

SEAFARERS LOG



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STAUNCH UNION MEN WITH 82 YEARS SEA TIME



These SIU old timers first went to sea when the ships were made of wood and the men of iron. But they never got conditions then like they do now under the union contracts. Here they are looking through the "Money Due" list in the LOG after signing off a ship last week. From the expression on their faces it looks like they have a nice bit of overtime coming. Left is Brother William Kemmerer, for 45 years a ship's cook, and a good one. He is now 70 years old. On the right is Brother L. D. Callahan, one of the best Deck Engineers that ever lifted a wrench. He has been sailing for 37 years and is now 57 years old. "The good old days didn't have nothin' that could compare with an SIU contract," said Brother Kemmerer.

SIU CONTRACTED OPERATORS REVEAL POST-WAR GROWTH

Shipowners contracted to the SIU are already making their post-war plans and notwithstanding talk of reducing the merchant fleet, all are preparing to expand their fleets.

To be sure, much of what now is specified in their plans is still tentative. Too many unknown obstacles and uncertainties — chief among them is the kind of ship sale bill passed by Congress — stand in the way of a complete picture of post-war shipping being drawn.

However, an inkling of what the merchant seamen may expect after the war has ended may be gotten from the operators' plans. We give below the general post-war expectations of three of the operators of SIU ships, as revealed this week in the *Journal of Commerce*.

ALCOA SS COMPANY: With more than 15 of its own ships afloat, about 10 of which were

built during or since 1941, the company is actually stronger in ships today than it was before Pearl Harbor. Alcoa will use C-1s, with limited passenger accommodations, in a drive to develop trade and travel possibilities in the southeastern Caribbean.

The company is interested in developing means for lowering the cost of moving bauxite ore from the Guianas. It has been reported at various times to be considering special types of ore carriers for this trade.

Be Specific—Brother!

When calling the New York hall, tell the switch-board operator exactly what you want, and she will connect you with the right party. Don't be vague. When your call goes through two or three hands before you finally get the one you want, you are tying up the lines for somebody else.

Alcoa will acquire five more "exporter" type ships now being built. On the completion of the program it will have 18 new cargo ships, and may also add slow cargo ships. It is also considering three fast new liners for service in the Mediterranean, the size depending on what airline routes are established to that area.

WATERMAN SS CORP.: Waterman has developed elaborate postwar plans for the acquisition and operation of ships both for itself and for its subsidiaries.

W. B. Garner, executive vice-president, stated recently that his company will buy from 50 to 100 C-type ships if restrictions on non-subsidized operations are removed from the ship sales bill before it is passed by Congress.

NEWTEX SS CORP.: Newtex is seeking ships to operate between New York and the Texas

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N.Y. Branch Sets Impressive Record For Beefs Settled

Settling beefs at the point of production pays dividends for the membership! The record rung up this week by the New York Branch is indisputable proof of this. Technical beefs with three different operators were settled in favor of the crews. These beefs not only involved many hundreds of dollars in overtime, but more important, they proved once again that the SIU is ready and able to enforce the letter and spirit of its contract working rules. And those working rules are the best in the industry.

Take, for instance, the beef on the SS William Rawle, operated by the Bull Line. This ship carries a 34 man gun crew and the mess room seats only 12 men at a time. This meant that the messman and utility man had to work three different shifts to get the

men fed. The SIU demanded overtime for these men.

This is not the kind of a beef that is settled easily, and the company used a variety of tactics to avoid paying. The New York Branch doesn't let these beefs slide, however. And this week the messman and the utility man making the last trip on the Rawle collected \$140 apiece overtime. More than that, the two trips previous will pay overtime to the men in those ratings, one of these trips paying \$360 each to the messman and utility man.

There was a POW beef on the SS Warde Hunt this week. POW beefs are always tough, but the New York Patrolman waded into this one with full steam.

Prisoners on merchant ships are
(Continued on Page 5)

Boosts Strike Fund Before He Becomes Mate

He wouldn't permit his name to be used in this story—he was getting his license, and he didn't want "the operators to know in advance what side of the fence I'm on."

He came into the New York hall the other day, weather-beaten from a nine month trip, and wanted to pay his strike assessment. He had come across the *Seafarers Log* in an out port, and read about the referendum.

It was explained to him that the voting was not yet over; that though the sentiment of the men was well-known, still the proposition had not been legally passed.

"Listen," he said. "I'm going for my license, and I expect to get it real soon. I came in to pay up my dues and get a withdrawal card. It isn't my fault that this voting isn't over yet, and I don't want to leave owing anything."

"Even with my license this is still my union, and as long as they are fighting for me, it's only fair that I help foot the bill. I insist that you take the money—and I want to give \$25."

His \$25 were taken as a voluntary contribution to the strike fund, and he went away satisfied. As he stepped into the elevator, someone said, "That's what makes a union."

You said it, brother!

NMU Organizes WET For Seafarers

Thomas C. Renick, a first pumpman aboard the War Emergency Tanker, Great Lakes, came into the Seafarers New York hall on Wednesday carrying pledge cards from the black gang asking for SIU representation.

Since the SIU is not carrying on a drive among WET, his appearance was somewhat startling, but Renick explained it to the New York officials.

The NMU, he said, was trying to organize the WET, and the tankmen, who had seen the conditions on the NMU ships want no part of them.

"To my knowledge," he said, "a full majority of my crew want the SIU, and 24 have signed pledge cards that I know of. Not only unorganized men, but even NMU men themselves prefer the SIU. We all of us know what an NMU contract means—or doesn't mean."

Renick, who belonged to the NMU for a brief period in its early days—when it made noise like a fighting rank and file union—has had an opportunity to see how the NMU functions, and understands why the seamen prefer the SIU to the Curran crew.

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The Miners Win Again

The United Mine Workers have once again this year emerged as the victor in their continuing warfare against the coal operators. In both the hard coal and soft coal fields, in the face of the most determined opposition, and despite the most shameful campaign of vilification carried out against them, they were able to win the most important of their demands.

Arrayed against them in their fight for the necessities of life, were the united opposition of the coal operators, government agencies, and the commercial press, which did its usual hatchet job in trying to turn public opinion against the coal workers. Joining in this unholy alliance was a very small section of the labor movement which added its voice to the vicious slanders.

Despite these forces against them, the Miners were able to win. How were they able to triumph over such opposition? Why have the miners been among the very few American unions to get any substantial concessions from the employers?

The answer is a simple one. The Miners have consistently applied the traditional trade union tactics at the place where they are most effective, the point of production. In place of the new, strange philosophy of "cooperation" with the employers, which has not yet won one major concession for the American workers, the miners met the operators with their own weapon, economic pressure.

Determined in face of the opposition, calm before provocations, the miners have rested their case on two points: the firm belief that their case was just, and united, disciplined trade union action.

The miners have done more than just win an important concession for themselves. They have taught the American trade union movement a lesson. Will IT learn the lesson?

Let's Not Forget

Every so often we print a letter reminding the membership of our brothers in the various marine hospitals, particularly in Fort Stanton. Pressed by our own personal problems, being on the beach only for short periods of time, it is too easy to forget our shipmates who are ill.

The union does what it can, making sure that the men get their hospital benefits and handling their beefs. But the union is often somewhat impersonal. The money the men get, while it keeps them in smokes and other minor needs, is not all they want—not by a long shot.

What they miss and want most, is the comradeship of and the contact with, even if only through the mails, their buddies and shipmates.

