

SEAFARERS' LOG



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

Vol. VII.

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No. 40

JUST ONE CONDITION



SIU Demands Protection For Seamen In Ship Sale

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.

Please note that the Branch meetings are on alternate Wednesdays. Some members believing that meetings are on the 1st and 3rd, or 2nd and 4th Wednesdays, have been missing them, and so losing their standing on the rotary list.

THE NEXT MEETING IS ON WEDNESDAY, OCTOBER 10th.

Driving to protect and better the wages and working and living conditions of the American seamen, coastwise meetings of the Seafarers International Union passed a resolution last week demanding changes in the Ship Sales Bill (H. R. 1425), now going before the Senate. The resolution was formulated by

Harry Lundeberg, SIU President, has already been passed by the Sailors Union of the Pacific on a coastwise scale.

The measure calls on Congress to provide against American-built ships sold to foreign operators from being used to compete with American-operated bottoms as a method of cutting U. S. seamen's wages and standards.

The resolution urges Congress to make it mandatory for foreign operators "to pay the prevailing American wages for seamen while in direct competition with American flag ships," if such ships are those built by American taxpayers' money and sold to foreign operators or foreign countries.

Citing the fact that American seamen are now receiving a basic wage of \$145 per month for the rating of Able Seaman, the resolution points out that many of the foreign seamen earn as little as \$60 per month in American money for the same type work, and that low-paid seamen are a

threat to American wages and standards.

History after the last war shows that many of the American operators used the excuse of foreign competition to lay up millions of tons of American ships—the foreign ships were manned by low-paid crews and competition was cut-throat. Once the ships were laid up, the American operators slashed wages to almost nothing.

Lively discussion centered around the issue of sale of such war surplus tonnage to foreign operators. Some members held that ships built with American taxpayers' money should be laid up and held in reserve to make a strong American Merchant Marine a real fact. The resolution also points out that both Congress and the American people have signified from time to time that they are ready to back a program for a strong American Merchant Marine.

Spokesmen for the resolution declared that it should have the support of all the members, since it would aid in protecting U. S. seamen's standards and wages, and called on the members to demand that the resolution's terms be put into the "Ship Sales Bill" At the New York meeting John Wunderlich, Jr., a former Norwegian Seamen's Union member — now on Isthmian ships — told of the conditions under which he sailed on Norwegian

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Job Action And Union Meeting Convince One More Isthmian Crew To Go SIU

Successful job action patterned after SIU policy and a visit and participation in an SIU membership meeting convinced the crew of the SS Steel Inventor of the Isthmian Line that the SIU way was the way for them.

Although the NMU had claimed the crew as 100% on their side, the shipboard improvement that the Seafarers' way was able to get for them and the demonstration of Seafarers democracy showed the Isthmian men where their best interests lay.

At the ship's meeting the crew members elected delegates on all departments, naming John Wunderlich, Jr. (AB), Felix Tralla (Oiler), and Julian Mineses (2nd Cook), for their respective departments.

The SIU program was outlined for unorganized ships and the crew members received it with enthusiasm. This was compared with the NMU's lack of any concrete program for action.

A petition stating the crew's demands was signed by most of the crew.

The petition demanded that danger from falling overheads in

(Continued on Page 5)

TO BE SURE THEY KNOW



To make absolutely certain that they knew the procedures used in nominations and the qualifications for office under SIU By-Laws, every member present at the last meeting of the New York Branch was given copies of the Union's Constitution.

British War Loss, 30,000 Seamen

LONDON—Admiral Sir Charles Kennedy-Purvis, deputy first sea lord, disclosed here that the British Merchant Navy lost more than 30,000 men killed during the war but, he added, "cold figures do not interpret the full qualities of human endeavor, sacrifice and suffering."

"We started the war with between 21,000,00 and 22,000,000 tons of shipping," he said. "Twelve million tons were sunk and we built 5,000,000 tons in spite of the overwhelming demands on manpower and work under blackout and bombardment."

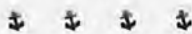
SEAFARERS LOG

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You And Your Union

The coming year, the first in the postwar period, may be one of the most crucial in the existence of labor. The unemployment attendant upon reconversion, and the "maintenance of profit" boys who are losing no time in wage-cutting, have already brought about a series of strikes that seek to maintain the workers' inadequate take-home pay.

Although not immediately faced with the severe cut-backs that now plague shoreside labor, maritime this year will have more than its share of problems and difficulties that will have to be resolved.

It is this that makes the coming election of officers for the Atlantic and Gulf District so important. The men chosen to lead the SIU in 1946 face important tasks—new and better contracts, and the organization of unorganized seamen, to mention but two—that will in a large way determine the future of the Union.

It is important, therefore, that these officers be the best that the SIU has in its ranks, that they be men who have demonstrated to their shipmates that they are best qualified to lead the Union. It is important that they be men chosen from the largest possible field of candidates, so that the membership can judge who can best serve their interests.

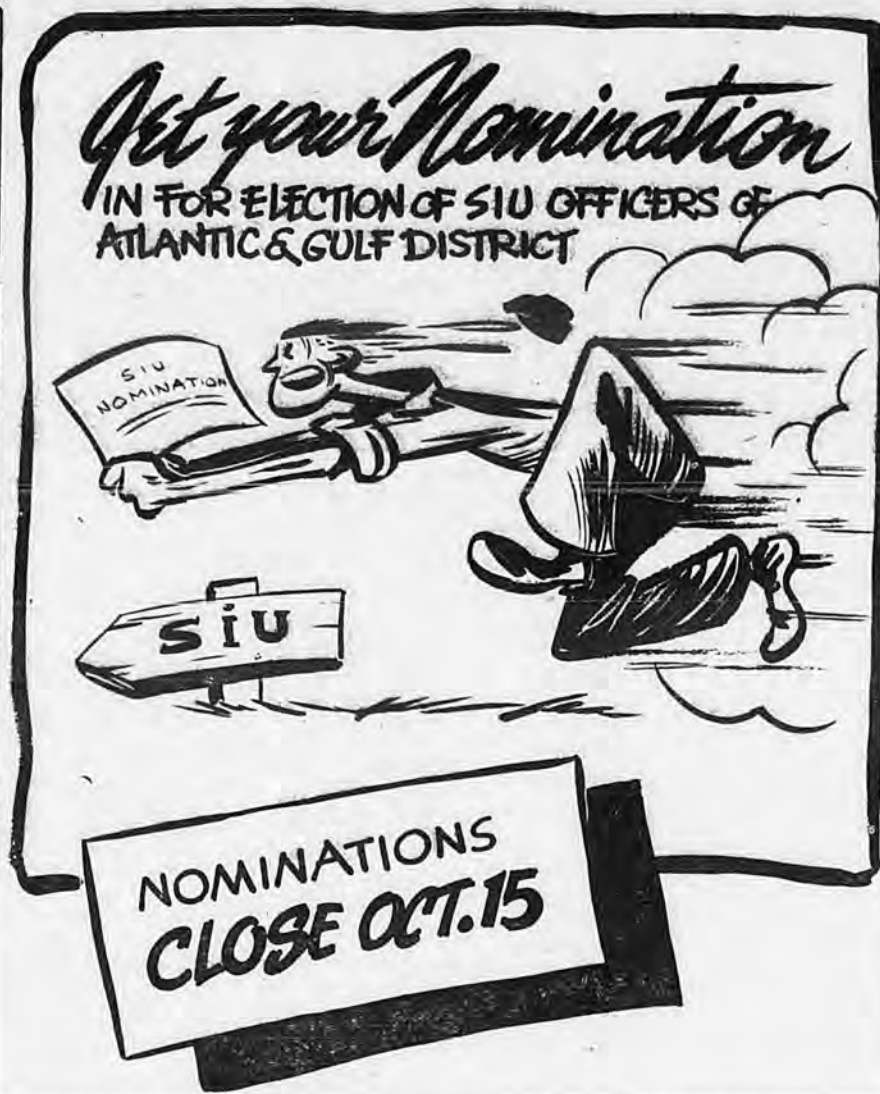
Hundreds have already been nominated for the various positions open (a list of which appears in the adjoining column) and, ideally, many more hundreds should be nominated. In the democratic set-up of the SIU, anyone who meets the minimum qualifications can be nominated, or can nominate himself for office.

The qualifications for candidates are provided in the SIU Constitution and By-Laws. They are fairly simple and most members can meet them: Any member can run for office providing (a) he is a U. S. citizen and a full member in good standing for two years immediately prior to nomination; (b) he has three years of sea-service in any of three departments, if a candidate for Joint Patrolman or Agent, or three years of sea-service in a particular department if a candidate for Patrolman for that department; (c) he has not misconducted himself while previously employed as an officer of the Union; and (d) he is an active full book member and can show four months discharges for the current year, unless he has been an official or other office holder during the current year.

Any member who meets these qualifications can nominate himself by writing to the Secretary-Treasurer, naming the office he seeks and submitting proof of his eligibility not later than October 15, after which nominations will be closed. The Nominations Committee will then rule on his eligibility.

In a rank and file union such as ours, nominating and voting are not merely privileges a member enjoys, but become important obligations and responsibilities.

No member can claim the title "union man" unless he accepts this responsibility and fulfills his obligations, not only to himself but to the other members.



FORE 'n AFT

By BUNKER

Whenever seamen get together over their mugs of beer the talk eventually drifts around to Charley Brown's, the Black Cat, and other sailor hangouts in the ports of the seven seas.

To bring back some fond memories we'll list a few of the places that have been favorites with SIU men for many years. Some of the oldtimers can probably recall most of these joints with the fond recollections: "I've been there."

A favorite before the war was Jack Dempsey's in Antwerp. The Manassa Mauler had no connection with this joint, but the gal who ran it had made her money in Port Arthur off the seamen before she went back to the old country, and she could maul any patron who took privileges.

Le Havre had the Crystal, the Black Cat, and the famous "21." In this latter place the girls wore very little, but in the Black Cat they never wore much more than a smile.

Seamen who ran to Liverpool will remember the fish and chips house run by "Ma" Gleason. The Scandinavian Club in Bremen had good beer and most always a good fight, for it was favored by squareheads who enjoyed bashing in heads after the third or fourth drink.

In London, of course, it was Charley Brown's and the Mongoose. New Orleans offered half a dozen bars in every block but Arty Simons, The Snug Harbor, and the Marine Bar always had plenty of play.

Waterman stiffs piloted many a schooner over the bar at Mobile's Neptune Bar and the Rainbow. Tampa's Anchor Bar offered more fights at one time than Madison Square Garden; and Paul's Drydock joint was a favorite, too.

Remember "Ma" Booths in Panama City, "Ma" Cucarilli's in Gulfport, and the Liberty Street joints in Pensacola? All over the world there seemed to be plenty of "Mas" who didn't have too many of the motherly virtues and were always willing to take the sailor's money.

Among the Caribbean ports you couldn't beat Port-Au-Prince, where the wildest joint in the islands ran full blast only a hefty beer bottle's throw from the Palace. Trujillo had its attractions, too, but most famous of all was the Marine Square Bar in Port-of-Spain, where the favorite indoor sport was throwing seamen out of the second story window.

In Havana the P & O, the Two Brothers, and La Parinas. Ponci, of course, boasted the Kofresi, strictly an SIU hangout, and Neuvistas swore by (or at) The Glory Hole, where girls cost less than a rum and coke.

And someday, when a monument is raised to immortalize those places where SIU men have spent their hard-earned dough and loved their women, the most prominent name of all will be the Pennsylvania Bar at San Juan, home of the SIU's own Bull Line Marie, sweetheart of all the island stiffs—comely Marie who knew more galley boys, wipers, oilers, skippers and chiefs than any other gal between Ponci and the Bronx.

Offices Open In This Election

In accordance with a resolution passed concurrently by all branches of the Atlantic and Gulf District, the following elective offices will be filled in the forthcoming elections, nominations for which close October 15th:

For the entire district:—1 Secretary-Treasurer; 1 Assistant Secretary-Treasurer.

New York:—1 Agent; 2 each, Deck, Steward and Engine Patrolmen.

Boston:—1 Agent; 1 Joint Patrolman.

Philadelphia:—1 Agent.

Baltimore:—1 Agent; 1 each, Deck, Steward and Engine Patrolmen.

Norfolk:—1 Agent; 2 Joint Patrolmen.

Savannah:—1 Agent.

Galveston:—1 Agent.

Jacksonville:—1 Agent.

Mobile:—1 Agent; 1 Joint Patrolman.

Tampa:—1 Agent.

New Orleans:—1 Agent; 1 each, Deck, Steward and Deck Patrolmen.

San Francisco:—1 Agent.

San Juan:—1 Agent.

LABOR SPOTLIGHT

Disclosures that it had won the support of Gerald L. K. Smith, and other union-busters were credited with bringing about the collapse of ex-Senator Robert R. Reynolds' Nationalist Party.

Although it was actually only an organization on paper Reynolds had hoped to have a presidential candidate ready for 1948.



