Yost, Percy Haughton, Bernie Bierman and others who had exceptional coaching careers in their various primes.

Rockne was a fine coach, but hardly the greatest. It was the inspirational side, his complete control of the squad on and off the field, that took him to the front. The bark of his voice had a lift to it that caught and held attention.

I recall the night before an Army-Notre Dame game in New York. Army's scout for Notre Dame games filed this report to

the head coach. "Whatever you do, take the kickoff starting the third period, if you can. Don't let Notre Dame get the ball right after they have listened to Rockne between halves. I've found out what that means."

The advice was overlooked. Army kicked off to start the second half and a Notre Dame back on the first play thereafter ran 75



yards for a touchdown with practically every Army defender flat on the back of his neck from the blocking that followed.

#### KNEW HUMAN NATURE

I also recall this—when a big game was being played by Notre Dame in either New York or Chicago, visiting coaches sometimes numbering 10 or 12, immediately headed for Rockne's room. They all wanted to visit with Rock, who also had a keen sense of humor, a gift for repartee and what it takes to supply cheerful, friendly entertainment. Rock's personality was always an outstanding feature. He knew human nature, how to handle men, including his famous top sergeant, the redoubtable Hunk Anderson, who on occasions was about as easy to handle as a Bengal tiger or a Numidian lion. Something like 80 of his players left Notre Dame to coach at other colleges.

But it wasn't so much the Notre Dame shift or any other part of the Rockne system that such coaches as Frank Thomas, Harry Mehre, Elmer Layden, Buck Shaw, Jimmy Crowley, Harry Studreher, Rip Miller, and many others carried to their teams. It was more the Rockne contribution in the way of condition, spirit and smartness. I have seen many slightly dumb football teams. I never saw a dumb Notre Dame team that I can now recall.

It is for these and other reasons that I rank Rockne on top when it comes to his influence upon the game—not only when he was alive, but 14 years after his death.

#### BEST FOOTBALL SECTION

The football query most often asked by servicemen is this: "Which section of the country turns out the strongest football teams, taking a general average year after year?"

The only answer we could offer was that it is the Midwest. When you have a section year after year that can turn out such teams as Notre Dame, Michigan, Minnesota, Ohio State, Illinois, Wisconsin, Iowa, you have a mass of gridiron talent that is hard to beat.

## CURRENT EVENTS . . .

### AT HOME

President Truman was rebuffed in his efforts to retain for the Federal Government the United States Employment Service. The Senate Appropriations sub-committee voted to return the agency to control by the individual states. This was seen as a move to add political patronage to bolster the power of the state politicians . . . Britain's Labor Premier, Clement Attlee, was reported to have opposed Truman's proposals to outlaw the atom bomb because, regardless of international agreements to the contrary, any nation which decides on war will use all weapons available to it . . . Attlee spoke before a joint session of Congress to explain Britain's nationalization program. Some observers declare that U. S. financial interests will have to be appeased, or they will attempt to cripple Britain before the Labor Party can show success.

Former Secretary of State Cordell Hull was named for the Nobel Peace Prize of 1945, for his work in the founding of the United Nations Organization . . . Commerce Secretary Wallace and former Postmaster Jim Farley were united in advocating international agreements to avert economic warfare between nations . . . Wallace warned that unless the U. S. assists other nations in abandoning restrictive trade controls, a costly war may result between us, the British, and the USSR.

Arriving in Boston, en route from Europe to Washington where he will testify on the proposal to unify the armed forces, General Eisenhower was asked by newspaper photographers to kiss his wife. Quipped the General, "You take your pictures and I'll attend to my business."

More charges of interference with investigation of the Pearl Harbor disaster were heard as Republican Frank Keefe named Captain Alwin D. Kramer, now confined to the Bethesda Naval Hospital, as one person who has been "badgered and beset" in attempts to break down his testimony . . . Brig. Gen. Julius Ochs Adler, who is president and general manager of the New York Times, was rooting for military training for civilians in his speech before the Army and Navy Legion of Valor . . . Boeing Aircraft has announced a new "most versatile fighter in the world."