It is no great sacrifice to write a few lines every so often. The task once begun takes no time at all, and is valued beyond any monetary standard. Every seaman knows what it is to be alone and forgotten. Don't let your shipmates feel that you no longer think of them. Write every so often, and if you are near a hospital pay a personal visit.

Miners Victory

70,000 hard coal miners returned to work this week, after a three week strike had won important concessions from the coal operators. Idle since May 1 as a result of refusal of the operators to make any concessions to the union on a new agreement, the miners held fast in face of great government pressure.

Even though the government seized the mines, the miners stayed out, in accordance with their established tradition of "no contract, no work."

Since the notorious Smith-Connelly Act makes it a crime to inspire a strike during government operation, a flock of FBI men were assigned to the mines to check for violations of the law.

However, they were unable to find a scrap of evidence showing any organized effort to encourage a strike. The men just stayed out by themselves. They needed no urging from anybody.

As a result, Attorney General Francis Biddle found it necessary to announce publicly that he could find no basis for prosecution.

Shortly afterward, the operators went a long way in yielding to the UMW. They finally agreed to a settlement which will result in an aggregate increase of \$1.37½ a day to the miners.

Most of this sum will cover pay for travel time underground—the well-known portal to portal demand—and the rest represents an increase in vacation pay from \$50 to \$75 a year; 4 to 6 cents an hour night shift differentials, and payment for 15 minutes lunch time underground.

The total gain is somewhat higher than Lewis obtained for the soft coal miners recently.



LABOR SPOTLIGHT

The government may take over 1,200 Chicago trucking firms this week as 6,500 striking truck drivers rejected a WLB proposal that they return to work. Involved directly was an independent drivers union. While the AFL Teamsters Union is not striking, many of its members have refused to cross the independent's picket line.

A strike of 1,400 employees of the United Parcel Service, members of Locals 138 and 804 of the AFL Teamsters Union, has stopped deliveries of 375 New York department and specialty stores. Sympathetic action on the part of other locals of the Teamsters, who refuse to handle goods consigned to the stores, is proving of great aid to the strikers.

U.S. Runs Up Atlantic Total Score Of 126 Submarines

The Navy this week pulled the Atlantic submarine story out of its closet of military secrets and disclosed that: 1. At least 126 U-boats have been sunk by American forces out of a total of "about 500" destroyed by the Allies during the war. 2. Germany made a frantic gamble in the last weeks of war, throwing a formidable pack into the Atlantic under order orders to blanket the East Coast from Maine to Florida. Because definite proof is required to get credit for "kills," it is likely the American total is well above the official figure. Germany's last sub effort fizzled out, the Navy said, because our ships and planes were on the job in the Atlantic. This was the score in the eleventh-hour battle. Two ships sunk, three others torpedoed. Five subs destroyed, the rest kept submerged. To stop the raiders, four United States aircraft carriers and 48 destroyers were in position. They pounced on the German fleet in mid-Atlantic.

Ingram revealed that 125,000 officers and more than a million men fought the subs during the three-year struggle. "This was one of the decisive battles of the war," he said. "If it hadn't been won the war in Europe wouldn't have gone on. The battle was waged over 30 million square miles of ocean, and victory wasn't in sight until CVE's and destroyer escorts started joining the fleet in large number in 1943." Ingram gave this roundup on convoys: 16,760 ships escorted across the Atlantic since start of the war. Of these, less than a score were sunk in convoy. Roughly, Navy ships and convoyed craft cruised more than 50 million miles and patrol pilots flew additional millions of miles. A total of 3552 escort vessels was employed. Troop ships, heavily escorted, made fast time on speeds of over 15 knots, but freighters could do only between 6 and 10. The largest convoy was 119 ships, with 9 escort craft.

Subs To Surrender

German submarines that were prowling the Atlantic when Germany surrendered are now surrendering at U.S. and Canadian ports.

Orders were radioed from London directing all German and German-controlled ships at sea to head for the nearest Allied port and remain there for further orders.

UNALIENABLE RIGHT

There are three kinds of kickers—mules, shotguns and seamen. The mule kicks because he was born that way; the shotgun kicks because it was made that way, and seamen kick because it is a right granted them by the union.

(ITF) The French Seamen's Union, an affiliate of the ITF, after many vigorous demands, won a decision recently from the Mercantile Marine Authorities, restoring to all seamen their allotment and family allowances which the Vichy regime had denied seamen working for the Allies.

The executive council of the International Association of Machinists (AFL) has come out against peacetime military conscription, calling it "a violation of American tradition and a direct blow at democracy."

They also petitioned the NWLB to raise the basic wage rate, on the grounds that take home pay is falling as hours are being cut from 48 to 40 per week.

Miners' lives are pretty cheap out in Pennsylvania. 14 miners were killed in a mine accident in September, 1943, and only now has the case, charging criminal negligence, come to court.

The operators pleaded "nolo contendere," law talk for "we have no defense." It seems that just before the blast the operators were warned that the mine was gassy, and were urged to improve ventilation. But the owners did nothing.

So they were fined \$500 apiece—a total of \$2,000. Pretty cheap, even for miners' lives.

CLEARING THE DECK

By PAUL HALL

Shipping is continuing good in the port of New York and it is well that it is, as we are able to take the surplus men from those outports where shipping is slow, and bring them here where they can ship out without waiting around.

For example, one day 16 union members came up from Savannah where jobs are few. This means that these oldtimers with key ratings were able to take some of the hot jobs off the board, giving us a hand in getting the scows out.

~ ~ ~ ~

The RMO in the Gulf area is trying to give some of our branches a headache. Agent Dolar Stone of Galveston reports that no sooner does a ship dock than the RMO starts phoning, insisting that they send some men to the hall.

Stoney, being an oldtimer and knowing the score, tells them to go to hell, or words to that effect.

Originally created for the purpose of supplementing the union hiring hall in emergencies only, the RMO is getting too big for its britches, and is attempting to take over the functions of bonafide unions. This is altogether contrary to the promises made by the Washington bureaucrats when they created this crimp setup.

Squawking to these people does no good, as the record plainly shows. They continue to be tools and stooges of the commies by being the pipeline for them to get at some selected ships, in addition to trying to move into fields that were specifically barred to them.

If they insist on trying to scuttle the honest maritime unions, maybe the time has come to drop the beefing and try some action, even to the extent of throwing a picket line around their joints.

~ ~ ~ ~

Since the NMU has begun organizing War Emergency Tankers, the SIU has been getting signed pledges from the WET men in droves. You might think that Curran had thrown a bomb into one of their scows.

The NMU guys must be doing a particularly good job (for us) for these WET men have been coming into our hall in gangs, asking to sign an SIU pledge. This probably is the first time in our union's history that seamen have come from their ships straight to the union hall to be organized, without having been approached by SIU organizers at the point of production.

We owe it all to the NMU, and the holy horror that the men have of the twisting commie line. We can't say that we blame them. They know also how the NMU tanker contracts run. They know that their contracts are such in name only, and offer the men no protection at all.

So far we haven't tried to walk into WET, but the interest these men are showing in the Seafarers certainly makes us think about the advisability of such a move.

There is no work in convincing NMU tankermen that they are getting a good kicking around. As one of them said—and his is a typical reaction—"The only time you get any attention from these bums is when they are trying to organize. After an NMU contract has been signed, the trouble begins.

"Then the Commie stooges and piccards kick us around, forcing us to ship out within a certain number of days. The hell of it is that unless you do take a job within a certain time, these lice write to your Draft Board, asking that you be thrown into the army.

"This isn't the worse thing though. What gets me is the way those Bums handle our beefs—they don't. They just let them wither on the vine. Our beefs don't mean a thing to those guys."