The belief is widespread that settlement of the oilworkers' strike will break the "Little Steel" formula and set a pattern for wage demands by other unions.

The oilworkers are demanding a 30% increase, the companies countering with a 15% offer. The government is expected to seize the refineries affected by the strike if the pressure is felt by the military. 35,000 workers are involved, with the union threatening to call out 250,000 unless an agreement is reached. Also demanded by the union is an industry-wide agreement.



The strike of 15,000 Building Service (AFL) elevator operators in some 2,000 New York City

buildings ended in a truce on Monday when Governor Dewey demanded that both parties submit to arbitration.

The strike tied up the large garment industry when garment workers, AFL and CIO, refused to cross picket lines. The realty owners are being accused of "a sneak attack to enforce collapse of rent control" in their actions on the elevator operators' wage demands.



Autoworkers are demanding a 30% wage increase, and a half million strike vote ballots will be taken during November to determine the union's course of action. The WLB is a dead horse as far as the union is concerned and all cases have been withdrawn from it.

The Studebaker Corporation, in agreeing to a 12c an hour increase, accepted the stipulation that further increases would be demanded when the other auto workers get their wage increases if the Studebaker rate is then lower.

CLEARING THE DECK

By PAUL HALL

Nominations for officials in the Atlantic and Gulf District of the Seafarers International Union of North America are now open and nominations are heavy. It looks as though there will be more nominees appearing on the ballot than ever before. This is damn good as there is no question but that with all positions opposed on the ballot, it will give the rank and file of the membership of this union a much better chance to select their officials for the coming year.

At the last meeting in New York, constitutions were handed out as the members came into the hall so that all hands could thoroughly understand our nominating procedure. As a result hundreds of men were nominated for the various offices of this union. Let us see more of the younger members of this union on the ballot than before.

This, of course, does not mean that the oldtimers should not run because it takes both the oldtimers and the young, vigorous members to produce a winning team. With the energy of the younger fellows, plus the waterfront experience of the old timers, the Seafarers can move along at a good, fast pace in this industry, to guarantee for seamen a good future. So, to all you boys up and down the line on both coasts who can qualify for office, it is your duty, if you think that you can make a representative of this union, to throw in your credentials for whatever office you feel best-fitted to handle. Let's make it a wide, open race this year.

POPULAR SLOGAN

It is gratifying what response the Seafarers' resolution calling for the closing of the fink halls has brought. This thing is one of the main points of discussion now at practically all shipboard meetings, and you can hear conversations on the necessity of closing the RMO fink halls at the union hall in New York most any time you walk through the building.

With hardly an exception, the entire membership of this union realizes the big danger these people represent to our security and future. Most of the members are for immediate, drastic action to close these places. There is no question, of course, that the best and quickest way to close them is through the good, rugged picket line along with the proper type of publicity. Plans are now being made to further this program of the SIU and the reaction in Washington as to our demand that these fink halls be closed is being watched.

Upon these developments hinge the future actions of the SIU. In other words, if the reaction shows that the fink halls will be closed in the very near future, we will not have to move right to the point of production with our picket lines and economic actions.

On the other hand, if the reactions are not favorable—meaning that if the bureaucrats and politicians in Washington do not want to close these joints, then that, of course, calls for immediate and full action on the part of the Seafarers and indeed upon all unions in this industry. In a very short while, we should know as to what the next move will be. As has been constantly stated, this fight against the fink halls by the SIU definitely must be and is a well-planned and concerted action aimed, not at any phony ballyhoo, but simply and unequivocally at the closing the fink halls for good.

JUST AN EVEN BREAK

The action taken by the Seafarers at all Branch meetings regarding the nomination of Raymond S. McKeough for Maritime Commissioner has met with results. Through efforts instigated by the SIU, this would-be "liberal" has been rejected by the Senate Committee for that job.

This in spite of the fact that some would-be scab-herding, labor-faking, picketline-busters and genuine old-fashioned, finky-minded piccards from other unions, outside of the Maritime Industry, expressed themselves in various papers that the Seafarers and those people supporting the Seafarers' stand were being "intolerant" in their opposition to McKeough.

This, in spite of the fact that McKeough, a former PAC Director for the CIO in the Mid-west, as Maritime Commissioner would be called upon to make decisions affecting the SIU-AFL and NMU-CIO in disputes between the two.

The Seafarers has never made a practice to ask for any special breaks or privileges of anybody. All that we have asked at any time is for an even break, and we take care of the rest. But to have two strikes against us in any matter before we even get to bat is asking too much, even from a fighting outfit like the SIU. For that reason, we oppose McKeough. Let the labor-fakers, phonies, and would-be liberals stand warned that we are aware of their stinking finky tactics and are not fooled in the least by their "surprise" at the Seafarers' position.

WSA Medical Program Has Hindered, Not Helped, Seamen

In an attempt to carry over at least part of their present functions into the post-war years, the War Shipping Administration has written form letters to all shipping companies and Maritime Unions boosting the past record of its Medical Examination Program and soliciting testimonials for itself.

The letter ends on a chastened note, and asks if the program should be continued. We print the letter below, followed by the answer sent by Secretary-Treasurer John Hawk, in which Brother Hawk explains again why the Seafarers has continually opposed the medical program of the WSA, and why we cast one big, loud "No!" against its continuance in any form or modification.

THE WSA LETTER

Dear Sir:—

The Sign-on Program for merchant seamen was inaugurated, while the United States was at war, as an emergency measure designed to facilitate the manning of ships with suitable and healthy personnel. Among the major contributions this program has made to the health of merchant seamen have been the yearly chest x-rays and the yearly blood tests for syphilis. Through these two laboratory procedures many cases of active tuberculosis and active syphilis have been hospitalized and rendered non-infectious to others. In many instances, the disease has been cured or arrested.

Now that the war is over, it is important to know whether the services provided at 107 Washington Street by the Medical Examination Program are still considered desirable by the shipping companies and the unions. The continuance of the program, or its discontinuance, depends upon your attitude to it. If you want the program to continue, if you feel that it should be altered in form, if you feel that its scope should be changed in any way, if you feel that it should be discontinued at once, please write and let us know. Your detailed comments will be very much appreciated.

Very truly yours,
Edwin Quinn, Sr. Asst.
Surgeon (R)
U. S. Public Health Service
Acting Executive Officer, MEP

HAWK'S REPLY

Dear Sir:

In reply to your form letter to all unions regarding the Medical Examination Program, the Seafarers International Union reaffirms its past position and asks that this procedure of examining seamen be discontinued immediately, since the so-called "Sign-on Program," as you designate it, was uttered only as a war emergency measure, and the war emergency has ceased to exist.

The Seafarers International Union has from time to time protested the methods used by your organization in its alleged "examinations" of merchant seamen, ever since a few weeks after your arbitrary formation and usurpation of functions ordinarily coming under the jurisdiction of the United States Public Health Service proper. In those stated protests, the Union pointed out that your "examination program" had much to be desired, since appeals taken from the decisions of your examining physicians were ruled upon by yourselves, and only after such procedure could such ap-

peals be taken to the highest authorities in the United States public Health Service.

PROGRAM UNDESIRABLE

You state in your letter that the function of the Medical Examination Program was to facilitate the manning of ships with "suitable" and healthy personnel. And the seamen found out often that they were not "suitable" to men who have never been to sea and know little or nothing of the conditions under which seamen work and live. Many were refused clearance for having the ailments of advancing age. Thus the war effort was hindered instead of facilitated.

In citing reasons as to why we consider your program undesirable and not wanted by the Unions and the seamen, we state the following:

1—That the Medical Examination Program has become a "bottle-neck" in the manning of ships

and the shipping of crew replacements.

2—Your program has in many instances hindered the old-time seamen and beached him for minor ailments and ills which would not hamper his working ability; which in turn deprived such seamen—who know no other form of work—from making a living and supporting themselves and their dependents.

3—Many times your Program has refused to pass seamen who had become involved in disputes with some operators, and thus your organization became a potential "blacklist" against seamen who are organized in unions.

4—Your Program is not a coherent aid to the general health and welfare of the seamen—and is in real fact a duplication of the United States Public Health Service proper—and is costing the

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THEY WON'T SCAB



To demonstrate their sympathy with New York's striking elevator operators, members of Building Service Employees Intl. Union (AFL), these workers throng streets of garment district, refusing to walk upstairs. Strike has won the support of both AFL and CIO in the city. (Federated Pictures)

Living Cost Up As Much As 50 P.C.

WASHINGTON—While figures show overall living costs have risen only 31% since 1939, the rise has been much higher insofar as essentials upon which the average worker must spend most of his income are concerned, according to the official Bureau of Labor statistics.

The BLS survey found that clothing prices have been hiked 46%, house furnishings 45%, fuel, electricity and ice 14%, and miscellaneous items 24%. OPA rent control regulations kept rent increases down to 3.8%.

In many cities the food cost increase went well over the 50% mark. Washington, D. C., experienced a 51% rise in food prices and a 54% increase in clothing prices.

The 31% estimate by BLS, while an improvement on their previous figures, does not meet the 34% revealed by a joint AFL-CIO study reported to the late President Roosevelt. Union economists, concerned with the wage freeze that limits pay increases to 15% above rates of Jan. 1941, declare that living costs have actually risen more than 45%.

IS THIS AMERICANISM?



To celebrate the winning of a gold medal for Americanism from the American Legion, union-baiting movie producer Cecil B. De Mille tells a nationwide audience about the dangers of the closed shop. Award was presented to De Mille in New York, despite protest from AFL Pres. William Green.

Tax Relief For Industrialist But Not For Low Income Groups

WASHINGTON (LPA) — Congress decided last week that it couldn't take the time to consider unemployment compensation legislation demanded by President Truman and organized labor.

Shelving the jobless pay bill, the House Ways and Means Committee agreed to work instead on a tax relief program that will benefit industrialists who have already accumulated \$47 billion in wartime profits and billions more in tax refunds for losses during the next two years.

No tax relief for American workers is in prospect. Taxes on cigarettes and movies, for example, are due to remain. Other excise taxes on such items as jewelry, cosmetics and furs will be ignored, the Ways and Means Committee made clear.

Despite the warning of Treasury Secretary Vinson that taxes must remain high to liquidate the wartime Federal debt, big business

groups are organizing pressure on Congress for tax cuts ranging up to 50%. The Committee on Postwar Tax Policy, an industry group, asked Congress in a report to cut taxes 50% and put an immediate end to the 3% normal tax on individual incomes. The same thing was proposed by Rep. A. W. Robinson (D., Va.) who also asked elimination of the 95% excess profits tax.

Rep. Martin, House Republican leader, asked for a 20% overall tax slash on corporate and individual incomes. But none of the tax ideas now before Congress propose tax relief for low-income workers that could compare with the tax relief already allowed to corporations.

Additional pressure on Congress to favor big business is expected to come from the newly formed "Clearing House Conference on Tax Problems" which was recently set up by 10 organizations including the Natl. Assn. of Manufacturers and the Chamber of Commerce. The "Clearing House" will devote itself exclusively to reducing corporation taxes.

LOBBYIST



Principal exponent of states rights in sabotaging Kilgore federal unemployment compensation bill is lobbyist Claude A. Williams (above). As spokesman for Texas anti-union employers, Williams says jobless benefits destroy the moral character of the country—by helping workers demand a living wage.

Alcoa Lists More Services From Gulf

Alcoa Steamship Co. is planning to commence its services from Mobile and New Orleans to Trujillo City and Dominican outports during the last week of this month, according to a communication received from O. B. Cloudman, Gulf traffic manager of the line.

Sailings for Trujillo City are scheduled for every third week thereafter, with calls at Dominican outports when sufficient cargo offers.

In a circular letter signed in behalf of the War Shipping Administration and the Alcoa company, as its agents, Mr. Cloudman said WSA has also authorized Alcoa to offer the following new services:

1. From Mobile and New Orleans to Port-au-Prince, Haiti, commencing the third week of October and approximately every three weeks thereafter, with calls

at Haitian outports where sufficient cargo offers.

2. Addition of New Orleans as a port of loading on the line's present monthly service from Mobile to Georgetown, British Guiana, beginning approximately on the second week of October.

3. Addition of New Orleans as a port of loading on Alcoa's present fortnightly service from Mobile to Port of Spain, B. W. I., beginning the last week of September.

Mr. Cloudman said that in addition to continuing the present Alcoa service from the Gulf to Venezuela, the line is looking forward to an early resumption of its service to Jamaica, Barbados, Martinique, Guadeloupe, Curacao, Aruba and Dutch Guiana.

Finally Pinned Down, He Gets Medal

It took the Navy authorities a long time to catch up with him, but when they did it was to give Brother Francis C. "Cuz" Murray, AB, the rare Navy and Marine Corps Medals, a service award given to civilians who have shown exceptional heroism. When a fire broke out on a barge nearby, threatening his ammunition laden ship, Brother Murray immediately went into action to help fight the flames.