The battle over UNRRA rages in Washington, despite the fact that millions of anti-fascists in Europe, who could be saved by this agency, face death from cold and starvation. All of which seems of little concern to the well-fed and comfortable Washington lawmakers.

### INTERNATIONAL

Chief European Munitions Maker Gustav Krupp has been declared too ill to stand trial as a war criminal. U. S. Prosecutor Justice Jackson has proposed that his son stand trial instead. The British, arguing against any further delays, demand that the father be tried in absentia . . . King Farouk of Egypt stated his country is determined to force withdrawal of British troops from that country. Egypt was "neutral" when Britain had her back to the wall, with Rommel's troops threatening Suez and overrunning Egypt.

Efforts to end the undeclared civil war were more hopeful as the Democratic League of China won Nationalist and communist agreement to convene the Political Consultative Council . . . In Java, British warships and airplanes attacked Indonesian positions and Indian troops extended control to Northern Surabaya.

A fourteen year old Filipino boy upset a prosecution key point in the war crime trial of Jap General Tomoyuki Yamashita as he called damaging testimony against the General, a lie . . . Further denial of USSR Premier Stalin's "illness" came from Sochi, where he is said to be vacationing but not ill . . . Myoshio Shiga, Japanese communist leader, called Hirohito a war criminal who should stand trial for his part in the Pearl Harbor action . . . Yugoslavian voters are said to switching support from Marshal Tito. Instead of the 100% Tito vote, predictions are now for—95%.

New Zealand labor was seen as bidding for more control of that country's economy, as Labor Party President James Roberts declared it time for labor to implement "cooperative ownership" of industry . . . Belgium Socialist Premier Achille van Acher won a vote of confidence, ending a two day attempt by Royalists to oust his government . . . The French planned to deport some 1,200 "fascists" from Tunisia to Italy . . . Spain's Foreign Legion has swelled by induction of 40,000 Germans, who were chased into Franco's territory by the French Forces of the Interior during the freeing of France . . . Meanwhile, support of Franco's government continued from many sources in the democracies . . . Although the French are considered far from agreement on the formation of a new Cabinet, General DeGaulle's selection as head of the state was considered certain.

## SPORTSIDE WITH SHORTY

IN THE FOOTSTEPS OF MIDDLEWEIGHT GREATS NOW COMES ANOTHER KAYO ARTIST—WORTHY SUCCESSOR TO STAN KETCHEL AND MICKEY WALKER.



IN THEIR TWO FIGHTS FREDDIE COCHRANE, WELTER CHAMP, HAD ROCKY OUTPUNTED GOING INTO THE TENTH AND ROCKY KO'D HIM IN THE TENTH BOTH TIMES.

ROCKY'S POP FOUGHT AS A LIGHTWEIGHT 25 YEARS AGO AS 'JOE BOB'!





**SS Alcoa Pioneer**

(Paid off in Mobile)

L. B. Brown	\$ 1.00
T. J. Kurki	1.00
D. B. Fussell	1.00
I. P. Harrington	1.00
J. Hodo	1.00
R. H. Moore	1.00
W. Hickey	1.00
R. S. Buckley	2.00
F. Jeter	1.00
E. Teter	1.00
J. Hodo	1.00

Total .....\$12.00

**SS Cody Victory**

(Paid off in New York)

J. C. Turner	\$ 2.00
N. L. Gofford	2.00
L. R. Hendricks	2.00
James H. Laird	2.00
R. D. Thompson	2.00
R. S. Turman	1.00
B. Stalsworth	1.00
L. J. Lambelin	1.00
W. Patterson	1.00
H. M. Aldridge	1.00
LeRoy Eckhoff	2.00
J. Blackburn	1.00
H. Taylor	1.00
J. W. Cisky	2.00
R. L. Kerchner	2.00
J. L. Millner	2.00
P. H. Tansler	1.00
A. Tittler	1.00
C. O. Sigana	2.00
I. H. French	1.00
W. C. Scott	2.00
F. Schumack	2.00
F. Matco	1.00
E. Rhodes	2.00
R. A. McCoy	2.00
C. M. Wagenfer	2.00
G. Bush	2.00
W. A. Hall	2.00
D. B. Schaifler	1.00
N. Durham	2.00
Robert A. Lowry	2.00
A. Mortel	2.00
Leon Grangnord	2.00