So—as I say, it is advisable that the Seafarers consider this reaction.

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There seems to be an increase lately in the number of seamen brought up before the Coast Guard hearing units. This seems to bear out our contention that it would really be tough if the Coast Guard did take over the merchant marine in the postwar days.

It is not too difficult to realize how the Coast Guard "disciplinary system" can be twisted to serve the shipowners. If the CG takes over, everytime you ask for an extra 5 gallons of milk, or for union representation, it can very easily be interpreted as subversive activity, and many a good union man will find himself in the same position as many good union men are in today—high and dry on the beach, without a dime, without a job, and without seamen's papers to look for a job.

What's The Take, Harry?

The Seafarers Log never runs divorce stories or other keyhole stuff. However, we noticed the other day that Mrs. Harry Bridges is suing the longshoremen's chief piccard for divorce.

The thing that interests us is that she is asking for \$450 a month temporary alimony, to support herself "in a style and manner fitting the wife of a prominent union official."

\$450 a month for a divorced wife? We wonder what Harry's full take really is.

For Labor Curb



In an article in the current issue of American magazine, Rep. Mike Monroney of Oklahoma, above, self-styled friend of labor, outlines a "moderate bill" for labor control which he suggests that labor movement accept before more repressive measures are passed. This is one of the preliminaries of an anti-labor drive which union members should watch for.

Course for Handicapped Seamen Is Established

The Maritime Service has established at Baltimore a boatswain's course for seamen prevented by color blindness or other physical defects from obtaining able-bodied seamen's tickets. Lieut. (jg) George W. Walker, officer in charge, said applicants to take the course, which will cover from one to four weeks, depending on the student, must have twelve months of sea time as ordinary seamen or acting AB's. The school will receive as candidates men from all sea ports between Baltimore and Jacksonville, Fla., he said. Men completing the course may take examinations making them eligible for boatswain indorsements on their seamen's papers.

Army Will Exchange Foreign Money

Seamen who wish to exchange foreign money for American dollars, may do so at the Army Finance Office, 2 Lafayette St., New York.

They must have with them a letter from the ship, or from the operator stating that the foreign money was drawn against their pay.

SUP MAN IS A HERO IN JAPANESE PLANE ATTACK

WASHINGTON, D. C., May 18—Extraordinary heroism was displayed by a SUP seaman when seven Japanese planes attacked the Morrison R. Waite off the Philippines several weeks ago, it was announced today.

In his report on how the ship was saved, the skipper, Captain F. F. Boyd, paid particular tribute to Brother Anthony L. Martinez, acting AB, who saved several of his shipmates at very great personal risk.

Of the seven attacking planes, three were shot down, and two others were listed as probables in the ship's log. Of the several hundred soldiers aboard, 16 were killed in the action.

Carrying troops and war supplies, the vessel became the target of a wave of enemy bombers. In addition to strafing the deck, one plane succeeded in starting a fire forward, before the attack was beaten off.

As the flames heated the ship's magazine and threatened the filled gasoline tanks of the Army stowed nearby, the hold was ordered flooded. The flooding and the efforts of the crew finally extinguished the blaze while the ship's guns continued to shell the planes.

Martinez, after helping the gun crew as a loader, took a leading part in fighting the ship fire, braving the imminent possibility of ammunition and gasoline explosions.

Plunging below decks he rescued several injured men, despite pitch darkness and the fact that part of the ladder to the deck had been blown away. Then Martinez dove overboard and saved soldiers who had jumped or had been blown into the water.

Tribute was paid by Ensign Irving M. Goldstein, commanding the Navy armed guard, for the assistance given his gunners by the vessel's civilian merchant crew. More than enough seamen volunteered to man the guns, he stated.

When the action was over and the ship found seaworthy enough to make port for repairs, it was discovered that in addition to the 16 killed, 5 soldiers were missing and 41 wounded. Two Navy gunners were also wounded.

The Morrison R. Waite, operated by the Coastwise Pacific Far East Line, had her first combat test during the American landings on the Anzio beachhead, in Italy.

While she was delivering supplies for the Fifth Army's drive on Rome, six German planes attacked, dropping bombs near the ship. One singled out the Liberty ship for attack, but was brought down by the guns which 12 volunteers from the merchant crew served with the Navy armed guard.

DRUNK STORY

A drunk was walking down the street with a big pink elephant following him. From time to time they would converse in friendly fashion, but finally the elephant got too chummy and began to rest its trunk heavily on the fellow's shoulder.

"Look here, you," said the drunk. "If you don't cut that out, I'm gonna take a couple of aspirins and get rid of you!"

SIU Contracted Operators Will Soon Expand

(Continued from Page 1)

ports of Houston and Brownsville. The old line, which sold its ships to British interests, was reorganized in 1943.

The new line has no vessels as yet, but has until December 31 of this year to acquire them, in order to qualify for a common carrier certificate. Type and number of vessels are unknown.

French Shipping Low

PARIS—The French merchant marine, which had a total tonnage of 2,700,000 before the war, has been reduced to 900,000 tons, according to a statement by Minister of Transport Rene Mayer. All but 8 per cent of the trawlers have been lost.

France now controls only 170,000 tons of her shipping, the rest being in the inter-Allied pool. Two hundred thousand tons are manned by British and American crews, some 90,000 tons of which are being returned to French operation for civilian imports. French crews have been sent to New York to man Liberty vessels allotted to this country.

SETTING 'EM UP



Instructor Bill Bombardier, left, looks as though he really enjoys his job of putting these girls through their paces. They are members of the women's call of the Physical Culture School which Joint Council 28, International Brotherhood of Teamsters (AFL) provides for its members and their families in Seattle, Washington.

NMU Leaders Show Concern Over Rank And File Trend Toward SIU

The Pilot, official organ of the National Maritime Union, is devoting more and more space to denunciations of the SIU. Take the May 18th issue, for example; four separate anti-SIU stories appeared, occupying 96 column inches of space.

With so much to be said concerning Teheran and Yalta, it must indeed be an important question which is given 96 inches in The Pilot. As a matter of fact, it is an important question—as well the NMU leaders know.

What was said in 96 inches? Not much that was new — but much that was significant. The SIU was the "whipping boy" in the familiar Curran routine designed to make the NMU rank and file forget their unsettled beefs.

The SIU was denounced as a bunch of disrupters, shipowner's agents, fascists, stool pigeons, etc. This is unfortunate because this sort of hysteria obscures the real issues involved, and makes it more difficult for honest rank and file NMU'ers to learn the score.

As for the SIU, no amount of name calling will swerve us from traveling the road of honest, militant trade unionism. Nor will it prevent us from exposing those false leaders who would seduce and disarm the seamen with political slogans and circuses.

What are the real issues between the SIU and the NMU? Or more correctly, between the SIU and the NMU leaders. The issue, reduced to its simplest form, is one of trade union method.

The SIU method is one of straight-forward, militant and constantly vigilant unionism. This method is based upon the conviction

that the shipowners are going to give living wages and conditions only when forced to.

The NMU leadership's method is one of diverting the attention of the seamen away from the waterfront by promises of pie-in-the-Washington-sky. They would make it appear that petitions sent to Congress on the question of Teheran will put pork chops on the seamen's table.

And this attempt by the NMU leaders to ignore the problems of the men on the ships, has meant that hundreds of beefs have been left unsettled and the NMU rank and filers have been done out of thousands of dollars of legitimate wages and overtime.