Noticing some men trapped, without thinking about the danger to himself, he broke through and led them to safety "undoubtedly saving their lives." The action took place in Naples on October 23, 1943, while Cuz was serving aboard the SS Richard Bassett, but it wasn't until September 26, 1945, that the Navy caught up with him and awarded him recognition for his bravery.

According to the Office of Port Director, Third Naval District, New York, they couldn't locate Brother Murray and, after locating him, couldn't get him down for the presentation. "We wrote numerous letters and made many phone calls to his home," a navy spokesman told us, "but he seemed reluctant to appear for the award."

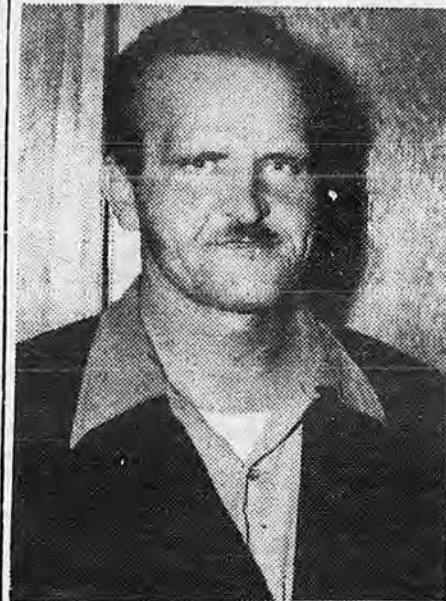
The award finally given to Cuz, was the Navy and Marine Corps Medal and was presented with little ceremony because, "we didn't really believe he'd show up" the Navy office said. The citation presented with the medal and signed by Admiral Hewitt, reads:

"The Commander, United States Naval Forces, Northwest African Waters, in the name of the President of the United States, awards the Navy and Marine Corps Medal to

FRANCIS C. MURRAY, ABLE SEAMAN

for distinguishing himself by heroism while serving on board the SS Richard Bassett in the harbor of Naples, Italy on October 23, 1943.

"The SS Richard Bassett was moored to a pier in the harbor of Naples on October 23, 1943 when fire broke out on a barge which was being salvaged in a nearby berth. Several men from the salvage party were trapped below decks in the burning barge. Francis C. Murray promptly went to the scene of the fire and assisted skillfully and energetically in leading out fire hoses and in fighting the fires to bring the flames under control. When he noticed that men were trapped in a compartment adjacent to the fire, he fearlessly entered the confined space and brought them to safety, thereby undoubtedly



CUZ MURRAY

saving their lives.

"The extraordinary heroism, prompt and decisive action, and outstanding devotion to duty dis-

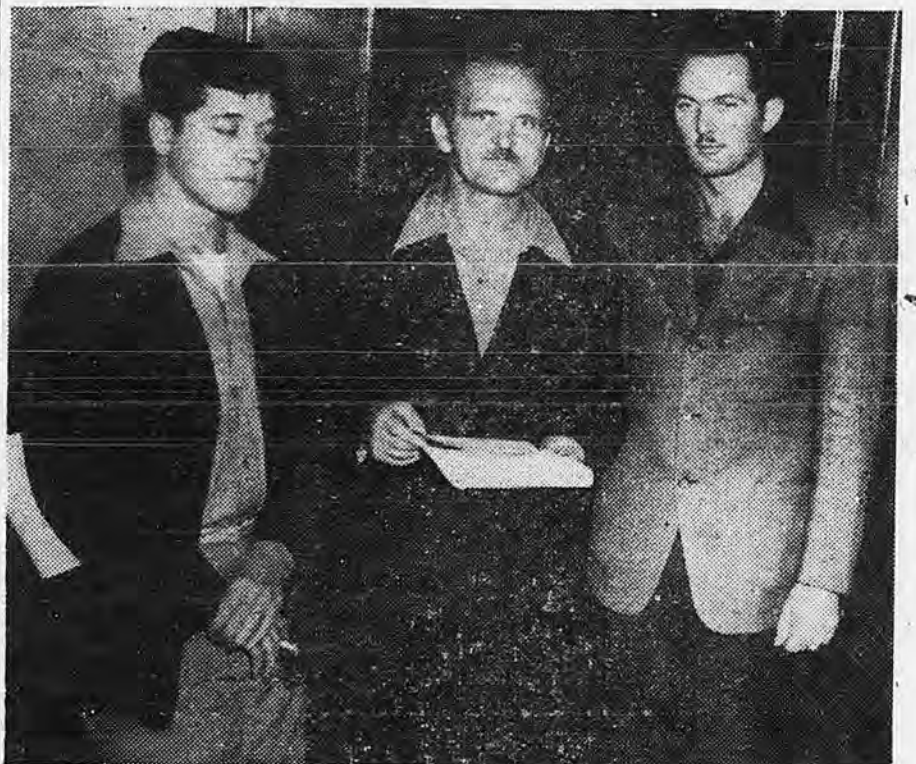
played by Francis C. Murray were in keeping with the highest traditions of the Naval Service."

Cuz was perspiring pretty freely when we interviewed him after the presentation, and he appeared to be much more fearful of the office interviews and presentations than of the Naples action.

The SIU brother has seen other troubles at sea and was aboard the Matt Ransom when she struck an enemy mine in African waters and all hands were given credit for their coolness in first abandoning the ship and later manning her with a crew of six to bring the ship into port under her own power. (The full story appears in the union booklet, "The SIU At War.") He was also on the Catahula when she was sunk by a Nazi submarine.

One of the reasons for not appearing for the medal was that Murray has been at sea most of the time and only hit New York last week after his ship the Charles Seagers, docked in Boston, after a three and a half month trip.

LOOKING IT OVER



Lawrence Ronning, and Ernest B. Brookshire, Oilers, want to read Cuz Murray's citation.

Coal Operators Refuse To Bargain

WASHINGTON (LPA) — John L. Lewis last week told bituminous coal operators that the present strikes of 36,000 mine foremen and supervisors is a "major convulsion which stems from the refusal of you and your associates to permit the right of union membership and collective bargaining to be granted to the 50,000 foremen, supervisors . . . in the mine industry."

The foremen's union demands

have closed 80 mines in Pennsylvania and West Va. The foremen are members of the United Clerical, Technical and Supervisory Workers, a branch of the District 50, United Mine Workers.

In a telegram to the Natl. Bituminous Coal Operators' Negotiating Committee, Lewis emphasized that "This disturbance has no relation to wages, hours or working conditions of the mine-workers."

The Beachcomber

He's at the hall 'most everyday, but never brings his gear:
His time is spent at the door below, bumming every mate for beer.
He hasn't shipped for so long a time, his last trip is a hazy dream:
Annoying Paul and all the boys for he's always blowing steam.
Sometimes he tries to sober up, to straighten out his affairs,
But his attempt is very feeble, as he spawls upon the chairs.
He never even registered to make another trip,
Yet every day he's all hopped up about getting on a ship.
The sailors go and sailors come, and find him still around
Gassed up again and beating gums, about being outward bound.

Al Faguri



QUESTION:—Peacetime may bring unemployment to the waterfront. Do you think seamen should be covered by unemployment insurance?

ARNT LARSEN, Bosun — I feel sure there will be severe unemployment in the maritime industry in less than a year. Unless we get some unemployment compensation plan worked out now the men will not be able to eat regularly or buy clothes. Seamen haven't been able to save money during the past years because, although the pay has been higher, so has the cost of food, clothing and other things necessary to us. I think we and all workers should get at least twenty-five dollars a week when unemployed. If we get that much, then jobs will pay higher than that and the result will be that people will have money to spend and buy goods.



JAMES F. THOMSON, OS — Yes, seamen should get unemployment compensation. If jobs aren't available and men can't ship out they'll still have to eat and feed and clothe their families. If things are bad in the waterfront they're not going to be any better in shore jobs and seamen won't be able to make a living ashore. It looks as though we're going to have more men than jobs and unless we get some kind of unemployment pay for seamen it's going to mean starving or stealing—that is, if anyone has anything to steal.



CHARLES FISCHER, FWT — Seamen should get paid if the shipowners can't supply jobs for them. The families of seamen have to be fed just the same whether they're working or not. I think that it should be at least \$35 a week because, when you go out to buy something these days a dollar doesn't go very far. The shipowners won't like the idea because they will want to pick their crews from the ranks of thousands of unemployed seamen so they can dictate the wages and working conditions.



JULIUS SWYKERT, OS — I think that there will be a pretty big jobless list in the future and that we seamen are entitled to protection against unemployment. Unless we can get \$35 a week we won't be able to stay healthy and the country will be full of undernourished people. Someone will have to pay the hospital and doctor bills if that happens, and if we can't the government will. They might just as well see that our kids don't need that kind of money spent on them and pay for the prevention instead of the cure. Even the big guys who make wars should be attracted to that argument, because they'll have a hell of a time getting healthy cannon fodder for the next one.



Isthmian Crew Signs SIU Pledge Cards

(Continued from Page 1)

the crew quarters, due to vibration, be eliminated; that the unsafe railings on the cross-trees be eliminated and that the loose mast ladders be welded back on for safety of the crew. It also asked that adequate locker space be installed for all crew members; that proper cleaning of the crew's quarters and heads be put into effect, and that the crew's quarters, heads and passageways be painted.

The meeting endorsed all the points of the petition and took the position that they would take further action if the repairs were not made.

Within two hours of the meeting the mate and the company inspectors had agreed on the points outlined from the meeting as they were presented by John Wunderlich, Jr. With the other delegates he also put forward additional demands that:

- 1—The flushing of toilets be fixed.
- 2—That showers be fixed and shower curtains installed.
- 3—Fixing of fans and bunk lights.
- 4—That all rooms and quarters be sprayed for bedbugs and cockroaches and that all vermin be eliminated.

The company inspectors and that mate also agreed to these demands and work on such was ordered immediately.

In addition, the company promised to rebuild the entire after section of the ship to properly accommodate the crew, as soon as this trip is over.

Crew members from this vessel were invited to attend the regular membership meeting of the SIU and note the democratic procedure of the union. Many of them were seamen who have never sailed on anything but Isthmian ships and were impressed that the union could better their conditions.

SUPPORTS UNION STAND

When they attended the union meeting there were approximately one thousand members present. John Wunderlich, Jr. was invited to speak on the conditions that he had sailed under while in the Norwegian Seamen's Union and on Norwegian and Panamanian ships. He commented on the fact that he had been interned in a British concentration camp in Canada, near Montreal, for fighting for better wages and conditions after the fall of Norway.

Wunderlich also took the floor to speak on a union resolution on the Ship Sales Bill, H. R. 1425, which is now before Congress. He declared that the bill should contain provisions that would aid the foreign seamen's fight for better wages and conditions, by inserting provisions that would make the foreign operators pay American scales of wages should such American-built ships be in direct competition with American ships on the varied trade routes.

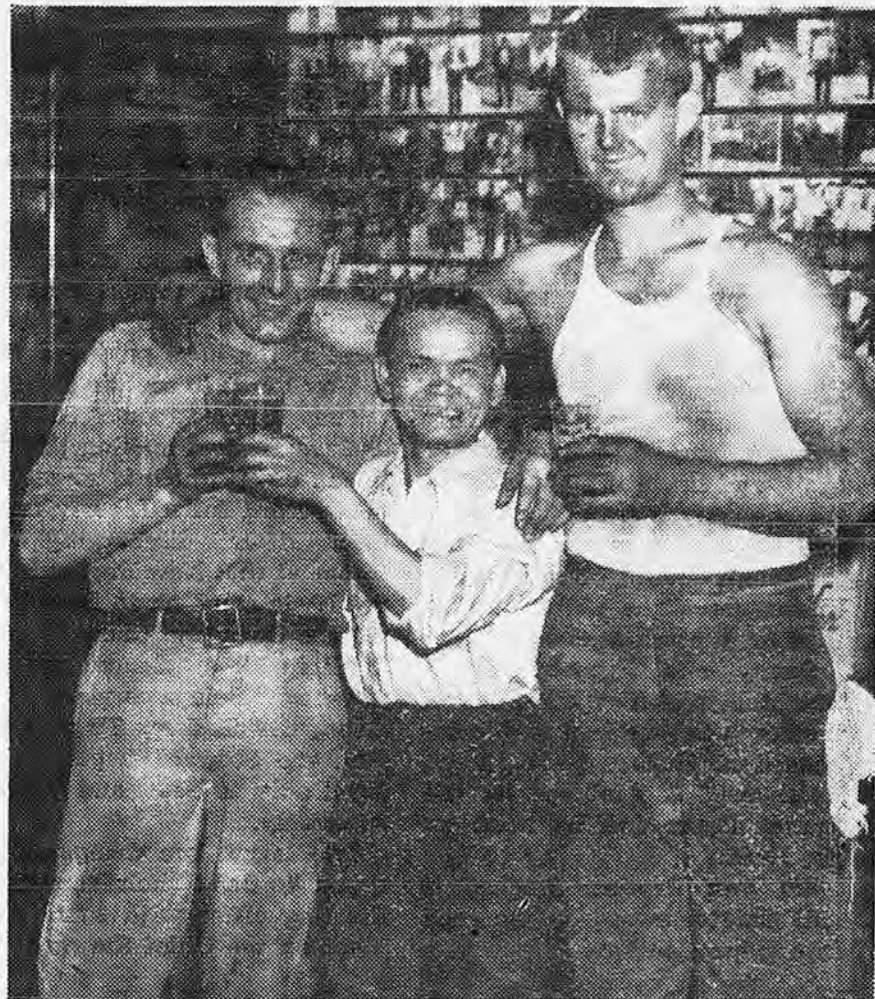
At the victory toast a number of additional pledge cards were signed and the ship is rapidly nearing the 100% mark for the SIU. Even the two NMU members expressed their willingness to sign with the SIU as an organization that has the policy that can win conditions for the seamen.