Total .....\$54.00

**SS Herman Melville**

(Paid off in New York)

J. Gallaway	\$ 8.00
J. McCongley	2.00
R. Briggs	2.00
S. Diryackie	2.00
H. Dittmer	2.00
M. L. Piegrine	2.00
J. Hartman	2.00
C. F. Jones	2.00
J. J. McAtee	2.00
C. E. Mayo, Jr.	2.00
A. H. Gentile	1.00
R. T. Gilmour	2.00

**SIU HALLS**

NEW YORK	51 Beaver St. Hanover 2-2784
BOSTON	330 Atlantic Ave. Liberty 4057
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	6 North 6th St. Lombard 7651
NORFOLK	25 Commercial Pl. 4-1083
NEW ORLEANS	339 Chartres St. Canal 3336
SAVANNAH	220 East Bay St. 3-1728
MOBILE	7 St. Michael St. 2-1754
SAN JUAN, P. R.	45 Ponce de Leon San Juan 1885
GALVESTON	305 1/2 22nd St. 2-8043
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St.
SEATTLE	86 Seneca St.
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd.
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St.
CHICAGO	24 W. Superior Ave.
SO. CHICAGO	9137 So. Houston Ave.
CLEVELAND	1014 E. St. Clair St.
DETROIT	1038 Third St.
DULUTH	531 W. Michigan St.
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.
TAMPA	842 Zack St. M-1323
JACKSONVILLE	820 Main St. 5-1231



J. Schlereth	1.00
J. F. Tates	2.00
R. T. Prader	2.00
L. E. Bergman	2.00
C. McCarty	2.00
W. West	5.00

Total .....\$43.00

**DONATIONS TURNED INTO  
NEW YORK BRANCH**

L. Abelson	\$ 1.00
D. Johnson	1.00
G. Fritsch	1.00
H. Iliff	1.00
E. Bader	1.00
R. Osol	1.00
J. Groves	1.00
J. Fidalgo	1.00
H. Reivson	1.00
C. Bensinger	1.00
N. Atherton	1.00
A. Smyth	1.00
G. R. Sinclair	1.00
E. Padilla	1.00
W. Eisenberg	1.00
Dominick Ravoosa	1.00
D. E. Mills	1.00
R. Collins	1.00
W. Zettel	1.00
P. Finner	1.00
E. Browser	1.00
G. Van Tassell	1.00
R. Free	2.00
R. Stump	1.00
W. Lasek	1.00
L. Fayard	2.00
R. Bottomley	2.00
O. P. Smith	2.00
Antonio Schiavoni	1.00
J. J. Doyle	1.00
D. Shea	2.00
A. Goyke	2.00
Ralph A. Kott	1.00
W. J. Honel	1.00
A. Dorman	1.00
W. Kahl	1.00
J. Paine	1.00
H. Miller	1.00
V. Widder	1.00
C. T. Stephens	1.00
J. Suver	1.00
E. Esterline	1.00
W. Ulrich	1.00
J. Burgois	1.00
C. Kleeborg	1.00
R. Borchard	1.00
R. Black	1.00
W. Pieper	1.00
R. Irish	1.00
R. Satterfield	1.00
J. Van-Thoor	1.00
G. Mullen	1.00
N. Berger	1.00
A. Nordgren	1.00
R. Davidson	1.00
V. Mastrotta	1.00
G. Jesberger	1.00
D. Arscott	1.00
C. Lefeber	1.00
E. Tuma	1.00
A. Casola	1.00
W. Gallagher	1.00
R. Middleton	1.00
Corriere	2.00
E. Di Pietri	16.00
J. Baslar	2.00
R. Strandly	1.00
W. Specter	1.00
E. Stager	1.00