In the past whenever a member hit the floor to inquire why his beef hasn't been settled, he was branded as a fascist, shipowner's agent, etc.

It was the increased resentment of the NMU rank and filers because of the conditions which has recently given Curran & Company a bad case of the jitters and forced them to look for a new scapegoat. They hope to find this in the SIU. Now the man with a beef is called an "SIU disrupter."

There is no wall between SIU

and NMU rank and file members —however hard the Communist Party leaders in the NMU have attempted to build one. Honest NMU men know, and admit, that SIU conditions are superior, and that SIU beefs are settled.

More than that, dozens upon dozens of NMU men are coming into our halls to throw in their books in disgust. On this page we reprint a few of the letters sent to us from NMU rank and filers, giving their reasons for wanting SIU representation. Read those letters—for they are true and they are typical.

These letters reveal that all of the circuses put on by Curran and Company, all of the cleverly contrived propaganda, simply can not take the place of honest union representation. Maybe some of the seamen would enjoy circuses after they get pork chops but they certainly don't want circuses in place of pork chops. And that is the situation in the NMU.

It is not necessary for the SIU to prove to the NMU rank and filers that we have no beef with them. They know this. They come to our halls in increasing numbers to join us, or to get advice on their problems.

SOME SEAMEN VOTE WITH THEIR FEET



NMU books overflow the wastebasket in the Dispatchers' office at the New York SIU hall. This is a couple of months' collection of discarded books, turned in by NMU rank and filers who were disgusted with phoney, sell-out leadership and wanted to join the SIU.

They know that our fight for waterfront conditions is also their fight—and that before seamen can get maximum wages and conditions they must all join in the struggle together.

They understand that as long

as one union in the field is selling out the seamen, it makes it twice as difficult for the remaining unions to maintain waterfront conditions. It is for this reason that we tell NMU men—clean up your own outfit and then we can talk about a joint program for all maritime labor.

The NMU rank and file must break the Communist Party-Shipowner strangle hold on their union. They must clean it of Yalta men who are ready to sacrifice waterfront conditions on the altar of pressure politics.

It is gratifying to the SIU to see the streams of NMU rank and filers knocking on our doors for SIU books. But these men have important work to do. They must give their knowledge of the NMU leaders' methods to the rest of the NMU membership.

This is not an easy job, because the Communist Party has installed a formidable propaganda apparatus at 346 West 17th street. But it is becoming increasingly clear that even this apparatus can not smother the facts of life—an unsettled beef is an unsettled beef—call it what you will.

All seamen know that there must eventually be unity on the waterfront. Labor divided plays into the hands of its enemies. A strong, united waterfront can fight for and win conditions far above any now enjoyed.

But unity by itself is not enough. There must be unity on the basis of a fighting trade union program. That is why the SIU, which has such a program, must be the core, the keystone of waterfront unionism.

Let the NMU rank and file think this over. Let them begin at once to set their own own house in order. Let them drive out the fakers. Then we can march forward together and face our enemies, united in purpose, strong in numbers.

Excerpts From NMU Rank & File Letters To SIU

"While members in good standing in the NMU, we rode numerous ships and attended NMU meetings. We found out that this outfit, instead of being what their publicity says they are—a 'democratic union'—they are not this at all. But instead, they are simply a political party setup who operate with the thought in mind not of bettering their membership's job conditions, but instead, are interested only in pushing their politics."

Rockford & Porter
Charlie C. Redwine

ROCKFORD L. PORTER
CHARLIE C. REDWINE

"It was quite by accident that I made a voyage recently on one of your SIU ships. I found the working conditions on this ship to my liking. The thing, however, that I found I liked most about the Seafarers, after making a trip on one of your ships and after coming into your union hall, is the fact that you did not attempt to tell me what I should do with my personal affairs . . . Enclosed find my union book. If it is possible for me to become a member of and sail from the SIU, then it would be greatly appreciated, as I feel that I will be better off as an SIU man sailing with good conditions and fighting for better conditions, than I will be as a member of an outfit who puts politics before conditions."

David F. Grow, Jr.

DAVID F. GROW, Jr.

"I just got off an NMU ship after a long month's trip. I had over three hundred dollars overtime and I am still waiting for about half of it to be collected. I have met different fellows that belong to the Seafarers and they have convinced me that I could get much better representation there than I can expect from the NMU. I have also seen your agree-

ments and they are ahead of anything the NMU has. I would like to join the SIU because the men in your union control it, whereas in the NMU the seagoing members can not even speak at the meetings. There doesn't seem to be any chance of getting anything settled at an NMU meeting, except politics."

George Ziegman

GEORGE ZIEGMAN

"There was no union spirit on that (NMU) ship . . . The crew got a real hosing as far as its beefs were concerned . . . I have a buddy in the SIU and he has been telling me how your union is run. It sounds like the men on the ships get their beefs taken care of. That's what I'm interested in, so I would like to make application to join you."

James A. Jolicoeur

JAMES A. JOLICOEUR

"I, Larry Brent, hereby apply for membership in the Seafarers Union. I must state frankly at this time I am a paid up, full book member in the National Maritime Union, but I no longer wish to remain a member of a union that puts politics ahead of representation for the seamen. They also boast of their democratic rights, but they don't even follow a rotary shipping. The only representation we have is to have our books checked for dues and the million and one assessments. I have talked to several members and oldtimers who have left the NMU for the SIU, and all have told me of the much superior conditions of the SIU. There is no comparison."

Larry Brent

LARRY BRENT



QUESTION: How would a cut in the bonus affect you?

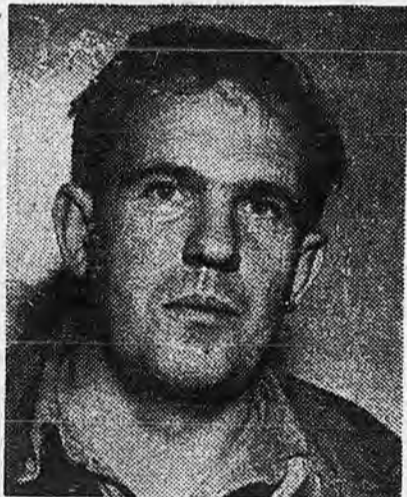
CHARLES DOROBA, FOW: This is the way I look at it. If a man spends his lifetime learning a skilled trade, he ought to be paid a decent wage for it. I got all ratings in the Black Gang. The way I look at it, I'm a skilled man. Well, I ought to get skilled pay. I been going to sea for a good many years, and it's about time that we seamen received pay comparable to shoreside wages for skilled men.



PAUL E. SMITH, Oiler: I figure it would be a double cross. I'm new at sea. I came into the ships after graduating from the maritime schools, where I went because of all the government leaflets telling what money was made at sea. I contribute at home, and so I had to figure careful before joining the merchant marine. Now, after going to school for months, I find that the Board is talking about cutting our wage. I say it's a double cross of all the men they recruited from jobs ashore.



ROBERT H. SJOBERG, AB: It would drive me from the sea—and I don't want to leave it. I would sail as long as the war went on, but I would certainly have to quit after it was over. I am not following the sea because of any romantic urge, but to make a living and enjoy a fair standard of living. Unless the bonus is kept or incorporated into the basic wage scale, a seaman's wage is not enough to keep a man in decent conditions. Wages should equal those of shoreside workers.



JAMES (PADDY) WALSH, FOW: It would affect me plenty, brother. I'm single, but even so I'd have to pull in my belt. I got shipmates that's married and got kids. You should hear them belly-ache. One guy on my last ship spent seven days trying to figure out how to break the news to his wife. He figured sure as hell she'd make him quit going to sea if there was a bonus cut. And he didn't want to quit the sea—he's a seaman! It looks to me like the Board is goin' to break up that happy home.