ON THE DOTTED LINE



Bob Jeffery of Isthmian signs SIU pledge card as his shipmates look on approvingly. SIU Organizer Gene Dauber (right) indicates dotted line.

TOASTING VICTORY



Ship's delegates Felix Tralla, Oiler; Julian Mineses, 2nd Cook and John Wunderlich Jr., AB, drink a toast after successful job action.

Ask End To Medical Program

(Continued from Page 3)

tapayers an added and useless burden.

5—Your Program has many times cost the seamen sums of money in fares and times lost that would be in the seamen's pockets under normal circumstances.

6—Your Program gives no actual treatment but sends seamen to the Marine Hospitals.

7—The Union's contracts call for the seamen in most instances to be hired without undergoing the rigid examination prescribed by your program.

The Union certainly feels that your Program should be discontinued at once.

In the text of your letter you assert that your major work has been that some "cases of tuberculosis and active syphilis have been rendered non-infectious to others."

The Union points out that such cases were being adequately ministered by the Marine Hospitals under the United States Public Health Service prior to your existence. In fact the per-capita ratio of such cases treated in the years prior to your existence will prove that. And the Marine Hospitals were built primarily for the seamen and certainly have a record for fulfilling the seaman's needs.

It is noted also that our members frequently apply to such Marine Hospitals when in need of treatment without recourse to your Program.

The Union thanks you for the opportunity to again present its views and protests against the Medical Examination Program.

Very truly yours,
Seafarers International Union.
John Hawk, Secretary-Treasurer.



SHIPS' MINUTES AND NEWS

Patrolmen Have Uncomfortable Time On SS Cape Comfort

Patrolmen Sonny Simmons and Frenchy Michelet report additional evidence to prove that there is never a dull moment in this job of paying off ships in the Port of New York.

They cite as an example when they went to the Calmar Broadway offices for the Cape Comfort payoff that Calmar introduced a new wrinkle—"seniority." It seems that the company had sent a Steward aboard the Capt Comfort, when she docked after a foreign voyage, to relieve Brother Maghee who had made the previous trip. Their reason was that the relieving Steward had seniority with Calmar.

When the Patrolmen tackled the company representative he admitted that Maghee was a competent Steward and had brought in a clean ship but, "he just didn't have the seniority." The apoplectic Patrolmen a little later calmed down sufficiently to talk coherently again and made it very plain to the company representative that SIU ships on a rotary basis and the union doesn't care "if a guy knows Jesus" he still takes his turn for a crack at the job.

Sonny and Frenchy report that the payoff was clean, thanks to the work of two level-headed shipboard delegates, Brother P. E. Ambrose for the Engine Dept., and W. Hunt for the Deck.

Oh yes, Brother Maghee is still Chief Steward on the good ship Cape Comfort.

Orbis Skipper Challenges Crew—In Checker Tourney

The last time the SS Orbis payed off in New York, the beefs and excitement hit a record high. Not so, however, with this trip. The Patrolmen reported that everything was smooth and what few beefs existed were squared away in short order.

Skipper C. H. Mowry came in for some compliments, and a copy of his invitation for the crew to join him in checker and cribbage tournaments, which was posted on the ship's bulletin board, appears below.

"If sufficient crew members are interested we shall stage two tournaments on our way from Trinidad. There must be at least eight contestants in each, one of which will be for checker players and the other for cribbage.

"Both contests will start the day after leaving Trinidad. Contestants may play in both series. A prize will be donated by the ole man to the winner of each

Balance Of Wm. B. Allison Survivors Return To N.Y.

When the Log reported the homecoming of the SS William B. Allison survivors (see *Seafarers Log*, Sept. 7, 1945) it noted that twelve of the seamen were left behind at Okinawa.

These men have now returned and add more details to the story which started with the torpedoing of their ship as it lay

Deck Delegate Commends Skipper Of Thomas Hyde

It's a pleasure to get one of those all too rare chances to hand a bouquet to a Skipper. The report from the SS Thomas Hyde, Calmar Liberty, Deck Delegate includes this remark, "I think on this trip I sailed with the finest captain that ever sailed the seven seas. Captain Hansen always had a 'hello' and a friendly smile for the men in his crew."

The Hyde lay to at LeHavre for two weeks, the crew having "a hell of a good time" with most of the boys paying a visit to Gay Paree to see the sights.

They carried some 500 GIs back to Boston, making the trip in ten days, which is something of a record for a Liberty crossing. After discharging the troops at that New England port the Hyde came on to New York via the Cape Cod Canal.

All in all a splendid trip for the crew. Delegates were, Deck Dept., Bill Tasker, AB and Engine and Steward Depts. identified only as Felix and Bob respectively.

The latter two delegates are urged to send their reports to the Log office with some comment on the Chief Steward.

anchored at Okinawa on the night of May 24-25. The ship was hit by a Japanese aerial torpedo which killed three men and wounded four, the plane getting away without a shot being fired at it.

The twelve men left behind were placed aboard the Frank McVeagh, incorrectly named the Frank McFay in the Sept. 7th story, which was scheduled to load pineapples at Hawaii on its return trip.

When the survivors of the Allison boarded her she had yet to unload her cargo and this wasn't completed before Aug. 29th. Log readers will remember that they went aboard on July 25th.

While waiting for the ship to sail, the 12 went through additional air raids and even rode out a typhoon in a 15 by 18 foot doghouse dormitory. When rumor of the Japanese surrender got around the navy ships, they were treated to a display of fireworks such as they'd never before seen and, during the night of the celebration, witnessed the enemy action which left the battleship Pennsylvania, a cruiser and two merchant ships with numerous battle scars.

Scuttlebutt was that the Jap fliers had come in on "a friendly beam" and, after the bombing, landed untouched at the airport to surrender.

Quarters aboard the McVeagh were bad but the food was good and a good SUP crew did their best to make the SIU men welcome. The men report the SUP poker players were not as adept as SIU men.

Adding to the previous story of the Allison's adventures the survivors told of Navy red-tape when the ship, towed alongside a reef by a Navy tug, had to wait while the Port Director authorized her being moved, notwithstanding the fact that the reef threatened to finish the job already started by the torpedo.

The WSA had a change of heart later and decided to cancel the Hawaii stop so instead the McVeagh picked up 12 sailors at Ulithi, Caroline Islands.

The McVeagh brought them in to Seattle, Washington, where after two nights at the USS, eleven of them got tickets to New York by train.

The returned men are Louis Nagy, OS; Walter G. Smith, Messman; George Haase, OS; John Bauer, 3rd Cook; Robert "Hemo" Mansfield, FWT; Clarence "Buddy" Bregg, Oiler; Ralph Offenbach, Oiler; Leroy Hurlburt, 2nd Cook; Andrew Lutavis, OS; Dolph Sihler, FWT; Francis "Red" Zuccolollo, Wiper. The Steward, the twelfth man, arrived in New York before the others and left before we could get his name.

ALL IN A DAY'S WORK



SIU Bosun is a tough man. Here Arthur Godfrey, Bosun on the Finley Peter Dunn, threatens Carpenter Chuck Collins with an upraised shovel. Collins got busy at once and swept up the deck. "No chips is going to leave shavings on my deck," said Godfrey. All in kidding boys—no overtime involved.

C.G. Still Active, Says Richard Bassett Delegate

The Coast Guard is still swinging its weight around the port of Naples making arbitrary decisions regarding the U.S. seamen. According to word from Brother Milton L. Catlin, Steward Dept. delegate aboard the SS Richard Bassett, they ordered 50% of the crew to stay aboard every night for security watch even though other ships docked nearby were given freedom every night, with the exception, of course, of those on watch.

With only four SIU book members aboard her, the Bull Liberty is being made SIU conscious despite the number of RMO and Sheepshead Bay free-loaders. "They were seasick coming over," writes the Delegate, "and quite ornery, dodging work and the like."

They did take a fairly clean ship into the Italian port in spite of that, and held shipboard meetings every week. They plan to hold meetings twice a week on the return trip. The ship is outfitted to carry troops and the Steward Dept. is shy three men.

Catlin included a message to Norfolk where the ship is scheduled to dock on its return. "Be sure to have the Patrolmen there when we dock." Inasmuch as Patrolmen are always on deck he must have something special for them, making a point to mention it that way.

SEPT. 6 MEETING

The minutes of the Bassett's September 6th meeting follow: Meeting called to order at 7:30 P.M., Sept. 6, 1945.

Elected Chairmen—Ross.
Elected Rec. Secretary—Catlin.

NEW BUSINESS

Business opened for ship's delegate, motion made by Dk. Eng'r., who nominated Bos'n. He declined. Brother Bowman

nominated Dk. Eng'r., who declined. Dk. Eng'r. nominated Bowman. Brother Richter nominated Anderson who declined. The nominations were closed with Bro. Bowman elected unanimously. He is a full book member.

GOOD & WELFARE

The Bos'n made a motion that they keep everyone out of messhalls before meals. The Dk. Eng'r. said that the crew had a right to come in messhalls. The Steward suggested that the Mess Boys come to work earlier and clean them up. Motion made and carried.

2nd Cook made motion to keep men out of galley. Motion made and carried unanimously.

An AB stated that when he came off watch there was no night lunch. Steward replied he had a lock on the box so the watch could always find something. Dk. Eng'r. said he sailed larger ships but had plenty in ice box. Suggested a small sandwich for anyone who was hungry and clean up afterwards so the next fellow might get something. Motion made and carried.

Motion made the Steward's Dept. stay out of Sailor's mess during lunch hour. Steward made the suggestion that gang eat on the half hour after practically everyone has finished eating. The motion was carried unanimously.

Motion was made that OS and Wiper make coffee at 10:00 and 3:00. Steward made suggestion that coffee problem be brought up at next meeting after a few details had been ironed out.

2nd Cook made motion that drain under steam kettle in passageway be opened. Dk. Eng'r. said it was impossible to repair, stating reasons. Steward said Galley Boy would keep drain clean.

Motion was made to adjourn.

THE MEMBERSHIP SPEAKS



BAGGAGE ROOM SERVICE BRINGS MEMBER'S PRAISE

The Log,

I came around a couple of days ago to pick up some mail at the New York union hall baggage room and boy, you've got to hand it to those guys for the prompt and courteous service they give the members.

I found out that the fourth deck crew not only handle the baggage and mail but do the mailing of all the SIU literature that goes out.

I think it's a tremendous job and I hope the members appreciate it the way I do.

Richard Grabowski

SAYS SHIP GEAR WILL DISAPPEAR IN BONEYARDS

Brothers:

Only sheer ornery stubbornness will prevent the shipowners and the government from agreeing to the SIU proposal that they pay seamen a special bonus rate for taking ships to the boneyard.

If they pay an SIU crew the extra money they ask it will still be a hell of a lot cheaper for them than if they tow the scows down to the boneyards. Tugs alone will cost four times as much as the crews' pay on the bonus rate.

I suppose they'll see to it that the government won't have any "rotting" equipment left aboard once the ships are in the boneyard. After all why should they leave those hawsers which are worth about 600 bucks apiece to the elements when they can find a home for them—and without paying too.

Yes, a hell of a lot of government equipment is going to disappear when the shipowners get them down to the boneyards.

E. DiPietro

WSA CORN MEDICS USE POSITION TO CURB UNION

Editor:

The present medical set up of the War Shipping Administration which was foisted on the seamen as a war-time set-up is getting worse and worse. The Washington Street race-track—where a guy is given the merry run-around by a bunch of officious corn doctors is an excellent example of the way they are and have been treating seamen during the war.

One seaman was recently turned down for having corns, the gossip on the beach says. Not bunions, but corns. By the same token the same guy might have had corns on the palms of his hands from heavy work: But you can bet your boots the so-called "doctors" of the WSA's Medical Division wouldn't turn him down for that. The example, nevertheless, is an indication that the WSA plans to eliminate the old-timers from the industry and replace them

with some of the more youthful elements they've trained during the war.

In doing so the WSA is carrying out its anti-union policy as shown in its dealings with the seamen lately. This was first evident from the actions of Capt.