Total .....\$59.00

**SS Howser Eye**

(Paid off in New York)

Grad Perry	\$ 2.00
R. Merritt	2.00
W. Cahill	2.00
E. M. Flesher	2.00

Total .....\$ 8.00

**SS Cody Victory**

(Paid off in New York)

H. M. Scaalegaard	\$ 2.00
J. R. Beurgeois	2.00
E. Makila	2.00
E. T. Morais	2.00
E. B. Miller	2.00
L. Lucas	1.00

Total .....\$11.00

**SS B. Williams**

(Paid off in New York)

L. S. Merrill	\$ 2.00
J. S. Schwippel	2.00
W. Sweetner	2.00
J. Winderweedle	2.00

Total .....\$ 8.00

**SS Aiken Victory**

(Paid off in New York)

F. Ayala	\$ 2.00
Jack Jeffry	2.00
J. Gonzalez	2.00
F. Torres	2.00

Total .....\$ 8.00

**MONEY DUE**

**SS PEPPERALL**

The following men have over-time coming to them:

Delander, 9 hrs.; Maney, 6 hrs.; Greaves, 10 1/2 hrs.; Laas, 13 hrs.; Baurque, 11 1/2 hrs.; Jacobs, 7 hrs.; Taylor, 19 1/2 hrs.; Blanchette, 19 1/2 hrs.; Smith, 6 hrs.; Cathcart, 16 1/2 hrs.; Dempsey, 16 hrs.; Cobb, 4 hrs.; Mosher, 6 hrs.; Windham, 16 hrs.; Woodward, 17 hrs.; Kornfield, 16 hrs.; Plizynaki, 2 hrs.

Collect at Calmar SS Co. office.

\*\*\*

**SS BENJ. WILLIAMS**

The following men have money due:

Dougherty, 1 hr.; Santann, 1 hr.; Suna, 1 hr.; Teitgen, 1 hr.; Montaya, 3 hrs.; Williams, 3 hrs.; Jonas, 14 hrs.; Goldback, 10 hrs.; Slater, 4 hrs.; Eames, 14 hrs.; Graham, 8 hrs.; Ward, 29 1/2 hrs.

Collect at Calmar SS Co. office.

\*\*\*

**SS HAGERSTOWN VICTORY**

Paid off in New York, October 26th, 1945. All members of stewards department who had disputed overtime at the payoff, can collect money due them at Calmar Steamship Company office.

\*\*\*

**SS LOU GEHRIG**

The following men have over-for extra meals.

Jack Wright, Paul Curtis, H. Tucker, T. Arrago, D. Snyder, B. R. Williams.

\*\*\*

**SS PHILIP THOMAS**

The following men have extra meal money coming at 35c a meal. Francis E. McGillicuddy, Juan Lopez, Nicholas Harris, Albert Hogle, John McGinnis, John Rus-kewitz, Robert Marasco, Anthony Colangelo.

**SS Topa Topa**

Money is due the following men:

J. Remond, 3 hrs.; N. Edmon-son, 3 hrs.; J. Elliott, 3 hrs.; D. Marchant, 2 hrs.; W. Singleton, 2 hrs.; E. Wetzell, 2 hrs.; P. Dries-sen, 2 hrs.; A. Donohoe, 2 hrs.; J. Gressey, 2 hrs.; R. Odes, 2 hrs.; Skinner, 1 hr.; J. Flippo, 2 hrs.

Collect at Waterman Steamship Company Office.

\*\*\*

**SS WILLIAM PATTERSON**

These men, paid off in Boston, October 1, have money due:

Zac Lewisch, 56 hrs.; Pedro De La Cruz, 42 hrs.; Gabel Gab-ling, 42 hrs.; John Twyman, 28 hrs.; Daniel Alexander, 28 hrs.; Archibald Volkert, 28 hrs.; Lin-zie Ledbetter, 14 hrs.; Gustavo Folentino, 14 hrs.