WELL PROTECTED
 "How did Jim get that black eye?" "He was waiting at the stage door for a chorus girl, and—"
 "And her fiance came along?"
 "No. Her grandson came out and licked hell out of him."

VITAL STATISTICS NOTE
 From a country newspaper: "Due to shortage of paper, a number of births will be postponed until next week."

Keep In Touch With Your Draft Board.

N. Y. BRANCH SETS IMPRESSIVE RECORD FOR BEEFS SETTLED

N. Y. Doorman To Join Information Please !!

Pity the poor doorman at the New York hall!

We always knew that he had a tough job, what with tossing out drunks, keeping his good eye peeled for NMU stooges, making the boys show their books, and acting as referee and peacemaker. But it wasn't until the other day, that we really understood his troubles.

Coming out of the elevator we caught Brother Moran neatly clipping something out of a magazine.

"Aha, Mickey!" we said. "Cutting paper dolls!"

"No," he said, "tisn't that. But not that it won't be coming to it some day soon now."

We looked closer. He had clipped a coupon for a 24 volume encyclopedia.

"It's self-preservation," said Mickey dolefully. "I gotta do it to keep my job."

"New union regulations?"

"My own regulations, for my own protection. You got no idea of the damnfool questions these guys fling at me. First hour I was on the job, some goon wanted to know what time was ebb tide in the harbor. And right behind him, sandwiched between two drunks, was a feller asked how many animals was in the Bronx Zoo.

"First I thought it was a gag, and I was about to blow my top. But they mean it, serious. So what's a feller gonna do?"

"Would you believe it—one of them, appealing to my strong union feelin', asks for one of my private telephone numbers—a blonde. I told him to come back in a week. I'll have them books then." He added, in explanation.

"But that won't give a blonde's telephone number."

"No," said Brother Moran grimly. "I'm gonna heave it at his head."



A Seaman's Stamp

Issuance of a postage stamp commemorating the thousands of merchant seamen who have lost their lives in the present war, and who have successfully kept the supply ships sailing, was urged by a local of the automobile workers in Toledo, Ohio.

The latest official figures report close to 5,500 seamen as dead or missing, and more than 500 as prisoners of war.

(Continued from Page 1)
 supposed to be self sustaining, and not in any way add to crew's work. But as any seaman can testify, this is seldom the case. On the Hunt the POWs cooked their own chow, all right, but stores had to be issued to them. The union put in for overtime for the Chief Steward to cover the time he spent issuing stores. Result? 264 hours overtime for Steward Mattesson.

Bosun John Ziereis was instructed to issue equipment to POWs on the SS Walter Ranger. This again was in violation of the understanding between the Military and the merchant marine that POW's would involve no extra crews work. Therefore, Brother Ziereis put in for overtime for the work involved in issuing the equipment each day. The New York Branch collect 3 hours per day overtime for him.

The SS Marine Dragon, operated by Waterman, is a C-4 with the highest manning scale in the Stewards Department of any C-4 afloat. Despite this, every man in the galley collected 5 hours overtime this last trip for feeding extra personnel.

The SS A. K. Johnson, operated by Calmar, made a trans-Atlantic voyage from New Orleans—paying off in New York. When the ship discharged cargo

in New York the Master failed to ask the crew to remain aboard to take the ship back to New Orleans. It wasn't until the actual payoff that he made this request. Under the terms of rider 64 Revised, the crew demanded transportation back to the port at which they signed on, New Orleans. When this was turned down, they refused to payoff the ship and the SIU shoreside officials went to work. Result? Transportation was paid to all hands.

Aside from the ship's beefs, of which these are typical, the New York Branch defended an unusually heavy number of men before Coast Guard hearing units—AND WON EVERY CASE. Not once in a blue moon does an SIU man lose his papers—unless he's really a bad performer and the Coast Guard has the goods on him. But with SIU representatives appearing to represent the members, no man is framed or railroaded.

None of the beefs mentioned in this article are world shaking in themselves. But they add up to something pretty important. They demonstrated what the SIU method of operations is—and how that method protects the membership.

In the SIU beefs are settled!



Sgt. Dorfman Wants To Keep In Touch With Union News

I wonder if it is possible to get the Log sent to me out here? I'd like to keep up with the agreements, and I damn sure want to get back to sea after the war if there are any ships going.

I was in an outfit a while back with a lot of SIU, SUP and NMU guys. Arguments would go on all the time, until one of the SIU boys would ask, "Who got the bonus for the seamen?" No answers were to be had from the NMU.

If you could send the West Coast Sailor along with the Log I would sure appreciate it. If there is any tariff, let me know and I'll shoot it through.

Steady as she goes,
Sgt. RAY DORFMAN,
 (Retired)

Lauds Help Given By New Orleans

When a "feller needs a friend" you surely have one here in the person of E. S. Higdon, Business Agent of our office here in New Orleans. And it makes you feel powerful good to know you have someone of this type you can depend on.

Coming here from New York,

I was unfortunate in getting into a light jam. By contacting Eddie, I was exactly 12 hours getting out of said "jam" due to his untiring telephoning, walking, riding, etc. On top of this, he insisted that I take a few bucks for a flop and meals, and he arranged to ship me the following day.

Tell the boys in New York that they have a friend here.

Yours,
WM. C. DOTSON

Honor Roll

Charles Doroba	\$5.00
Bernard Gabor	1.00
Eder Williamson	3.00
Chuck Collins	3.00
Thor Odonnell	2.00
N. Russo	2.00
Godfrey, G.	1.00
J. Payne	1.00
A. McMahon	2.00
R. H. Wilson	1.00
B. Goldfin	1.00
G. Retherford	2.00
C. J. Bailey	10.00



AROUND THE PORTS



Tampa Member Gets Crossed Up By Variety Of Marine Sawbones

By D. L. PARKER

TAMPA—In my forty years at sea, man and boy, I have listened to some very tall and varied yarns, both sea stories and others, but the other day one of our brothers spun one that tops every thing that I have ever listened to. Brother George Cain is his monicker, and he happens to be one of the Tampa boys.

It seems that on his last trip across, some of the deck cargo was doing a lot of shifting. The Captain ordered him and the crew to lash it as they were in a storm, and he did so. While lashing the cargo the ship gave a 41 degree list and all those pipes came rolling on top of him, breaking one foot in three places and his big toe on the other one.

After making port in New York, he was sent to the hospital where x-rays were taken. After staying there about a week, one of the doctors told him to get his clothes and discharge as he could go home. When he went to the x-ray room, the nurse told him that she had just x-rayed his feet; so he speaks up and tells her that it could not be him as he had just come in.

It seems that there was another fellow there that carried the same name and he was the one that was x-rayed, so that was squared away. But, lo and behold, he was sent away from the hospital and upon arrival here in Tampa he reported to the USPH. The doctor here x-rayed his feet and found that they were broken, and right



away sent him to the hospital and put him in a cast.

So the next day this USPH doctor received a letter from the hospital in New York stating that they had made a mistake, and put the cast on the wrong Cain, and to get this man to the hospital at once. Boy, that is what I call efficiency on the part of the New York doctors. Oh, well, with the hustle and bustle nowadays anything can happen.

Am expecting the good old Brandywine in this week. Nothing like having a ship in every two weeks. Am expecting some Morans in too. Had the Edmon and Margot (Moran) in last week from New Orleans with quite a few SIU men aboard them. Some of the shipping big shots from all over the Gulf are in Washington now, trying to get coastwise shipping started again. I sure hope that it will soon start, so we can get on the map again.