Macauley while he was on the Maritime War Emergency Board, which dealt with the bonus.

While he was on there the MWEB acted like a bunch of bureaucrats and doled out a few dollars when it looked as though the seamen would give them too much unpleasant publicity: For they knew the public of the U.S. would let out a loud holler if they found that the seamen were being hounded with all the war hazards and being underpaid for their work. The policy of the MWEB was to give out enough to keep their scandal on seamen's earnings from being noticed.

Their policy was formulated by the same Capt. Macauley who even now is still formulating the labor policy for the War Shipping Administration and the Maritime Commission.

It's small wonder that we can see where the WSA's anti-union policy is coming from.

Red Truesdale

UNION MEN HAVE UNION WIVES, WHO READ THE LOG, TOO

To the Editor,

Is it possible to send me a copy of the *Seafarers Log* weekly? My husband, Bernard Malloy, is now at sea on the Thomas Hyde. He always brought the paper home and I enjoy reading it from cover to cover.

I have missed reading the past three weeks issues and I have to save them all for him to read when he gets home again. All the best to the Union and the paper.

Mrs. B. Malloy

~ ~ ~

To the Editor,

Will you please send me the *Log* by mail as I enjoy it immensely. I am the wife of L. B. Brown, 24133, and I cannot get the paper when he's away.

Mrs. L. B. Brown

~ ~ ~

To the Editor,

I have been getting every issue of the *Log* sent to my wife, however, we have moved and I would appreciate it very much if you would make the change on your records.

She saves every issue for

me so that I can really enjoy them, and it's a good way for me to keep up with our business.

Alfred E. Taylor

VISIT AND WRITE HOSPITALIZED, MEMBER ASKS

Hello Brothers,

Just a line to find out what oldtimers there are around the New York hall. I'd like to hear from them if they'll just drop a line, or if they have the time take a trip over here. It's not very far. (Sea View Hospital, Ward II, Staten Island, New York.)

Let me know when the elections start I'd like to get some SIU literature so that I can keep informed about what's going on, as I don't know how long I will be here. I've been here since Aug. 27th and it seems like a year, but the doctors say it will be a little while before I'm discharged.

So long and I hope I'll be shipping out soon.

O. C. Blake

U. S. SHIPOWNERS SEEK TO FLY FOREIGN FLAGS

Editor, Seafarers Log:

Recent events show that the shipowners are planning to get their stooges within the Government bureaus to give them the ships that were built during the war for less than nothing. As well as this some of the shipowners with foreign-flag connections are planning to get all the ships they can to operate under such flags, in "cheap" operation, to compete with the ships they also operate under the U.S. flag.

The whole scheme can be clearly defined as one which the shipowners have carefully thought out as a method of attack against the existing American standards of the seamen. The operators know that we seamen gained our conditions only after long years of struggles and because of the Seafarers International Union and the Sailors Union of the Pacific: Both have led the constant fight for better wages, overtime rates



The deck gang got together on the Bienville during the last trip and had their picture snapped. The photo didn't come out too good, but see if you can spot a friend of yours. (Left to right standing) George Griffin, OS; Roger Pelvin, AB; Bill Rogers, DM; Jim MacNiel, AB; Bud Horton. (Seated left to right) Jim Roden, AB; Sam, DM; Toni, Bosun and Ed, DM.

do this to protect our own standards.

For this reason we must be careful to see to it that the Government doesn't turn over ships to foreign powers to be run at cheaper rates or wages and lower living standards, when such ships are going to operate on runs in competition with American ships—the American standards must be a condition of sale of such ships to foreign operators, American wages and working conditions must also be a condition imposed upon the sale of the same vessels. If this is not done then it can be seen that such ships will be used to cut the guts out of the U.S. seamen's standards and wages — and such ships were built with the American taxpayers' money, with the seamen helping to foot the bill through the high taxes they have been paying for years past.

There can be no retreat from the present high standards of the American seamen. The seamen of the foreign unions understand this and are looking for the opportunity to better their own conditions and bring them up to ours.

Only by constant fighting to keep our standards and better them, and constant striving of the membership of the U.S. seamen's unions will all seamen be protected. And it is only with our support that the seamen of foreign nations will be able to bring their conditions up to ours.

We must Help Them To Help Ourselves!

Bull Sheppard

FINDS SOUTHERN BELLES TO HIS LIKING

Seafarers Log,

The John Stevens (Waterman Liberty) on which we hit Antwerp during the month and a half trip carried grain from Baltimore to Europe and picked

up troops for the return trip.

Hitting Baltimore was my first time in any Southern State and as you all know there's nothing like a Southern belle with a tinkle in her voice and a soft southern drawl. The trip from there to Belgium was quiet and uneventful but having been in Antwerp before I knew where to head for some excitement. I hit the elite spots on Skipper Street.

From Antwerp to Boston all we heard was the troops talking about the German girls so the next trip for me is going to be aboard a ship stopping at some port in Germany. Getting second hand reports from other guys is alright but I like to get the lay of the land myself.

All in all the trip was very good, no squabbles or arguments. Even the chow was good—for nothing.

Robert L. Beach

ACTION AT POINT OF PRODUCTION MOST EFFECTIVE

Brothers:

After attending the last meeting and reading some of the comment in the *Log* I'm happy to know that the membership went on record to knockout all these wartime phoney bureaus such as the RMO, WSA and Coast Guard merchant marine interference units.

These phoney board were set up to curb the union and help the operators instead they got fooled and we held our own during the war. Now, here we are back in peacetime, better equipped physically, mentally and financially for "point of production action" as our N.Y. Agent often remarks or as I would say for "job action."

Now we can "negotiate" directly with the shipowners on our union demands, as civilian workers, without the "aid" of government agencies.

John Marciano.



OUT HAPT - Block

and working and living conditions and have established standards second to none throughout the world.

It is logical that we as American seamen must support the foreign seamen in their fight to better their own lot. We must

AROUND THE PORTS



Tampa Spots Log's Unknown Crew

By D. L. PARKER

TAMPA—Weep no more: Those fugitives from the Thaddeus Meriman whom you have been trying to identify are unknown no longer. The boys whose pictures you published in a recent issue of the Log are known to us here in Tampa and their names are:

Johnny Williams, Harvey (Peanut) Jamerson, Jake Woods, Joe Saltis, C. M. Smith, Milton Pope, Snuffy Smith and Ralph Seckinger.

The data on these boys are as follows:

Johnny Williams—Chauffering the Kingston, Jamaica, boys to the islands on the famous George Washington.

Harvey (Peanut) Jamerson—In the peach state, (Georgia) surveying the rolling hills of a peanut plantation, using a mules tail for a compass, hunting opossums and making mountain dew.

Jake Woods — Piloting one of Joe Giglo's prairie schooners through the streets of Tampa and looking for live ones.

Joe Saltis—Keeping the home-fires burning.

C. M. Smith—Keeping the poor working girls from starving to death, also keeping the populace happy and contented by hauling

them in one of the Tampa cabs when it is raining.

Milton Pope—Piloting one of the Florida cabs.

Snuffy Smith—Out on the high seas wishing to get home so that he can drink some Tampa beer.

Most of the boys are thumbing their noses at the draft board.

NO NEWS??

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

BALTIMORE
NORFOLK
BOSTON
PHILADELPHIA
SAN JUAN
GALVESTON

New York Has Vital Discussions

By J. P. SHULER

NEW YORK—Ships paying off and signing on have slowed down considerably for the past week, with only 18 paying off and 17 signing on. However, shipping has been good and each night there are a number of jobs on the board.

There are several things of interest which were brought out by the membership at the last regular meeting in this port. One of them was shipping the Stewards. It was brought out by several members present that there should be a system inaugurated whereby the men would ship off the board, but they should be covered by approval from the steamship company so that they would not be turned down after waiting on the beach and then taking a ship and finding that the company would not approve.

Another thing that was brought out was that a number of the men would come in the union hall and pass their permit cards or probationary books to men on the outside who are not members of the organization and let them in. This is a practice that could be very detrimental to the organization as we realize that the National Maritime Union is making an effort to infiltrate the SIU, and will use any method to get into our hall to cause disruption.

It is important that all of the members of the Seafarers should make an attempt to keep the ships sailing without ordering men from the RMO, as it will

help in our drive to close this finky set-up. It has not been necessary in the past week to order men from the RMO.

The \$45.00 wage increase went into effect the first of this month and all men signing on ships should be sure that they are signing on for the wage increase as some of the companies may try to sign them on under the old wage scale.

The WSA has discontinued transportation of men from one port to the other. This has caused the union to have to open negotiations with the companies to work out some means whereby men can be transported from one port to the other to man ships.

The Merchant Marine Hearing Unit of the U. S. Coast Guard is not living up to the statement that it would discontinue boarding ships and bringing men up on charges. However, it has slacked up quite a bit in the last week. This may mean that they intend to cut it out.

The War Labor Board is at its last stand and the companies will now have to use some other agency in order to destroy our wages and conditions. With all of these official bureaus that sprang up during the war closed, the seamen should be able to apply the only weapon that the shipowner understands and we may be able now to get a few gains that we have so long needed by hitting the bricks if necessary.

Says Seamen Earned GI Rights

By E. S. HIGDON

NEW ORLEANS — The John Brady of South Atlantic SS Co. docked in this port the first of the week. Andrew J. Grege, Captain, pulled a "Captain Blood" trick by locking the messroom at sea (just for meanness). It seems that he had all the members on the ship scared to death. There were a number of beefs in all departments, and the pay-off was held up. "Captain Blood" said to the crew, "Pay off or else!" Some of the crew complied with his wishes and we pulled their trip cards—the rest of the crew held tight and he locked the galley and messroom. We had a hungry crew on our hands, but after much discussion we paid off and everything was settled okay.

DRIFTING BACK

Shipping has been good here in the past, but has become moderate this week. It seems that some of the shipyard workers are getting "the boot", or something, and are drifting back to ship out; but it isn't like it used to be for some when they hit the Committee with their books showing two years back dues and assessments due. Couldn't they at least have kept up their dues while working? The union and brother members were completely forgotten then! When they walk into the hall they gaze around and gasp, "WOW!" "Did we build this?" "Yes, we did but where were you?" Now that its all over, over there, you want to use the word "we"—so the best thing to do now is keep your shirt on salt and it may be a better trip next time.

SAME RIGHTS

Is there any one who can say that the seamen of the merchant marine do not deserve the same rights as any other man or woman, or any other branch of our armed forces? We, too, have suffered great losses in valuable, but expendable men and ships: Ships that are our livelihood in peace as well as war times. Men who were trained in this great work of delivering the goods at all costs. Men who are hard to replace at any time, especially in time of war.

Let us hope that there will be

WINS OVERTIME

By JAMES L. TUCKER

MOBILE—Shipping has picked up with about 200 jobs on the board. Anyone wanting to ship just drop by, you do not even have to set your suitcase or seabag down before you are shipped.

We are getting a few more T-2 tankers in, and Alcoa is now working steady out of Mobile to Trinidad. The Waterman is now running to Puerto Rico with the C-1s and expects to go back on the coastwise runs with some of their C-2s.

The Charles Ford was in from a ten-month trip with the stewards department in an uproar over disputed overtime. This was all settled after the Patrolman and Agent worked on it with the paymaster over the week-end, so that the ship could pay off on Monday. Nearly every ship that comes in has a few freeloaders on it, now that the war is over they think that they can go back to the farm where most of them belong.

no more wars, but if there is remember these same men, young and old, will be called upon to do their duty again. Naturally these same men will want to know that you have appreciated what they did in this war in helping supply our men on foreign shores. We do consider the fact that we have done our part, by delivering the necessities of modern warfare to our men.

Take into consideration the hundreds of thousands of men and women in our armed forces, who have never been outside the continental borders of the United States, men in all branches of the service. Men who have given their time but have never been exposed to the dangers of war. Men who have never felt the impact of a torpedo against the side of a ship; or a shell exploding on deck, buzz bomb explosions; or some fanatical Jap trying and some times succeeding in diving a suicidal ship of the air onto your own ship.

SUFFERED GREAT LOSS

All of those men who were at home in the States or near home, come under the Bill of Rights—a protection that they can depend upon now that hostilities have ceased. an we think ahead and say that we, too, come under the Bill of Rights? No. Remember, too, that there are thousands of boys in the merchant service who left school or a good job to do his part in the service. Will he be guaranteed his job back, or a chance to acquire a free education in some trade school or college? Will he have an equal chance to apply and get a homestead in Alaska, or wherever there are available homesteading lands? Will he have hospital rights, the same as other service men will have? He, too, may be shell shocked, or a cripple for life, because of some act of the enemy. The above are the reasons that we want the same privileges as other service men. We believe that we have been subjected to the same dangers as the frontline man during the long submarine menace. Therefore, we ask for the same rights in this time of need, the postwar period of today.