Collect at Bull Line Office.

**SS Pepperell**

(Paid off in New York)

N. F. Dempsey	\$ 1.00
A. Swiderski	2.00
T. McConnell Stevens	2.00
T. R. Bourgue	2.00
P. Carthert	1.00
R. Woodward	2.00
F. J. Kornfiend	2.00
R. L. Windham	2.00
G. Griffin	2.00
F. J. Greavers	1.00
R. T. Smith	2.00
E. M. Himes	2.00

Total .....\$21.00

**SS Hart Crane**

(Paid off in New York)

J. Cisiecke	\$ 2.00
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Total .....\$ 2.00

**SS E. WHELOCK**

(Paid off in New York)

G. E. Arthur; J. Rwacuk, \$1.00; E. O. Rose, \$2.00; Felix Vito, \$1.00; A. J. Lowery, \$2.00; John Tuallo, \$1.00; J. N. Nelle, 2.00; M. Myerger, \$1.00; A. W. Longuet, \$1.00; R. D. Steele, \$1.00; C. Davis, \$1.00; W. A. Philip, 2.00; C. O. Gross, \$2.00; H. H. Cooper, \$1.00; D. W. Michael, \$2.00. Total \$22.00.

**SS KINGS WOSLEY**

(Paid off in New York)

C. E. Ramoz, \$2.00; C. Canieve, \$2.00; G. Hudson, \$2.00. Total \$6.00.

**SS AIKEN VICTORY**

(Paid off in New York)

R. E. Roberts for the crew, \$13.00.

**SS KING WOOSLEY**

(Paid off in New York)

H. B. Goodman, \$4.00; L. S. Thomas, \$4.00; W. H. Lowe, \$4.00. Total \$12.00.

TOTAL .....\$271.00

**PERSONALS**

**DEAN EDMUND HORMEL**

Please contact Attorney Richard M. Canton, 5 Chambers St., N. Y. C. regarding your case against the Calmar Line.

\*\*\*

**JOSEPH BUCKLEY**

Contact H. C. Roch, Jr., in New York, or write c/o Charles Sandwall, Apt. 2J, 555 W. 156th St., New York, N. Y.

**—Unclaimed Wages—  
Eastern Steamship Lines, Inc.**

**SS JOHN HENRY**

Voyage No. 1

(Laid off at Baltimore)

F. Keaveny	\$15.10
M. L. Wyser	3.33
L. A. Halbrook	6.27

**SS LOU GEHRIG**

Voyage No. 1

(Laid off about 4/16/43 in N. Y.)  
Thaddeas J. Niedzielak .....\$117.50  
George A. Jones ..... 10.00

**SS JOHN DAVENPORT**

Voyage No. 1

(Laid off about 5/5/43 in N. Y.)  
Harold Scibbe .....\$136.10  
James Reid ..... 117.50  
Albert Lindsay ..... 117.50

Chester Gautreau	6.72
Eugene Dakin	8.37
Joseph E. Trudeau	6.65
Michael Galicchio	7.17
Herbert W. Haas	4.82
Arthur W. Mansfield	17.96
Arthur M. Leonard	22.64
Joseph Saunders	9.98

John Byrne	9.43
James Doughty	9.23
Walter Ribbentrop	4.82
Joseph N. Kenney	19.99
Lewis O. Brothers	23.00
Stanley R. Greenridge	9.68
Joseph M. Gentry	12.90
Roy D. Brothers	14.64
William Robinson	19.74
Percy Piggott	16.01
Philip Heon	.95

**SS JAMES G. BLAINE**

(Voyage No. 1)

Thomas McConbray .....\$ 1.80

**SS JOSIAH BARTLETT**

(Voyage No. 1)

W. Sheffield	\$81.24
W. Hitman	9.90
E. R. Cotreau	11.80
K. Karlson	2.53
R. E. Sylvester	2.53
J. West	2.53
A. Marshall	2.53
J. F. Hall	2.53



## ALL IN FAVOR



This is the way it is done in a democratic organization. These are SIU members voting for a balloting committee, one of which is elected daily from the floor to supervise the day's voting for Union officers. Incidentally, HAVE YOU VOTED YET?