NMU Wiper Tells Off Phoney Port Officials In Galveston

By D. STONE

GALVESTON—Shipping business in the past week has been very good, with six ships paying off in this area. So far our biggest concern has been crewing vessels with about 100 men on the beach in all ratings.

With the help of New Orleans, we were able to crew these ships up completely.

The other day, one of our members who was on a ship in transit dropped into the USS club for a few laughs. When the meeting was called to order, and after the minutes from the last meeting were read, those present were asked to place their problems on the deck.

Some high pressure wiper took

the floor and asked the USS to investigate why certain Agents and Patrolmen did not spend more time on the waterfront instead of sitting on their big, fat cans.

The chairman who happened to be an NMU official said he would investigate the man's complaint. After the meeting the SIU man approached the high pressure wiper and asked him what union he belonged to.

The HPW answered, "No More Union."

Something smells awful bad when a seaman finds it necessary to make his complaints against a union official at a meeting of a so-called "charitable" and "non-profit" organization.

I see in a recent issue of the Log that Paul Gonsorchik has been drawing a little heat in New York, and is contemplating asking to be transferred to Galveston.

Paul, don't have any illusions. Galveston isn't very cool. It is stinky hot down here, and I don't mean the weather.

NOTICE FOR ALL AGENTS

Stories for the LOG should arrive in the New York publication office not later than Monday of each week. This means that most of the outports should mail copy on Saturday.

All copy should be typed, and double spaced.

The Editors.

MARITIME DAY IS CALLED A PHONEY

By J. P. SHULER

The Seafarers in the port of New York, as well as in the other branches, celebrated National Maritime Day this week by shipping out of their union halls on their contracted ships, with the thought in mind that they will enjoy better the conditions brought about by union action than any phoney holiday set aside by some land lubber for the credit of the Merchant Seaman. All of the government bureaucrats can be assured that if they will refrain from sticking their noses into the private industries, such as shipping—and let the companies and unions settle their own problems, such as bonus, wages, conditions and etc., agreed upon by the employees and employers, it will be appreciated much more by bonafide seamen than a dozen of so-called holidays.

A lot of the oldtimers will be glad to know that Fred Wread, an old book member in the Seafarers who had his papers revoked in the port of Baltimore, will now be sailing with us again. Patrolman Jimmy Hanners went to bat for his papers and they have been returned.

The SS Blenheim of the Waterman SS Co. has at last been turned over to the Army or somebody. It had been rumored before that she would be sold to the Russians, but she was crewed up out of the SIU hall for another trip. Frenchy Michelet shipped aboard her as the Steward, but as soon as the crew saw him aboard, they immediately demanded that she be disposed of in any manner, to save the members of the Seafarers riding her from malnutrition.

There are a number of good reports concerning the distribution of the Seafarers Log coming in now. A lot of guys are proud of the fact that they can get it in foreign ports, thanks to the cooperation of many members who handled the distribution from their ships in foreign ports.

Tuesday of this week will see the close of the balloting on the new constitutional amendments and the extra \$10 strike assessment. It appears that this will be the largest amount of votes for the allotted time of any balloting in the SIU history.

Shipping Boost Seen Due Soon In Caribbean And Puerto Rico

By BUD RAY

San Juan, P. R.—We had us a meeting down here the other day. It so happened that there were two ships in and the boys flocked down to the hall. The ships were the Sea Dolphin and the Shick-shinny.

Business has picked up somewhat; but now that the war in Europe has ended, there should be more ships coming here on a steady run.

When any ship gets replacements down here, the Delegates should check all new men for shipping cards. When a new ship is loading at any port other than San Juan, it is impossible to get on it every day. When a man goes to the hospital, the WSA sends

days. And that's the treatment that they're going to hand out—or will try to—for some time to come.

And this is the reason: it seems that some short time ago two seamen went there at night, charged up on giggle soup, and dumped two nurses and a croaker. So from now on when a man goes there under the influence of liquor they throw him in a padded cell until they think he's sober. Seems to me that it's kind of unscientific to treat all drunks as maniacs just because two jerks went off the beam. Or maybe the doctors here in P.R. aren't scientists.

The Coast Guard down here is pretty tough, but they can be talked to. However, when a man is before them, and blows his top about his shipmates and how he would rather not go to sea with those poor excuses for seamen, the Coast Guard will do him a favor—they'll fix it so he won't have to, by pulling his papers for six months or so.

They have only moved about 25% of the 1944-1945 sugar crop, so we should get a few ships in the near future to load. Now all you fellows who like beautiful senioritas and like a few rounds of potent fluid, both of which are plentiful here—well, we'll be looking for you.

Attention all ships: When you hit any port in Puerto Rico, contact the union hall.

The address is 45 Ponce De Leon Avenue, San Juan.

The telephone number is 1885.

one from the pool; and I don't get to know of it until the man is discharged from sick bay and comes to the hall looking for a ship to get back to the States, and by that time his ship has sailed.

One man went to the hospital recently all gassed up and crying for attention, and they put him in the Reason Refinery for nine

Old Timer On Geo. Washington

By ARTHUR THOMPSON

SAVANNAH — When I arose from my downy bed Monday morning I looked forward to another slow and dreary week. But when I arrived at the office, I was informed that a ship had slipped in during the night, and it turned out to be my old friend the SS George Washington. I had not been notified that this ship was due in, consequently I was nearly caught short for men.

There were a few replacements to be made in the Stewards' Department that I could not fill because the notice was too short. Since they weren't absolutely necessary the ship left without them. At least we did not have to call the WSA for men. The other departments were filled without any trouble.

At first I was surprised that there were no beefs aboard but when I saw some of the oldtimers I could understand why. The payoff was as clean as anyone could wish.

The Stewards Department, and especially the delegate, deserve a word of commendation for the way they cooperated with us at the payoff. And the delegates of the other two departments were also on the ball. They supplied us with lists of the entire crew with their book standings and it was comparatively easy to get all the books squared away.

There were a couple of candidates for the social register in the deck department and their names were sent to Headquarters. They did not sign on for another trip, much to their chagrin. They thought they couldn't be yanked because the WSA put them aboard in Miami where we have no hall.

We have our hall fixed up fair-

ly well now, and we've added a baggage room—so if you should come down for a visit, you can



leave your gear here But don't leave it too long. We haven't as much space as our larger halls.

There was a scarcity of unorganized ships in this port as well as others so there wasn't anything we could do in the way of organizing. We get a few Isthmian ships in from time to time but it's pretty tough to get our men aboard these scows.

The WSA gets all the jobs, and if a union man goes to them for a job they send him right back here. They don't have much love for us, and won't go out of their way to help us any. But we do get our literature aboard and sometimes I manage to see them off the ship.

When we get our car I'll be able to do more and maybe I can manage to get a few jobs if I can get the men to take them. That's about the hardest part of the whole business and also the most important. If any of you should sign on an Isthmian ship which hits Savannah, let me know as soon as you get in. We have a sign on the back porch which faces the river so you can't miss us. And I'll be looking for you.



Around The Ports

Deluge Of Ships And SIU Hero Hit Charleston Beach

By JAMES L. TUCKER

CHARLESTON—Well, it's finally happened. The sky opened up and a deluge of ships hit this port. The number of payoffs had us hopping all over the place—and we hope it keeps up.

We had the Josiah Parker paying off in Wilmington, N. C. All beefs were settled. Then we went over to Savannah and assisted the Savannah Agent on paying off the Eastern Pride and the George Washington.