Come To Antwerp

Are you going to Antwerp? If you are, you're invited to drop into "Windy" Walsh's Green Corner for refreshments and SIU gossip. Windy is an oldtimer among seamen and has been an SIU book member for years.

His place, at 18 London St., corner of Rue Bordeaux, Antwerp, will be well stocked with Seafarers Logs and up to date SIU literature of all kinds, besides a variety of refreshments for weary mariners.

Windy has invited all SIU and SUP men to make this their Antwerp headquarters.

Two More Close

The Recruitment and Manning Organization offices of the War Shipping Administration in Philadelphia and Charleston, S. C., will suspend their activities and close by the end of October, it was announced here today by Craig S. Vincent, Atlantic Coast regional representative of RMO.

SAVANNAH IS SLOW

By ARTHUR THOMPSON

SAVANNAH — We didn't ship a man out of Savannah this week, but we got a call for 12 men for the stewards department of the SS George Washington which is now in Miami. These men will be shipped in the morning.

The harbor is as barren of ships as Central Park Lake, and we know of nothing scheduled for the near future. We have 17 men registered and Savannah boys paying off in other ports are drifting in from time to time. One boy just came home is Clayton Ingram who was on the Henry Bacon when it was sunk. Most of you remember the writeup in the Log last spring. He received his Mariner's Medal about a month ago.

In the hospital we have Brothers Peterman, Vincent San Juan, R. C. Grimes, and John W. Gregory. J. Harvey just went in to have his tonsils removed but he should be out in a couple of days.

ARE YOU WORKING FOR YOURSELF?

By WHITEY LYKKE

This is a question that you should answer right now. Are you one of those guys who are contented to sit back and let other guys do all the working and fighting for a stronger SIU, and better conditions for you and your mates? Or are you a real union seaman?

Your actions right now answer this question. Your union is now engaged in a fight to bring one of the biggest and toughest shipping outfits in this country under SIU contract. Are you taking an active part in this fight? Or are you expecting somebody else to do it for you?

Now is the time to prove yourself as a union man. See the officials in your port about getting on an Isthmian ship TODAY! If you are on a union ship, look around and see if you can locate an Isthmian scow, go on board her and talk to the crew. Explain to them the advantages of our union. Give them our literature to read.

The Isthmian election is coming up soon, and the first thought of every SIU member should be "I will do my damndest to help the SIU win the Isthmian election."

Ship Sale Bill Must Protect Seamen's Standards, Says SIU

(Continued from Page 1)

ships prior to and during the war. He pointed out that the provisions demanded by the resolution would not only aid the American seamen to keep up their own wages and standards, but would help the foreign seamen to raise their wages and standards to equal those of the American seamen.

Wunderlich told of Union actions aboard Norwegian ships in 1941 after their Unions had been driven into exile. He told of the fourteen months he was detained in a concentration camp in Canada because of fighting for better conditions aboard a Norwegian ship.

The resolution's provisions will aid most of the foreign unions, particularly those affiliated with the International Transport Workers Federation, (ITF), to which the Seafarers International Union is also affiliated.

Only one member present in New York went on record as being opposed to the resolution.

RESOLUTION

WHEREAS, H. R. 1425, commonly called the "Ships Sales Bill," is at the present time in committee hearings before the House Merchant Marine Committee and the Senate Commerce Committee, and

WHEREAS, this bill has for its purpose the sale of surplus American tonnage to both American and foreign shipping interests, and

WHEREAS, the American seamen's wages have recently been raised \$45.00 per month on an overall basis, making the wages for an American Able-bodied Seaman \$145.00 per month, and

WHEREAS, the maximum pay of a foreign seaman is \$60.00 per month in American money, and

WHEREAS, after the last war millions of tons of American ships were tied up, the ship operators giving the excuse that they could not compete with the foreign operators who were running in competition with American ships with low-paid crews, and

WHEREAS, the foreign nations are going to depend a great deal on building their merchant marines on American tonnage, which they expect to buy in this country, and

WHEREAS, it is obvious that some of these ships that will be purchased from the United States by foreign operators will be in direct competition with our country in various foreign trade routes, and

WHEREAS, the American people and the American Congress have signified from time to time, that they are ready to back a program for a strong American Merchant Marine,

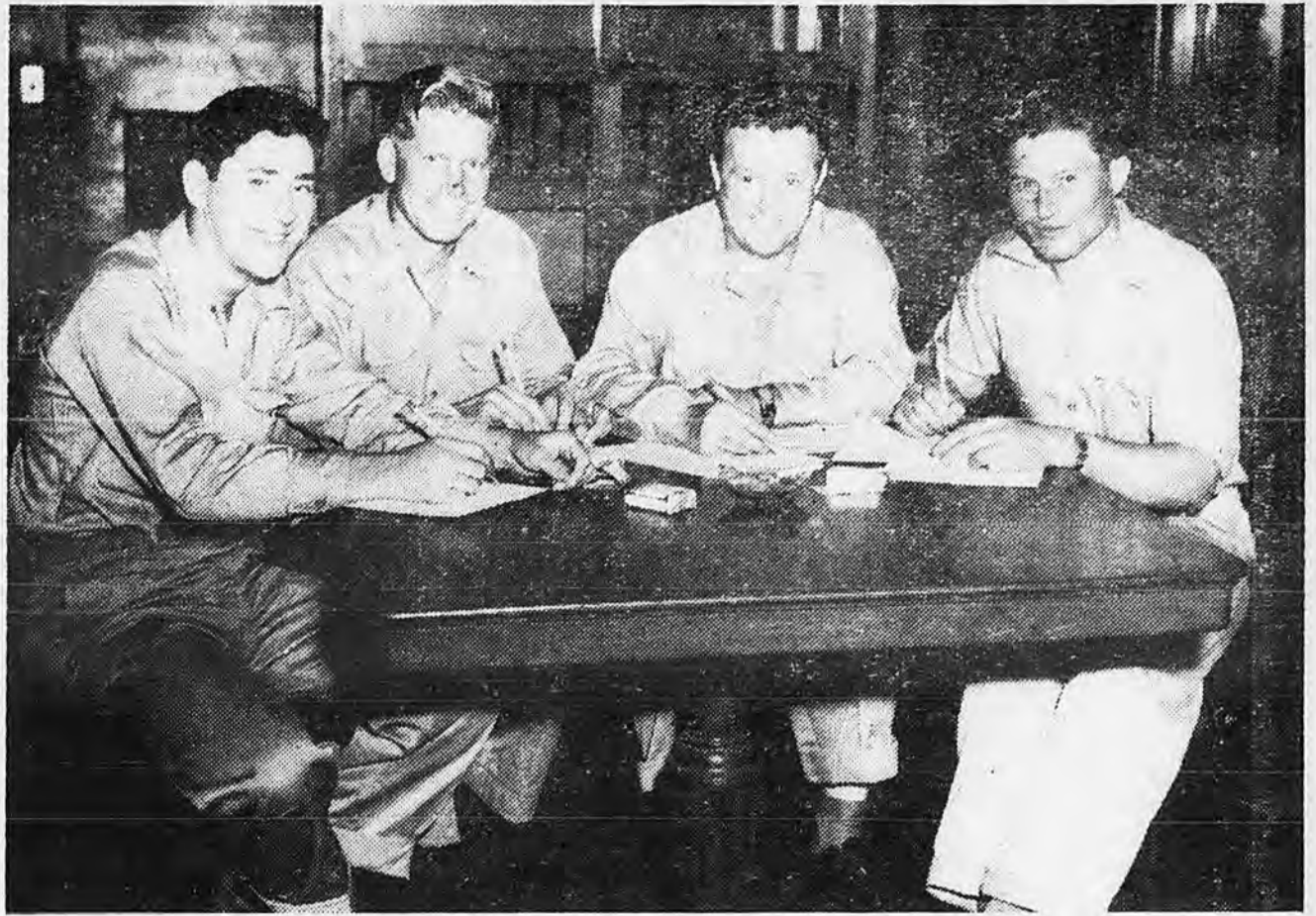
THEREFORE, BE IT RE-

SOLVED that we go on record, as an organization, requesting and urging the Congress of the United States to make certain stipulations in the Ships Sales Bill, to wit: that any American tonnage purchased by foreign operators or foreign countries, carry the stipulation that if these American-built ships, built with American taxpayers' money, should go into competition with American flag ships in various trade routes of the world, that it will be mandatory on these foreign operators to pay the prevailing American wages for seamen while in direct competition with American flag ships, and

BE IT FURTHER RESOLVED that we request all interested parties, the American Federation of Labor and the Congressmen to support our stand on this issue, and

BE IT FINALLY RESOLVED that the various ports up and down the Coast take steps to inform their Congressmen and Senators about the stand of the Sailors' Union of the Pacific.

WM. J. PALMER SURVIVORS



Four of the forty-three crewmen who with seventeen passengers survived the sinking of the SS William J. Palmer, Sth Atl. Liberty, when she struck a mine off Trieste, Italy. They are shown writing the story of their experiences for the Log. Left to right, Albert R. Kocsis, Messman; Theodore Pagacez, Wiper; Joe Dunbar, Chief Cook; and Bertram Pino, OS.



Men Now In The Marine Hospitals

STATEN ISLAND HOSPITAL

- W. W. FISHER
- FRED ENGLAND
- L. WREITH
- C. A. SHERROD
- A. RAYMOND
- JAMES F. CLARKE
- W. B. MUIR
- EMIL VON TESMAR
- L. M. MOODY, Jr.
- K. E. OLSEN
- B. B. LENOIR
- L. C. KATES
- BERTEL BRYDER
- J. A. SPAULDING
- L. L. LEWIS
- L. R. BORJA
- J. S. CAMPBELL
- R. A. BLAKE
- E. V. FERRER
- H. W. E. FREDERICKSEN
- ROBERT POWELL
- JOHN NEAL
- WILLIAM OATES

MOBILE HOSPITAL

- AMIEL CONSTANTINE (SUP)
- JAMES V. HALL (BCSU)
- WM. CHAMBERS (BCSU)
- TIM BURKE
- E. E. McCARTHY
- M. E. CARDANA

GALVESTON

- H. BIGNALL

ELLIS ISLAND HOSPITAL

- D. MC DONALD

BALTIMORE HOSPITAL

- JOHN BUZELEWSKI
- KARL JOHNSON
- JOHN SARTOR
- JAMES ROURKE

- HARRY BENNETT
- FRANCES FOWLER
- LAWRENCE STEELE
- WALTER BYRD
- PATRICK DUFFY
- FRANK NICHOLSON

BRIGHTON MARINE HOSP. BOSTON

- AMOS BUZZEL
- PETE KOGOY
- JOSEPH ELIE
- J. HINES
- JOHN DUFFY

SAVANNAH HOSPITAL

- B. R. PETERMAN
- VINCENT SAN JUAN
- R. C. GRIMES
- JOHN W. GREGORY

PORT OF NEW ORLEANS

- F. W. MURPHY
- J. A. SCARA
- J. E. WARD
- J. E. McCREADIE
- J. DENNIS (colored)
- C. T. WHITE
- J. P. SABERON
- J. J. HALLOWALL

Absentee Ballots Are Made Available To Merchant Seamen

Voting facilities aboard American Flag ships will be made available to more than 200,000 men in the merchant marine under completed plans announced today by the War Shipping Administration.

Operating under provisions of absentee voting laws, vessels carry explanatory literature and application cards for ballots. The captain, first officer, chief engineer, and purser aboard all vessels have been authorized to administer and to attest such oaths that are required by absentee voting regulations. A convenient place for marking ballots has also been provided.

M. A. Mendlesen, voting supervisor for the Atlantic Coast District of the War Shipping Administration, declared that in close cooperation with ship operators, maritime unions, American Consuls in foreign ports, the United Seamen Service, and Post Office authorities, machinery has been set up through which voting facilities will reach seamen on the high seas and far-flung ports of call, where the merchant marine is busily engaged in supplying and returning our troops to this country.

Some applicants, it was explained, will not be able to vote because of local State laws which require personal registration. Permission to use State absentee ballots is provided by thirty-seven States.

More than 70% of the total elig-

ible seamen applied for absentee ballots last year and despite the distribution all over the world, most of these men received State ballots in time to be filed.

Because of the difficulty frequently encountered when seamen change address and re-ship on other vessels after ballot applications are filed, seamen who do not receive their ballots are urged to make inquiry directly to Room 902, 39 Broadway, New York City.

CIO Man Rejected For Maritime Post

WASHINGTON — The Senate Commerce Committee has rejected the nomination of Raymond S. McKeough to the United States Maritime Commission following objections from the American Federation of Labor.

The vote, 10 to 7 against McKeough's appointment to the post, was the result of disclosures that the former New Deal Congressman knew nothing about the maritime industry and was the Midwest regional director of the CIO's Political Action Committee.

Every branch of the Seafarers International Union, with the membership indignant at his nomination by President Truman, wired its protests to the Senate Committee urging that they turn down the nomination.