## Profits Rose Four Times As Much As Workers' Wages During War

WASHINGTON — It will take a substantial wage increase all around to give American workers their rightful share of the income gains achieved by the United States during the war. Facts to support this contention are marshalled in the November issue of the AFL Monthly Survey.

During the years from 1939 to 1945, the AFL publication reports, "Corporation profit rose four times as much as the average worker's income, and corporation earnings on net worth rose more than three times as much. (All these increases are before taxes. All groups are subject to heavy taxation.)"

"We ask," the AFL statement goes on, "that the scores be evened up and that our income be increased in proportion to our increasing productivity which was never compensated. During the war, workers' increased productivity resulted in an increase in corporation profits before taxes from \$5,460 million in 1939 to \$24,900 million in 1944, but our wage rates were frozen and we did not share proportionately in this increase."

Today our average yearly income is cut back from \$2,300 in 1944 to \$1,900. At today's prices it costs \$2,800 a year to support a family of four at a health and efficiency level of living. Of the 20 major groups of manufacturing industries, not one pays an average wage high enough to support a family at this level, and in eight industry groups, the average wage is not even enough to provide a family of four with a bare subsistence living standard.

"An income of \$1,900 at today's high prices places us below the living standard we had at the time of Pearl Harbor. Meanwhile industry's profits as a whole are well maintained this year, and forecasts for 1946 show that if reconversion proceeds as expected, American companies will earn substantial profits next year. And with the excess profits tax lifted, corporation profits after taxes are expected to be higher than at any other time in history . . ."

"There is only one way forward. That is for management and labor to lay the facts on the table in collective bargaining and agree immediately on the largest wage increase the company concerned can pay. To increase wage

rates in accord with increased productivity is not inflationary for the volume of output is raised. This is the only way industry can restore balance and create a demand for goods large enough to assure expanding production and steady profits."

## SIU Way Sells NMU Crew Unionism

NEW ORLEANS — From this port comes the not so unusual story of how three militant SIU seamen, though not intending to when they joined the ship, taught an NMU crew a lesson in unionism, and let six NMU full book-members convince themselves that the Seafarers was a better union by comparing the respective contracts.

Brother Albert Colditz and two other SIU men boarded the SS Hannibal Hamlin in the Philippines. During the voyage were ordered by the Steward to soogie the overheads and messhalls off hours and without overtime. This they refused to do, claiming that SIU ships always paid overtime for such work. Hearing this, the NMU crew members asked to see an SIU agreement and, after reading it, they plainly saw where Seafarers paid more overtime and demanded better conditions than ships covered by their agreements.

### NMU SELLS OUT MEMBERS

Upon arrival at New Orleans, the ship's delegate immediately called the NMU patrolman but he did not arrive until time for the payoff four days later. The patrolman was told that three SIU men were trying to organize the crew. He called Colditz over and asked if he was an SIU man. "Yes," replied Brother Colditz, "I certainly am!"

According to the articles they had signed, the crew was entitled to transportation from New Orleans to New York, but the NMU patrolman denied this. Colditz contacted the New Orleans SIU hall immediately he went ashore, and had Patrolman Warren talk to two NMU men, Albert Winnick and William Holloway. After discussing their beefs fully, Warren called Lykes Brothers and the Commissioner, telling them that the transportation had to be paid.

The NMU patrolman had told

## Still Plenty Of Work To Be Done, Says Volunteer SIU Organizer

Among the many young and militant SIU members who are sailing Isthmian ships as volunteer organizers is John Arabacz who has just completed a trip on the SS Marine Fox.

The ship, largest of the Isthmian fleet, carries a crew of more than a hundred men, and Johnny reports that a large number of them have signed SIU pledge cards.