The SUP ship, the Willis Van Devanter paid off with all overtime squared away. There was a full SUP crew on it, and some of them have already shipped back.

Another SUP ship, the Moose-Cleveland, paid off in Wilmington, but we were unable to make it, as we were paying off the SS Jerome K. Jones, of the South Atlantic.

On the latter, all beefs were squared away, with the exception of the master and the chief mate working on deck one day. Quite a few oldtimers on this scow, with all book men in the Deck Department and the Engine Department. The Stewards Department had mostly trip card men.

We'd like to thank the Engine Delegate, William Busby, book number 31174, and the Deck Delegate, Salvatore Volpi, number 20629, for the able way in which

they handled the delegates' job in their departments. Wish we had more like them.

The SS Monroe, the famous Bull Line ferry boat, came in to load coal. There were some beefs on her about electric fans and the water cooler. We straightened out the fan beef, though there is still need for more of them. Couldn't do anything about the water cooler beef.

The original electric cooler was left in New York to be repaired and the one on the ship now is of the type used about ten years ago.

On the SS Monroe, we met the Bos'n, Alberto Galza, who has just been awarded the Distinguished Service Medal and the Mariners Medal. We all know that those Distinguished Service Medals are few and far between, and it takes something to get them, even though they don't buy groceries. Best of luck to you, Brother Galza. We're all proud of you!

We have three very good delegates aboard that ship, so whoever is the lucky man to pay off that ship this trip should have no trouble at all.

To wind it up, we had another SUP ship, the F. Southall Farron, Union Sulphur Company, in transit. There were no beefs; the ship was clean.

ISTHMIAN MEN ARE SHOWN HOW

By KEITH J. ALSOP

NORFOLK, Va.—Shipping has slowed down a bit in this port, and probably won't pick up for a week or two. The movement of ships to the west coast can already be felt. However, there is still enough here to keep our men moving.

We had two Isthmian ships in this port in the past week, and were able to reach the men with pledge cards. We explained the advantages of collective bargaining to the men and showed them how the union could get them higher wages and better living and working conditions.

Fortunately for us, there was a perfect example to show to the Isthmian men. There was one AB who had about 150 hours coming to him. The skipper, who is the final judge in these things in the Isthmian setup, gave him \$1.50—just about 1 cent an hour!

We showed him where he could have collected 90 cents an hour if he had been on a union ship. And that was one argument those guys could understand!

Nothing much else here. However, just one word of caution: Keep your nose clean with the Coast Guard; they are getting tighter and tighter.

New Orleans Reports Jobs For All Ratings

By E. S. HIGDON

NEW ORLEANS — Things are still humming in this beautiful Cajun City. The dispatcher, agent and patrolmen are so busy covering ships and trying to find men to fill the jobs on board that they are really kept on the run.

We have paid off quite a few ships this past week, and we expect a much larger business next week. If there are any men who want to ship out, here is the place to come. Between now and the first of June, we are expecting anything like one hundred or one hundred and fifty ships in port. There should be some good spots for some of you men who are idling your time away waiting for a good bet.

Here is one for the books. The Public Health Service has taken on some new rules, here in the port of New Orleans. Quite suddenly they have been turning down ordinary seamen for poor eyesight and color blindness. That really is a good kick.

Some guy walked into the hall last week and picked up a Log dated April 27—you know, the one with Brother Shuler's picture in it. He went over and asked Brother Higdon how in the world they got him away from the Marine bar long enough to get a tie around his neck, as the last time he saw Shuler, he was the best barker in the Marine Bar.



—Unclaimed Wages—

Mississippi Steamship Company

Fogle, C. H.	15.75	Gardiner, Edward A.	5.78	Gillis, W. H.	2.00
Foley, Frank J.	2.47	Gardiner, Edward F.	20.28	Gichesko, Matthew, (Gincherko, M.) ....	.33
Folsky, Leon E.	3.96	Gardiner, James	8.32	Giordano, Giuseppe	98.75
Folsom, Samuel P.	17.10	Gardner, C. J. ....	.33	Gioretti, Louis A.	5.15
Forcelline, Robert C.	1.07	Gardner, S.	2.47	Girnuis, M.	6.20
Forchand, O. A.	3.82	Gargan, John	20.62	Gison, Michael	7.44
Farnen, William L. (Forman, W.)	1.65	Garner, Herman O.	2.82	Gjerpen, Kaau A.	1.42
Forsman, John A.	41.23	Garrett, Ralph	2.67	Gladstone, John E.	5.92
Forsthe, Edward C.	2.06	Garrett, Wayne M.	9.86	Gleason, John J. ....	.74
Forsythe, E.	2.54	Garrison Roy ....	.71	Glover, Joseph B.	53.86
Forsyth, Joseph H.	12.84	Garrity, F.	2.90	Gluck, Murray B. ....	.41
Forward, H. O.	2.47	Gary, Allen L. Jr.	2.06	Gluck, Murray B. ....	.41
Foster, Edward M.	10.50	Gates, George E.	47.08	Godfrey, Graham, W.	13.81
Foster, Joseph H.	26.41	Gatewood, Albert W.	10.96	Godfrey, Fufus	1.92
Foster, James	65.41	Gaupp, Otto A.	14.93	Godsey, Joseph	3.56
Fowler, James F.	14.25	Gaurtney, Irvin ....	.65	Godwin, Edw. B.	3.23
Fox, Paul A.	1.24	Gauthreaux, Claude J.	3.38	Godwin, James A.	3.29
Fraley, Charles E.	15.00	Gavigan, Robert	6.35	Godwin, Robert	45.86
Francillo, Luigi	73.56	Gavrilon, Theodore	3054.56	Goedwin, Robert	45.86
Francis, Joseph P.	56.40	Gay, John B.	26.82	Goes, Dewitt W.	6.91
Francis, Vernon H.	1.27	Gaylor, Enoch J.	25.06	Goetting, Paul K.	5.08
Francis, Warren C.	3.17	Gaylor, E. J.	51.76	Going, Edward H.	13.54
Franklin, Henry R.	117.50	Gearhart, Dale B.	13.06	Goldsborough, John	11.88
Franklin, Joseph S.	9.95	Geaunes, P.	6.00	Goldsborough, T. (Goldsborough, Frederick S.)	1.22
Franklin, Leon W.	15.83	Geiss, William J.	2.97	Goldstein, David	1.98
Franson, Carl I.	2.23	Genter, Francis J.	59.44	Goldsworthy, J. F.	18.87
Franzella, Salvator	2.97	Georgevich, George	5.94	Gomes, R. J.	3.00
Fraser, A.	9.30	Gerard, John A.	8.53	Gomez, Aurelio	4.18
Fraser, Angus L.	32.91	Gericevich, Vladimir	5.46	Gonzales, S. M.	3.33
Fraser, Noble	8.42	Gerland, Willie	5.94	Goodner, Leon P. ....	.71
Frazier, Leslie D.	5.94	Geron, Earl	155.67	Gordon, Eddie L.	18.37
Frederick, William E.	245.69	Gever, Andrew	36.48	Gordon, Kenneth B.	98.75
Freeman, C. M.	25.30	Geyer, A.	1.48	Gordon, S. B.	1.75
Freeman, Emmett L.	9.90	Ghee, R. M.	1.58	Gorgai, John	2.23
Freeman, Horace	7.14	Giambone, Vincent	2.85	Goriup, Erminio	1.82
Freimanis, Lina	2.23	Giannola, Vincent J.	1.60	Gosselin, Louis C.	1.65
French, E. ....	.11	Gibbons, Francis ....	.74	Gould, Thomas E.	14.93
French, John F.	9.24	Gibbs, Howard T.	114.59	Goulden, Bernard	117.50
Frenkler, John	5.92	Gibbles, Wm.	1.58	Gourdain, L.	16.32
Frick, Harold W.	2.64	Gibbons, William	3.95	Grabbe, Maurice R.	8.91
Frierson, Alvin W.	12.35	Gibson, Wallace	2.60	Grace, James	1.24
Fritz, Charles C.	4.98	Gichenko, M.	3.23	Graham, Austin P. Jr.	5.94
Frost, William A. ....	.87	Giebel, William ....	.79	Graham, James J. Jr.	2.82
Frum, Emile	25.20	Giebler, William H.	4.98	Graham, Liston G.	2.84
Frye, Raymond W.	3.96	Gietek, Chester W.	18.87	Graham, T.	3.46
Frye, Raymond	2.42	Gilbert, Forrest S.	2.97	Graham, Thomas	30.57
Fudaez, Michael	8.29	Gillander, K.	5.29	Grenade, Louis	52.44
Fulford, William E.	3.79	Gilanders, Kenneth	3.96	Grande, J. D.	4.26
Fulsebakke, K. M.	98.75	Gilgus, Churchill Ed.	56.70	Grant, John	3.62
Funk, Clarence W.	2.11	Gillis, Leo	1.84	Graves, John T. ....	.35
Funk, McClaren	4.13.05			Gray, Edward C.	1.24
Fuselier, Edward L. ....	.99			Gray, Gordon H.	12.37
Fyfe, Cyril H.	862.40			Gray, Homer W.	9.90

G

Gaaso, Hallder	7.23
Gaddie, Daniel A.	1.78
Gaffney, J. J.	8.90
Gafford, Ben P.	5.44
Gagliano, Joseph	11.10
Gainey, Gilbert B.	34.13
Galaza, Jose G. ....	.74
Gallegher, Manus ....	.59
Gallefos, Adolph	3.13
Galligan, William T. ....	.70
Gallordy, J. H.	2.72
Galuska, John	2.84
Gambertoglio, Francesco ....	.79
Gambino, A. J.	17.76
Gamble, Joseph	39.54
Gambuco, A.	4.42
Garbett, J. K.	3.87
Garcia, Alfred	2.97
Garcia, F. A.	12.57
Garcia, G.	7.52
Garcia, Rafael	240.40
Gardanse, M.	2.97
Gardner, Clarence F.	4.90

PERSONALS

GUILLERMO NUNEZ

Two checks from the Mississippi SS Co. are being held for you at the 4th floor baggage room, New York hall.

MONEY DUE

SS JOHN W. GATES

All hands that were paid off in Norfolk have 9 weeks money coming. Collect at Bull Line, 115 Broad Street, New York.

§ § §

SS CAPE FARO

G. W. Burket, 92 hours; A. Demddo, 92 hours. Collect at Waterman SS Co., 19 Rector St., New York.

§ § §

SS WALTER RANGER

John Ziereis, Bos'n, has 39 hours due. Collect at Eastern SS, Pier 25, North River, New York.

§ § §

SS F. HASSLER

Penalty bonus of \$21.93 coming to all hands. Collect at Bull Line, 115 Broad Street, N. Y.

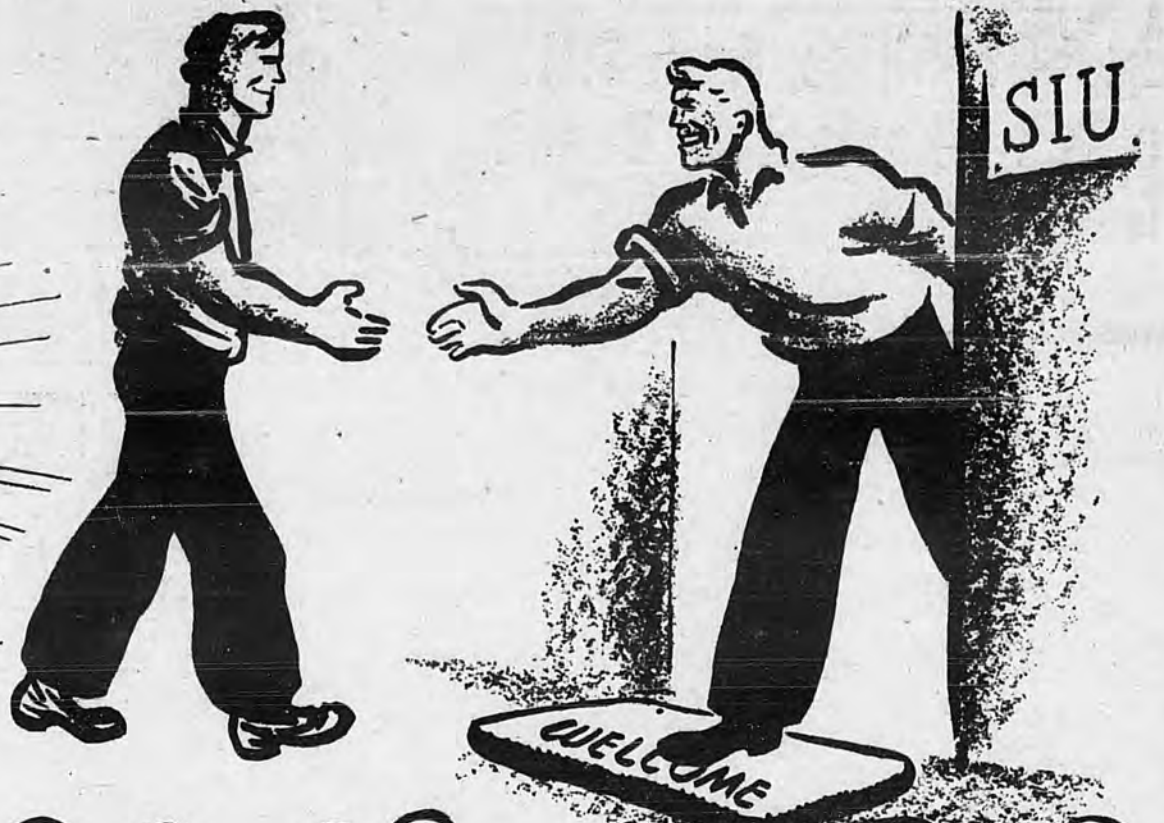
§ § §

SS HASTINGS

Transportation money due to the men who joined the ship in Mobile and paid off in Boston on February 6, 1945. Collect at Waterman SS Corp., 19 Rector St., N. Y.



IT'S ALWAYS OPEN HOUSE FOR ISTHMIAN MEN



SEVEN DAYS A WEEK the SIU halls in all the major Atlantic and Pacific ports hang out the "Welcome" sign for Isthmian men. You'll find these halls full of rank and file seamen just like yourselves; interested in the same things, concerned over the same problems. When you have a couple of hours to kill, drop in and shoot the breeze. You'll find a friendly ear.

SIU HALLS are modern, clean and filled with good fellowship. Whether its a magazine and an easy chair, a game of cards, the matching of wits in a chess game, a round of pool, or a coke and a cigarette—you'll find it in an SIU hall.



RECREATION DECK of the Seafarers' hall at 51 Beaver Street offered this scene to the photographer last week. The old timer in the background is reading the *Seafarers Log*.



SEAFARERS INTERNATIONAL UNION