Chairman Bailey was informed that the appointment of McKeough would have repercussions on the waterfront insofar as non-CIO seamen would feel that they were in danger of being discriminated against by the man whose former loyalties have only been to a small segment of maritime workers.

One of those who voted for McKeough was Senator Bilbo of Mississippi.

No new nomination has been made.

Ship Mail Delivery Checked

Many complaints have been received lately in regard to mail delivery while serving on Park and other ships. This matter has been taken up by SIU officials with Postal Authorities, and the Fleet Mail Office, in an endeavor to ensure prompt delivery of all

seamen's mail.

A thorough check of recent complaints is at present being undertaken, and assurance from the Naval Authorities in charge that every effort will be made to assure our seamen of regular and prompt delivery of mail.



THE WEEK'S NEWS IN REVIEW



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

SPORTS . . .

BASEBALL

It was a tough fight, Mom, but we won, "we" meaning the Tigers and the Cubs. To tell the truth, there were moments when we baseball experts weren't quite sure we'd make it with our predictions, and it wasn't until the last day of the season that the Tigers sewed up the pennant by taking the first game of a last-ditch doubleheader with the Browns—won, incidentally on a base-clearing homerun by Hank Greenberg.

All season long we have been plugging these two teams to cop their league titles, and toward the end we were having that sinking feeling that we were going to have to eat a bound volume of the Log, although Frenchy Michelet assures us that it's no worse than Shuler's wheatcakes. And that didn't make us feel any better.

However, it's all over now, and we can relax with the World Series, about which we make absolutely no predictions. The odds quoted by the betting folks favor the Tigers 13-10, but save your money and if things end quickly we'll tell you who won, next week.

Eddie Stanky set a new National League mark by drawing 148 free passes, one better than the old record that Jimmy Sheppard set back in 1911. The major league record for walks is held by Babe Ruth, who strolled to first 170 times in 1923. But Eddie really earned his mark, since he is not a slugger and got no intentional passes.

It's Newhouser and Borowy for the first game . . . Tommy Holmes, Braves outfielder, and Eddie Mayo, Tiger second baseman, were selected as this year's most valuable players by the Sporting News . . . Hank Borowy and Newhouser were chosen as the outstanding pitchers . . .

Louisville, after dropping the first two games in the American Association playoffs, swept the next four games to cop the title. Louisville will meet the winner of the International League playoffs, in which Newark leads Montreal three games to two. Four games take duke.

Flash: Steve O'Neill says the Tigers are a cinch to win. O'Neill, although the manager of the Tigers, is strictly impartial.

Flash: harley Grimm says the Cubs are a shoo-in. Grimm says he must tell the truth, even if he is the manager of the Cubs.

BOXING

Big doings at the Garden last week, when Rocky Graziano stopped Harold Green in the third round. Green claimed it was a fast count and tore into Rocky after he had been counted out. The affair turned into a miniature riot with the handlers and managers of both men joining the frolic. Quicker than you could

say Graziano, the fans were in the ring throwing wild ones. It was a wild party and everybody had a swell time, except for an unidentified guy in the fifth row who went home with a shiner.

This was the third time these boys have met, and the first time that Rocky's hard right really took: in each of the first two fights Green got off the canvass in the last round and took the decision. The biggest crowd of the year attended this brawl, and from the looks of it they will be back in force when and if these boys meet again.

This, incidentally, is the last fight at the Garden until Novem-



ber 7th, as the rodeo is taking over now.

Freddie Schott, Paterson heavyweight, knocker out John Thomas of Fort Lauderdale in ninerounds . . . Joe Louis is out of the Army, finally.

CURRENT EVENTS . . .

AT HOME

The War Production Board, in relinquishing all distribution controls over steel, copper and aluminum, virtually ended the plan for controlled materials . . . Francis Biddle, former U. S. Attorney General now named to the military tribunal which will try German war criminals, sailed for Europe aboard the Queen Mary. He was accompanied by his alternate, Judge John J. Parker of the U. S. Circuit Court . . . Figures released in Washington reveal that almost two and a half million men were rejected by the military as mentally unfit . . . The WLB, created immediately after Pearl Harbor, has decided to quit on Dec. 15th. Good news for labor, indeed. As yet undecided, is the question of who will administer the Board's decisions after that date.

Governor Dewey moved into the New York elevator tie-up, naming Former Supreme Court Justice Frankenthaler as arbitrator in the dispute, and demanding that both parties submit the case to him . . . As a truce was declared the garment industry, whose workers refused to cross picket lines, attempted to recoup the \$50,000,000 lost during the 5½ day strike . . . Conferences in the oil industry bore no fruit despite the transfer of negotiations to Washington.

Labor-management disputes headed for a new high with strikes in oil, lumber, coal, automobile and other industries. The Labor Department, under Secretary Schwollenbach, expects its "reorganized" conciliation service to cope with the situation as the return to direct free collective bargaining threatens to tie up more big corporations.

President Truman wrote Prime Minister Attlee supporting increased Jewish migration into Palestine. Britain's reply is said to include a demand that the U. S. share with Britain the responsibility for policy and developments there . . . A House sub-committee urged Truman to keep the atomic bomb a secret, pending reports by the commission of scientists, the Joint Chiefs of Staff, the State Dept., and Congress.

Secretary of Treasury Vinson recommended a \$5,000,000,000 tax reduction in excess profits tax (that's the big boy's tax) while Reconversion Director Snyder predicted 8,000,000 unemployed by spring . . . Secretary of Labor Schwollenbach is reported ready to take "strong action" in the oil controversy.

The New York metropolitan housing shortage remained acute and a newspaper ad, according to a radio wit, read: "Refined gentleman, in iron lung, will move over."

INTERNATIONAL

U. S. troops seized 21 banks in seven Jap cities while the Tokyo Finance Ministry was ordered to close institutions which had operated Japan's colonization program. The bulk of Hirohito's wealth is reportedly involved . . . Twenty three Japs, including former Premier Tojo were moved to Omori prison camp to await trial as war criminals . . . Chinese communists have agreed to form an all-party political council with the Government until a constitutional government has been instituted through a national assembly . . . Joe Stalin told the U. S., through Senator Pepper in Moscow, that we are being too easy with the Japs. Stalin asked that Americans "just judge the Soviet Union objectively." Which shouldn't be hard to do.

Japan has only about thirty-five ships left from her once great merchant marine, and few of these of more than 500 tons. The rest are lying at the bottom due to Allied air and sea action. The Japs now have less ships than any other maritime nation . . . The de-nazification of Germany brought "Blood and Guts" Patton back into the news when the General declared that "the Nazi thing is just like a Democrat and Republican election fight," and brought the wrath of the people down upon himself. More than a score of Nazis still occupied high Bavarian Government posts when General Eisenhower summoned Patton to explain.

Argentina's government imposed a "state of siege" once more, despite mounting protests at home and abroad. As part of the campaign to unseat the "Colonel's Government," Argentine labor planned a general strike, which seemed sure of the support of small business as well as students and professionals . . . French election results indicate that the Socialists have had successes, although these are by no means comparable with the British landslide. There is little hope that they can achieve a majority and France will probably continue under a coalition government. The Socialists have won 811 seats while the Communists, despite their expectations to the contrary, won only 326.

Major League Baseball

FINAL STANDING OF CLUBS

National League					American League				
	W	L	PC	GB		W	L	PC	GB
Chicago	98	56	.636		Detroit	88	65	.575	
St. Louis	95	59	.617	3	Washington	87	67	.565	1½
Brooklyn	87	67	.565	11	St. Louis	81	70	.536	6
Pittsburgh	82	72	.532	16	New York	81	71	.533	6½
New York	78	74	.513	19	Cleveland	73	72	.503	11
Boston	67	85	.441	30	Chicago	71	78	.477	15
Cincinnati	61	93	.396	37	Boston	71	83	.461	17½
Philadelphia	46	108	.299	52	Philadelphia	52	98	.347	34½

Major League Leaders

CLUB BATTING						CLUB BATTING					
	R	H	HR	RBI	PC		R	H	HR	RBI	PC
Chicago	722	1433	56	657	.276	Chicago	595	1329	22	544	.262
St. Louis	753	1468	63	682	.274	Boston	597	1379	49	545	.260
Brooklyn	802	1459	55	713	.271	Detroit	627	1332	75	592	.260
Pittsburgh	745	1406	72	684	.268	Washington	624	1374	27	558	.258
New York	661	1417	112	612	.268	New York	659	1319	90	633	.258
Boston	696	1421	97	651	.267	Cleveland	577	1246	65	536	.254
Cincinnati	524	1287	56	475	.250	St. Louis	594	1294	64	551	.249
Philadel.	547	1269	56	496	.247	Philadel.	499	1297	32	435	.245

LEADING BATTERS						LEADING BATTERS					
	AB	R	H	PC		AB	R	H	PC		
Cavarretta, Chic.	493	94	177	.355	Stirnweiss, N. Y.	632	107	195	.309		
Holmes, Bos.	636	127	224	.352	Cuccinello, Chic.	403	50	124	.308		
Rosen, Brook.	606	126	197	.325	Dickshot, Chic.	485	74	147	.303		
Kurovski, St. L.	511	84	165	.323	Estallella, Phil.	451	45	134	.297		
Hack, Chic.	596	111	192	.322	Moses, Chic.	569	79	168	.295		
Ott, New York	451	72	139	.308	Case, Wash.	503	72	148	.294		
Olmo, Brook.	556	63	174	.313	Myatt, Wash.	490	81	144	.294		
Galan, Brook.	576	114	177	.307	Hockett, Chic.	413	47	121	.293		
Lombardi, N. Y.	368	47	113	.307	Myer, Cleve.	524	71	153	.292		
Johnsno, Chic.	556	94	165	.302	Newsome, Bos.	438	46	127	.290		

RUNS BATTED IN						RUNS BATTED IN					
Walker, Brooklyn	124	Etten, New York	110								
Holmes, Boston	116	Cullenbine, Detroit	92								
Pafko, Chicago	111	York, Detroit	89								
Adams, St. Louis	111	Stephens, St. Louis	88								
Olmo, Brooklyn	108	Binks, Washington	82								
Elliott, Pittsburgh	108										

HOME-RUN HITTERS						HOME-RUN HITTERS					
Holmes, Boston	28	Stephens, St. Louis	24								
Workman, Boston	25	Etten, New York	18								
Adams, St. Louis	22	York, Detroit	18								
Ott, New York	21	Cullenbine, Detroit	18								
Kurovski, St. Louis	21	Heath, Cleveland	15								

LEADING PITCHERS						LEADING PITCHERS					
	G	W	L	PC		G	W	L	PC		
Borowy, Chic.	14	10	2	.833	Muncrief, St. L.	27	13	4	.765		
Brecheen, St. L.	23	14	4	.778	Newhouser, Det.	39	24	9	.727		
Wright, Boston	14	7	3	.700	Leonard, Wash.	31	17	7	.708		
Webber, Brook.	17	7	3	.700	Ruffing, N. Y.	11	7	3	.700		
Wise, Chicago	38	22	10	.688	Gromek, Cleve.	35	19	9	.679		
Bukhardt, St. L.	41	17	8	.680	Ferriss, Boston	35	21	10	.677		
Mungo, New York	26	14	7	.667	Wolff, Wash.	33	22	10	.667		
Barrett, Bost.-St. L.	34	23	12	.654	Benton, Det.	30	13	8	.619		
Passeau, Chic.	34	17	9	.654	Reynolds, Cleve.	44	18	12	.600		
Cables, Pitts.	28	11	6	.647	Potter, St. L.	31	15	10	.600		
Erickson, Chi.	26	7	4	.636	Bevens, N. Y.	29	13	9	.591		
Herring, Kklyn.	22	7	4	.636	Carrasquel, Wash.	35	7	5	.583		
Prim, Chicago	34	13	8	.619	Hollingsworth, St. L.	26	12	9	.571		
Strincevich, Pitts.	35	16	10	.615	Lee, Chicago	29	15	12	.556		
Beck, Cin.-Pitts.	25	8	5	.615	Trout, Det.	41	18	15	.545		
Derringer, Chic.	35	16	11	.593	Jakucki, St. L.	30	12	10	.545		
Seats, Brook.	30	10	7	.588	Grove, Chicago	33	14	12	.538		
Sewell, Pitts.	32	11	8	.579	Ryba, Boston	34	7	6	.538		
Dockins, St. L.	31	8	6	.571	Haefner, Wash.	37	16	14	.533		
Brewer, New York	28	8	6	.571	Berry, Phila.	52	8	7	.528		
Clegg, Brooklyn	41	17	13	.567	Gettel, N. Y.	27	9	9	.526		
Butcher, Pitts.	28	10	8	.556	Dubiel, N. Y.	26	10	9	.526		
Adams, New York	65	11	9	.550	Pieretti, Wash.	44	14	13	.519		
Hutchings, Bos.	56	7	6	.538	Christopher, Phil.	33	13	13	.500		
Roe, Pittsburgh	33	14	13	.519	Overmire, Det.	31	9	9	.500		