He points out, however, "There is lots of work to be done in the Isthmian fleet. The number of disgruntled NMU men alone is enough to cause a problem for an organizer. They are so dissatisfied with their outfit, that their talk against it is hurting the chances of organizing the men into any union."

"While it's true that most Isthmian men like the Seafarers, these guys are spreading poison; which means there's still a big job to be done in carrying the story of real unionism, as represented by the SIU, to all the Isthmian seamen."

Although Johnny Arabacz has



Volunteer organizer Johnny Arabacz of the Marine Fox writes his report on Isthmian progress for the Log.

found this condition to exist among some of the crews, there can be no doubt that the Isthmian men are continuing their ever-growing acceptance of the SIU as an organization that will get

them better conditions, better wages and real union representation.

This means that SIU men are making the organizing drive their personal concern and are talking SIU wherever they go.

What about you? Are you carrying your share of the load?

## This Isthmian Man Didn't Need, And Didn't Get, High Pressure

By HENRY PIEKUTOWSKI

I came aboard one of our ships and found a new shipmate deciding whether to stay aboard this old rusty Hog Islander. Well, he finally stayed and, as it is with new and old shipmates, we soon knew this or that about each other. He said he had sailed Army Transports and a few Isthmian ships, and he had a trip card now in the SIU.

Well, time went by, weeks and months, in our trip and James Prendergast lived with SIU men and in union conditions. Nobody jumped on his back at any time, screaming unionism, bending his ears with threats or promises. He didn't need any of that. He lived in it. He received the various benefits. He heard and saw us speak and settle our beefs—and watched our overtime go down in the right manner.

Now and then, he asked what

the Customs to drop the entire matter.

### SIX MEN JOIN SIU

As a result of the many beefs and poor conditions aboard this ship plus the NMU attempted sellout, six men refused to pay any more money to that phony outfit, and joined the SIU. They had compared contracts and conditions aboard Seafarers' ships with their own, and decided to turn in their old books and join a real union such as the SIU.

Brother Colditz and the other Seafarers who organized these formerly misguided men into the SIU deserve a big hand and congratulations for the splendid way they took control of an unhealthy situation and settled it satisfactorily. With men like these brothers, the SIU can't lose!

it would cost him to join when he came back—which shows that of his own mind he was convinced he should join, and not sneak away from the payoff to sail Army Transports, and in this way save a lot of money.

No threats, no promises—here was a guy who went through months of union conditions, union beefs, union men—and joined up at the payoff trustfully and quietly. During the trip he beefed like we all did—about the chow, about the roaches, about this or that bit of overtime. He and the rest of us made a lot of overtime, and we collected everything. Our eyes were always open and, if words were necessary, we had them ready.

What were the good things he saw in this crew? Well, first, he saw them always ready, always beefing, confident, cooperating and honest. And he also saw the force that made all this so strong and busy—the SIU in the back ground, waiting in the ports for beefs to settle with the chiseling companies, ready to protect all union brothers from overbearing officers, loggings, etc.

Yes sir, with the union, you're safe from plenty of bad things, but you have to live the experiment yourself if you don't believe there are such things for you.

Being a union man means more money in your pocket, the best working and living conditions, and security.

Isthmian Men: Vote for the SIU, and sail SIU.



SIU Member Albert Colditz

the crew that transportation, including subsistence, was \$55.00, when in reality it was actually \$64.02 without subsistence. SIU member Colditz called the NMU patrolman in front of the ship's delegate and part of the crew, and told him to his face that he was selling his members out, and proved where the Los Angeles Tankers had paid \$107.02 transportation and subsistence from Gulf to Coast port.

### COOK SWIPES SOUVENIRS

When the ship first docked at New Orleans, the Customs came aboard and took all contraband and extra cigarettes, placing them under government seal. That night, the Chief Cook broke the lock and seal, taking everything including the crew's souvenirs, and put them in his own locker. The skipper, Capt. Butts, notified the Customs, and they opened the locker, placing two men aboard the ship and not allowing the Chief Cook off the ship. However, the NMU men refused to press the charges, and asked