BULLETIN BOARD

—Unclaimed Wages— Moran Towing Company

GREAT ISAAC

Abele, Jekahs	6.20
Daniel Collins	2.32
Henderson, Peter	5.42
Dowling, John	13.95

HILLSBORO INLET

Traill, Gene A.	49.30
Vousloumes, George	34.63
Vousloumes, George	22.44
Monfree, Philip	20.00
Kallasti, John	8.00
Diskikns, Robert	20.00
Diskins, John	8.00
Matheson, James	22.00
Birkette, James	4.00
Matheson, James	68.43

LIBBY ISLAND

Perker, Arthur	3.16
Hopka, Edwin	.79
Jensen, Swend	3.16

MATAGORDA

Chiotos, R.	22.50
Potter, A. H.	7.94
Studt, John	88.48

MOBILE POINT

Martin, Jesse	3.42
Sanford, Edward	70.71
McDaniel, B.	1.19
Phillips, Joe	11.85
Levak, Clarence	25.80

MONTAUK POINT

Cammings, Floyd	16.42
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MOOSE PEAK

Kalka, John	24.48
Mitchell, Richard	6.12

E. J. MORAN

Robert, James H.	.45
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PETIT MANAN

Benson, R.	58.62
Whitsad, L. W.	10.47
Aalberg, Richard S.	.53
Durrell, Amos	13.43
Douglas, William	.26

PIGEON POINT

Dubert, R.	19.24
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POINT ARENA

Marioneaux, Walter	4.50
Wolcott, John W.	4.50
Russell, Jack E.	4.11
Miller, Robert S.	31.50
Miller, Robert S.	7.98

POINT ARGUELLO

Harter, Raymnd	81.24
Rowan, Joseph L.	6.86
Barlow, John	6.32
Jackson, J. P.	.59
Kasznowsky, Edward	12.24
Patton, Wilbert	181.30
Patton, Wilbert	2.00
Silva, Anthony	325.89
Silva, Anthony	2.00
Parker, Marion	171.36
Parker, Marion	2.00
Kissling, Robert	71.14

POINT CABRILLO

Everett, William	1.58
Wendt, Gerard	2.00
Armiro, Tevdos	1.57
Schneider, R.	6.29

POINT JUDITH

Vigmar, Miles	3.74
Pennion, William G.	.85
Mathiason, Nelse	18.03

POINT LOMA

Sadler, Harry W.	24.09
Critchett, Edwin	3.78

POINT SUR.

Long, Frank B.	130.48
Carroll, William B.	2.50
Covert, Sam W.	7.48
Nelson, Jack	7.48
Rhodes, Arte E.	7.48
Gillespie, Harold E.	7.48
Bullard, Joel H.	4.86

POINT VICENTE

Joseph, Joseph	1.80
Sappenfield, J.	3.40
Clayton, Everett	5.18
Parotti, Peter	2.61

RACE POINT

Young, Grachy R.	2.61
Miles, Clyde E.	3.43

RESCUE

Simpson, Jerry	117.68
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SABINE PASS

Mitchell, Joseph	146.94
Mitchell, Joseph	212.39
Mendell, Wilbur	10.32
Middle, Bartram	22.91
Roulette, Hawkin J.	15.01
Smith, George	4.00
Oakley, Ford	4.00

ST. SIMON

Godinez, M.	27.85
Stanley, Archer A.	12.56
O'Connell, Wilmer M.	8.61
Woempner, Jack O.	8.61
Baker, Leo R.	8.91
Kelso, James	12.56
Cuete, Thomas C.	4.00

SAND POINT

Jepson, Arnold F.	89.60
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SAND KEY

Kaulide, Henry	142.40
Kaulide, Henry	17.38

SANIBEL ISLAND

Tegen, Albert	9.10
McClaine, James V.	20.54
Andrew, Donald L.	12.64
Shuster, Ernest E.	5.64
Peterson, John	8.05
Savage, Stanley	10.42
Evans, Robert	29.16
Larsen, Bernard	4.99
Morales, E.	6.63
Garson, Jack	2.62
Blair, Hasper	3.95
Rawlings, W. F.	3.03
Torres, G.	3.95

SANKATY HEAD

Mitchell, William A.	10.15
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SOMBRERO KEY

Hale, Clarence	268.43
McCord, Michael C.	16.50
Hale, Clarence	150.00

SOUTHWEST PASS

Gregory, Ivan G.	6.10
Sutherland, G.	1.91

TRINIDAD HEAD

Jones, Charles T.	19.02
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TYBEE

Lorza, Nick	15.30
Hinton, Ray M.	31.00
Harris, Earl D.	6.12
Knowles, Lloyd E.	3.92
Gibson, Frank	3.44
Korback, Archie	2.67
Argo, Russell	3.82

POINT SUR.

Daniels, Norman	3.44
Kipp, Richard D.	1.58
Wanner, Edward	1.53
Doors, Joseph S.	1.53

WOOD ISLAND

Newbold, August	18.28
Rothman, Donald	13.42
Ecklund, Erid	16.89

South Atlantic Steamship Line

SS ALAN A. DALE

H. M. Jensen	\$ 17.20
Harry Kent	125.00
Axel Jensen	29.90
J. W. Harrington	.07
Louis Duran	10.07
Armada Garcia	2.87

SS ALBERT P. RYDER

Isadore Cononico	2.00
Lloyd D. Thomas	4.27
Kenneth Guenther	2.63
Norman Lucas	51.90
Anthony Glambone	47.28
Searol Miller	54.04
Garrett Hogan	56.88
Daniel Vallus	54.04
James D. Moore	50.13
Vincent Perez	6.24
Sidney G. Moran	6.24
William Stephens	4.82
Earl C. Corkin	11.02
John P. Callanan	20.49
Therold McIntosh	25.84
Wm. J. Barber	10.69
Andrew Carmen	1.78
Robert Rusell	1.78
Thos. J. Swafford	10.69
Earl C. Robbins	8.26

SS ALEXANDER E. BROWN

George L. Bales	1.84
James Stewart	1.84
M. E. Chandler	1.84
Paul Meleck	1.84
Adolph Schafter	.01
Walter Carlisle	.01
Mark Vedrene	.01

SS ALEXANDER GRAHAM BELL

John P. Ryan	.78
Milan Herchek	3.49
Geo. M. Christmas	4.82
Elbert J. Duffy	5.51
Harry L. Rogers	5.51
Marvin L. Platt	1.04
Cecil M. Futch	1.72

SS ALEXANDER GRAHAM BELL

John P. Ryan	.78
Milan Herchek	3.49
Geo. M. Christmas	4.82
Elbert J. Duffy	5.51
Harry L. Rogers	5.51
Marvin L. Platt	1.04
Cecil M. Futch	1.72

SIU HALLS

NEW YORK	51 Beaver St.
BOSTON	330 Atlantic Ave.
BALTIMORE	14 North Gay St.
PHILADELPHIA	6 North 6th St.
NORFOLK	25 Commercial Pl.
NEW ORLEANS	339 Chartres St.
SAVANNAH	220 East Bay St.
MOBILE	7 St. Michael St.
SAN JUAN, P. R.	.45 Ponce de Leon
GALVESTON	305 1/2 22nd St.
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.
JACKSONVILLE	920 Main St.

SS ALEXANDER S. CLAY

L. Del Rosco	12.61
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SS ALEXANDER LILLINGTON

Garland W. Brown	3.44
Hormer W. Hahne	11.43
H. V. Walsh	5.30
L. F. Carter	1.61
R. E. Kellogg	.65
Floyd C. Nolan	1.27
Thomas R. Parrett	1.27
P. Y. Spinney	2.10
John P. Synoth	2.59
Raymond J. Marpool	1.00
Raymond J. Marpool	.47
Harlod D. Jewell	1.34
Fred Tatro	3.38
Wm. T. Gay	1.37
Wm. P. Dunn	3.56
Wm. H. Smith	3.56
D. B. Braselton	3.56
Earl C. Douglas	12.47
Francesco Frasnne	3.56
Alfred C. Wallace	11.82
Allen K. Marshall	30.17
Melvin V. Hoy	2.57
Robert Sharrenberg	32.90
Claude B. Arms	6.65
Douglas B. Patterson	27.71
Paul E. Ambrose	34.96
Claude B. Arms	6.65
Costa Tiskins	6.33

SS ANDREW PICKENS

Pascal J. Crosby	10.00
Wm. L. Smith	5.69
Fred W. Sweder	3.32

SS AUGUST BEIMONT

Kendall R. Bowen	14.19
Jack P. Farrow	10.66

PERSONALS

HERBERT R. KRUTZ
formerly of the SS Abraham Baldwin, and
JOSEPH BUKLEY
FRANK DEVLIN
of the SS Norwalk, please call at the office of Jacob Rassner and Harry Eisenberg, 220 Broadway, Room 2003, New York City.

R. P. JANESKO
Book No. 28889, your receipt, number 18239, for dues and strike assessment, is being held for you at the 5th floor dues window of the New York hall.

A. W. CAVINESS
Book No. 31236. You owe Patrolman Keith Alsop \$12.00 on receipt No. A10290. Mistake in total of receipt in Norfolk pay-off. Contact Alsop.

A. DELANEY
Book No. 29777—Your receipt shows you paid \$10.00 Strike Fund which is incorrect. You still owe it.

Breath, Harry	10.43
Furr, Donald	23.00

YAQUINA HEAD

Basaraba, N. B.	15.65
Olchevry, John	81.85
Feliszek, Chester	45.13
Albren, John de	18.36
Shaw, Duncan, Jr.	19.12
Langley, A. F.	26.39
LaFrance, George	20.40

Arnold J. Evard	.76
Clarence J. Novak	1.31
Hans Kalitski	3.58
Frank Kababik	4.98
Joseph Kwiec	2.84
Carl Mielnik	3.55
lfred Borjer	3.10
Albert Rescatore	9.24
Wm. B. McAdams	5.69
Ray M. McDonald	10.66
Joseph Dinkins	4.27
Hans Kalitski	1.24
Irving S. Mumford	24.53
G. White	.89
Billy Robertson	14.80

SS AUGUST BEIMONT

Kendall R. Bowen	14.19
Jack P. Farrow	10.66

Notice!

R. CHARBANNEAU
Your trip card receipt A 15279 is being held for you in New York. See Patrolman W. Hamilton.

MONEY DUE

M. J. Golbout, and E. J. Neal have seven hours each due. Collect at Eastern SS Co., Boston, Mass.

SS PANAMA CITY

The following men have port attack bonus due them for Algiers in 1943:

F. M. Shiferdok, Alf Johnson, J. M. Brooks, John M. Gibbons, C. W. Murrell, J. V. Ferraro, S. A. Esposito, F. J. Prowaski, G. B. Thurmer; H. C. Winter, J. B. Morton, C. H. French, W. J. Lumas.

Contact Waterman SS Co., Mobile, Alabama.

SS MONTEZUMA CASTLE

Following men paid off in Mobile on Sept. 24, 1945 have money due.

Deck Dept: Kelcher, 2 hrs.; Romerso, 6 hrs.; Kugle, 4 hrs.; Juliono, 4 hrs.; Lyons, 4 hrs.; Hipp, 4 hrs.; Gay, 7 hrs.; Tuner, 9 hrs.; Hipp, 9 hrs.; Quinlon, 7 hrs.; Cunningham, 7 hrs.; Mondello, 7 hrs.; Matesic, 7 hrs.

Steward Dept.: H. Valencia, 24 hrs.; F. M. Spalding, 24 hrs.; R. 25 hrs.; T. Ortez, 25 hrs.; J. J. Corcoran, 25 hrs.; W. N. Atwood, 24 hrs.; M. Shull, 25 hrs.; J. Mendelsohn, 25 hrs.; J. P. Berry, 24 hrs.; G. E. Long, 24 hrs.; C. Herbin, 25 hrs.

Engine Dept.: Bell, 44 hrs.; Galbraith, 29 hrs.

ISTHMIAN MEN—**This Isthmian Seaman Is Speaking
At An SIU Meeting—And
MAKING MARITIME POLICY**

You Isthmian men have been invited by the SIU to attend its meetings and state your viewpoints — and many of you have accepted.

This man is John Wunderlich, Jr., AB, who came to a Seafarers meeting in New York with a group of his shipmates from the SS Steel Inventor.

When the meeting discussed the disposal of surplus American ships, Wunderlich, a former member of the Norwegian Seamen's Union who has sailed two years with Isthmian, gave his opinion on how a proposed bill would affect the conditions of American and foreign seamen.

Wunderlich took the floor and spoke out of his experience on American and foreign ships. What he had to say helped formulate suggestions that the Seafarers will bring before Congress to protect the rights of seamen everywhere.

Our invitation to you is not an idle one. It is still open, and we want you to take advantage of it.

**COME DOWN AND HELP MAKE THE POLICY THAT THE
SEAFARERS IS MAKING ON THE WATERFRONT.**

**SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA**