

SEAFARERS LOG

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

Vol. VIII.

NEW YORK, N. Y., FRIDAY, FEBRUARY 22, 1946

No. 8

Seafarers Way Pays Off On Beefs, Again

THE BEARING OF THE GREEN



Here's what happens when beefs are collected by a militant Union like the SIU: Patrolman Frenchy Michelet (left) congratulates William Doran, Messman, and Clifton Young, Utility, on the \$1,011 each collected as the result of the settlement of an extra meals beef with the Calmar Steamship Company on the Frank R. Stockton. The boys look happy, understandably.

MM&P Supports SIU Drive

In their drive to "Organize the Unorganized" in unlicensed personnel of the Isthmian Line, the SIU has been voted the total support of the Masters, Mates, and Pilots, West Coast Local No. 90.

Mates have been advised to point out to their watches the advantages of union agreements and to emphasize the necessity of a strong organization to enforce such contracts.

Mates on the Isthmian Line have also been asked to give the SIU a helping hand in the unlicensed department of these vessels and to contact the SIU at any of their offices. These are located in every port in the United States and Honolulu.

This action was taken in appreciation of the valuable assistance which was rendered to the MM&P by the SIU when that Union was organizing Standard Oil and other companies.

The SIU has lined up a majority of Isthmian vessels, and with the additional help and cooperation of the MM&P, there should be no difficulty in increasing this lead.

The election to select a bargaining agent for the Isthmian Line merchant seamen has been repeatedly postponed by the

stalling tactics of the commie NMU, whose leaders realize they have no chance, and who therefore are following their timeless role as "disruptionists" of the labor movement. However, the day of reckoning is not far away, since the election date should be announced by the NLRB very soon.

NOTICE!

Seafarers Sailing As Engineers

All members—retired and former members—of the SIU, now sailing as licensed Engineers, report to the New York SIU Hall as soon as possible.

SIU Votes Aid To GM Strikers

NEW YORK—Coastwise meetings of the Atlantic & Gulf District of the Seafarers International Union Wednesday, February 13th, overwhelmingly passed a motion to contribute \$1000.00 to the support of the General Motor strikers. In addition, it was voted to contribute \$100.00 each week to their strike kitchens for the duration of the strike.

Following the action of the SIU membership, checks totalling \$1200.00, to cover the major donation and the strike kitchen help for the first two weeks of this month were sent to the strikers. In an accompanying letter, Secretary-Treasurer John Hawk gave notice that labor will not be divided in its struggle for better wages and common objectives.

"The membership of the Seafarers International Union is solidly behind the striking autoworkers in their fight for better wages and working conditions, and against the union-busting campaign of General Motors," he wrote.

The GM strike is now in its thirteenth week and there are indications that it might be settled very soon. The company thus far has remained adamant in its refusal to negotiate in good faith with the union, but pressure from "top level" Government officials in Washington and the refusal of the striking autoworkers to accede to GM's union-busting demands are convincing the corporation and will probably bring about a speedy settlement in the near future.

Union Action Brings \$5,653 To Eight On Frank Stockton

NEW YORK — The militant SIU way of handling a beef paid off a pile of cabbage to eight Seafarers whose legitimate overtime was disputed by the company. Two men received more than a thousand dollars each; three got over nine hundred dollars each, and one took over seven hundred dollars.

SIU Insists, So Five Get \$1417

NEW YORK — Hitting a mine in the Atlantic Ocean was not the only bad thing to happen to the crew of the Bull Line's SS Mariner on its last trip. After being towed into a port in France and spending thirteen months in drydock, the Mariner returned home to face company chiseling at the payoff.

Only militant union action won for them the extra overtime pay to which they were entitled, and which the company did its best to withhold. A total of 1575 hours in extra overtime pay was collected by five Seafarers, in addition to their regular overtime pay of more than \$1000.00 each.

The beef arose over the question of payment for the extra meals which were served to shore-side workers while the Mariner was in drydock in France. During this period 4780 extra meals were served, but when the ship returned home on Thursday, February 12th, and payoff time came around, the company tried the age-old trick of refusing to pay for some meals on the grounds that they were not extra. This maneuver fooled no one, and the Patrolmen insisted on the 1575 meals which the company refused to allow.

WE COLLECT

The settlement, which was arrived at the next day, was a clear cut victory, and every one of the disputed 1575 extra meals was collected for. Each of the men received 315 hours of extra overtime pay.

"It didn't take long to win," said the Patrolman who handled the settlement, "but if you let a company get away with anything at all, they only try more the next time. You got to keep after them all the time."

The men affected by this settlement are: Keith, Miller, Jackson, Hubbard, and Belcher. The money can be collected at any time at the Bull Line office, 115 Broad Street, New York City.

Settlement of the disputed overtime for the extra meals served aboard the Frank Stockton, of the Calmar Line, which made port in Galveston during the latter part of January, has resulted in the payment of \$5653.68 to eight Seafarers.

The Stockton sailed from the Philippines and, after a seven months trip, paid off in Galveston. The Stewards Department collected the usual overtime, but the dispute arose when the company refused to pay for the extra meals served to GIs, Coast Guardsmen, and shoreside workers.

BEEF SETTLED

The beef could not be settled at the payoff and, the matter was referred to the union officials in New York, who went to work on it. On February 10th, a settlement was arrived at and the money was collected and distributed on the following basis: Jan Rooms, Chief Cook—\$935.33; Harold Kropps, Second Cook—\$935.33; Edward Hudak, Third Cook—\$935.33; William Doran, Messman—\$1011.33; Clifton Young, Utility—\$1011.33; Al Cresenci, Utility—\$724.33; T. Hollenberger, Utility—\$58.40; and William Beck, Messman—\$42.30.

This division was arrived at by allowing the Bedroom Steward one hour per day out of the sum total for making the bunks of the men who were fed and bunked aboard. The Saloon Messman was given half of the extra meals which were served in the saloon, and the other half was divided among the cooks who prepared the meals.

The balance was then lumped together and divided equally between the Cooks who prepared the meals and the Messmen who served them. The difference between Messman Cresenci's cut and that of Messmen Doran and Young is due to the fact that Cresenci was not concerned with the service to 23 passengers, GIs and shoreside workers, returning to the United States.

Patrolman French Michelet, who handled the negotiations, stated, "The boys collected what was coming to them."

SEAFARERS LOG

Published Weekly by the
SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA
Atlantic and Gulf District

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

HAnover 2-2784

* * * *

HARRY LUNDEBERG - - - - - President
105 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - Secy-Treas.
P. O. Box 25, Station P., New York City

Entered as second class matter June 15, 1945, at the Post Office
in New York, N. Y., under the Act of August 24, 1912.

267

The Union-Busters Move

Pushed by employers and anti-labor congressmen, the Case Bill (H R 5262) passed the House last week by a vote of 258 to 155.

This bill, designed to shackle labor, is a long step toward fascism in that it suppresses the right to strike and make arbitration compulsory. Under the guise of being necessary to speed up reconversion, the bill was rushed through the House without public hearings and in face of the biggest mail and telephone deluge Washington has seen in many months.

Although opposed by the entire labor movement, this bill, which denies basic constitutional rights to the millions of men and women who work for a living, was forced through the lower house by a coalition of the most reactionary Republican and Democratic Representatives.

The bill has six main provisions which effectively negate all the gains which labor has made during the past twelve years. Briefly, it outlaws strikes for as long as thirty-five days after all conciliation and mediation has failed. Assistance to a strike is also outlawed. It repeals the Norris-LaGuardia Act and will revive the use of anti-union injunctions. Wagner Act protection is taken away from clerical and supervisory employees and leaves them at the employers' mercy if they try to organize. Wagner Act protection is also taken away from any picket convicted of "violence" on the picket line. The bill makes it illegal for unions or workers to refuse to work on non-union or struck products.

On the face of it, it seems that no representative body would ever dare to pass such legislation. But they have; and with a rousing majority.

The Case Bill, and other anti-labor measures, is now pending in the Senate Labor Committee, where public hearings are finally being held. Only militant action by every worker can prevent the Case Bill, or one of the so-called "milder" bills, from becoming law.

Don't be taken in by the line the Case Bill may be defeated because of its very stringency. The "hatchet-boys" in the Senate are as much at the beck and call of big business as their brothers in the House. Don't be fooled by the equally dangerous line that the Case Bill may be withdrawn to be replaced by more reasonable legislation, or that President Truman may veto any anti-labor legislation. We have no guarantee of that. The only assurance that such proposals will not become law rests on labor to put such tremendous pressure on the Senate that it will not dare to pass the bill.

We have fought too long and against too many odds to permit our present rights to be taken away from us by those who put their profits above human rights. The victories and the half-victories that labor has wrested out of the recent strike wave did not settle anything. The forces of reaction are on the march, in the legislatures and in industrial fields. We cannot rest on our laurels now.

... AND THAT AIN'T NO LIE!



GULF COAST TUGBOAT News

NEWS OF SIU TUG AND TOW FLEET IN GULF AREA

By VERNON SMITH

NEW ORLEANS—Negotiations with the Mobile Towing and Wrecking Company are nearing completion as this is being written. Brothers Steely White and Lindsey Williams are handling the deal and are pushing to negotiate one of the best tugboat agreements in the maritime industry. The things that really touched the boys off over the Mobile was when one of the SIU tugs tied up alongside one of the Mobile Towing tugs and the boys were able to compare at first hand not only wage scales but also working conditions, etc. The addition of this company to the SIU Tug and Towboat division is but one of the many companies rapidly coming under our banner.

ALL HANDS SIGNED

Brother Trussels Franks, one of the ace deckhands over at Coyle Lines, had to get off the D. D. DeBardeleben the other day to check into the Marine Hospital here in New Orleans—nothing serious, just a case of bad choppers.

Louie O'Leary is as proud as a papa over the new traveling dues check system he devised and he totes it with him wherever he goes.

Shipping here in New Orleans has been pretty slow lately as the steel strike up north has most of the Coyle Line tugs tied up in the yard. When the steel does start flowing down the river again though, we can look for the shipping situation to pick up.

The tug Van Guard of the Whiteman Towing Company hit New Orleans the other day and SIU Patrolmen were able to contact every man on her—with the result that all hands aboard her now carry an SIU book.

Baldy Bollinger is still over at Whiteman's on the J. W. Terry—looks like Baldy has married the job.

From a conversation this writer had the other day with Captain Jack Denis of RTC, it seems as if RTC will gradually shift its scene of major operations over to the Texas end.

If present indications are a sign of anything, within the next six or eight months the Seafarers should have everything in the inland field under the SIU banner—lock, stock and barrel.

SIGNS SAY SIU

The new Port Arthur hall has recently been set up on the second floor of the Merchants National Bank, Port Arthur, Texas. Should any of the boys on tugs over that way need assistance or advice of any kind, drop into the hall there and contact Leon Johnson, the agent, and he will give all the help you need.

Tommy Doyle is back out of Army and knocking around again.

OUR PART, TOO

The SIU deep sea organization has pledged all of its resources, physical as well as financial, toward helping the tugboatmen in this area to obtain the same wage scales and working conditions prevalent in other areas. It's up to us now to show the deep seamen how much we appreciate their assistance by presenting a solid front to the operators.

Meetings are held on the second and last Thursday of every month at the New Orleans hall, 339 Chartres St. at 7:30 p. m. It is your duty to attend these meetings and help your officials to work for the betterment of YOUR union.

When in doubt of ANY matter contact YOUR union hall and get all possible advice before making any moves.



By PAUL HALL

The membership at the last regular meeting of the Seafarers passed a motion for the officials of this union to investigate the possibilities of immediately removing the authority of the Coast Guard over the Maritime Industry. Many of the men present at this meeting were of the original opinion that this could be done by passing a motion to boycott the Coast Guard in the same manner that the Seafarers had successfully boycotted the WSA Medical Program. It was pointed out, however, that this situation was different from that of the Medical Program, and would require a study to be sure that the union is following a right program, whatever action is taken.

This demand by the Seafarers is not a beef which is confined to the Seafarers members alone, but is a beef which is prevalent among all seamen of all unions, as well as the unorganized men. We feel that the time has come when the Coast Guard should stop removing men's papers for slight infractions, causing hardship not only on seamen, but their families as well.

We have had cases here, and recently too, where men with families had papers taken away and, as a result, their children were in actual want. This must stop. The legality of the Coast Guard's taking it upon itself to deprive these men and their families of a living is now being investigated, and a full report will be delivered at the next regular meeting.

THOSE SHIPBOARD MEETINGS

Most SIU ships are now holding regular meetings. There are, however, a few that are not doing this, and this must be corrected. We have had a few cases where ships would go out for two or three month trips and there would be no meetings held for this period of time. All crews on SIU ships should remember to hold joint crew meetings regularly to elect delegates and discuss various problems. An organization's worth can be determined by the amount of interest shown by its membership. Therefore, to make this outfit even stronger that it is, all members of all ships, as well as ashore, must taken even a greater interest in its problems. Hold those meetings—elect delegates! The actions taken by the crews in this matter should be sent to Headquarters Offices in New York for action by the membership as a whole.

Noticeable too, in some of the ships minutes is the lack of discussion on various important questions affecting this industry. For instance, the above issue of the Coast Guard's attempt to keep control over this industry should be in all minutes and recommendations should be sent in.

Other topics for discussion and action by crews are: proposed seamen's legislation—the attempts of the shipowners trying to chisel on contracts—the proper running and operation of the union—a full discussion and action on the union's program and policy on any question—all of these, as well as full action and discussion regarding this union's expansion program.

The membership of this organization should not take the attitude that only officials should deal with problems and make decisions. Remember that an organization at all times is as strong only as its membership and, to have a strong membership, regular and good ships meetings are of prime necessity.

THE RECORD WILL SHOW

The membership of this union has taken action to exempt all SIU members for dues for the period of time they spent on unorganized ships, and to record such sea-time permanently—not only in the members' book, but in headquarters' records as well. This was done not so much to save these fellows a few month's dues, but to put into the permanent record the job that these men are doing.

The Seafarers today has hundreds of men all through the unorganized fleets, both off-shore freighters, tankers, as well as inland boats and tugs. These men are doing a job for this union. They are sailing for less than union wages and under less than union conditions, and doing it willingly. Not only are they sailing into these unorganized ships, but they are doing a hell of a good job of it while they are there.

The results of it are more evident every day. Crew after crew of unorganized seamen have swung solidly SIU because of the activities on board by a minority of Seafarers men. Any of our members reading this article, and who have been in Isthmian, AT&P, or inland boats, working as SIU Organizers, should go to the nearest SIU Hall with their discharges and Union book so that this can be made part of their record.

This is important, for these same men who are pushing the expansion program of the Seafarers into the fields we have selected, and are working on these ships, will be called upon once we have gained victory and then when we move into other fields. With the sort of response to this program that the members have shown, there is no reason why once we have finished the struggles which we are involved in, we cannot then move into other and even larger fields.

SIU Men Win Payoff For Isthmian Crew

NEW YORK—As a result of the William Whipple crew sticking together in typical Seafarers fashion and presenting a militant front, the Isthmian agent finally agreed to a payoff in full, rather than the port draw which he first wished to foist off on the seamen.

When the crew first demanded the full payoff before signing foreign articles, the agent tried to tell them that the WSA Commissioner wouldn't wait for the Whipple crew to sign on. Seafarers who knew the score, didn't fall for his guff, with the result that the men all got the money which was rightfully coming to them.

Food aboard the Whipple is down to usual Isthmian standards—Grade Z—with no butter at many meals and dehydrated potatoes served in port. Some of the meat in the icebox is so old that it carries dates 'way back in '45.

WHAT'S COOKING

Chief Cook Bill Jacobs solemnly asserted that he was cooking one tough old hen for more than two hours when the bird finally poked its head out of the pot demanding, "What's cookin', Cookie?"

Jake also stated that there was an ancient turkey that had been on the Whipple for so long, and looked so fierce, that he was actually afraid to tackle him. Every time he opens the icebox door, that bird just glares in his eyes as though defying Cookie to take him out for cooking purposes. Some bird!!

According to the Isthmian

As replacements are needed aboard ship, the jobs are listed on the blackboard. The name of the ship, the type of ship, the run, and the ratings wanted are all written down for the membership to see. You pick your ship, and your run—and the variety suits every taste and need.

men, the Chief Steward is not responsible for the deplorable food conditions aboard the Whipple. He ordered the food, but it was never sent out to the ship. Incidentally, the Chief Steward is an NMU man, but the gang says that he's going SIU like the bunch of them.

CONVERTED BY O'CONNOR

Chips was an NMU tripcarder sent to the Whipple to do organization work for that outfit, but ship's organizer Mike O'Connor read him the SIU gospel, and now he's all for the Seafarers—going to turn in his old book, too!

SIU militants like Tom Gould and Mike O'Connor have done a swell job on the William Whipple—so good, in fact, that the great majority of the crew is solidly behind the Seafarers in the Union's efforts to bring Isthmian within the SIU family. With active support like that, the Isthmian seamen are definitely assured the progressive, militant and democratic unionism of the Seafarers.

HERE'S COOKIE



This is Chief Cook Jacobs who battled strenuously with one of Isthmian's tough hens on the galley stove of the William Whipple

ON THE DOTTED LINE



Organizer Bull Sheppard looking on while volunteer organizer Mike O'Connor signs up some of the Isthmian seamen who smilingly clamor for a little speed.

WILLIAM WHIPPLE CREW COMES ALONG



Here is yet another crew which learned that the SIU way brings results. The demonstration did the trick, and the overwhelming majority of the crew has pledged themselves to the Seafarers. From Left to Right: First Row—Tony Maniscalco, Chas. Rodriguez, Shorty Reichelt, Mike Sheppock, Ed Hallinan. Second Row—Jesus Quintano, Chips Schoenborn, G. V. Brekke, Dean Liggett, Irv Bailey. Third Row—Tom Gould, Allen Olsen, Mike O'Connor, N. H. Whitehill, and Fat Hughes.

Texas Is Fertile Field For SIU

By ARTHUR L. GRESHAM

The Texas area is really booming, and ship traffic—especially tankers—is on the upgrade with business getting heavier all the time. The Seafarers has a good future in this part of the world, providing we continue our expansion and put the same amount of hustle and energy into the struggle here that we have on the east coast.

There are a number of SIU tankers now hitting the Texas tanker Ports, and where these tankers were formerly a weak spot in the SIU organization, they are now part of our strength. With these scows running into Texas Ports on regular schedule, it should really open the door wide to Seafarers expansion in the Gulf Area.

We have an additional asset down here—the fine regard which workers in this part of the world have for the Seafarers, especially the maritime workers. They're all for the SIU—think we're a swell outfit—and know we pack plenty of muscle on our frame now. Although we have never displayed our strength in Texas Ports, with our fine reputation we're capable of going a long way if we decide to open up more halls and organize the many unorganized workers in the area.

PURGED

Not only from our friends may we expect a good reception, but the NMU rank and file members are also strong for the SIU. They

have not forgotten how their friends were shoved around and eliminated during the NMU "purges" by the commie leaders, and as a direct result the morale of NMU rank and filers in this field is the lowest in any section.

Many of these men come into Seafarers' Halls daily trying to throw in their books, and unless we know they are on the spot with the commies, we give them all the same message, "Go back and clean up your own outfit. We'll help you, but it's strictly up to you men to do the job yourselves."

Most of them realize that the great day is coming soon—the great day when they can throw off the commie yoke, and once more be free union men.

There's a lot of work for us though before we can be even

half satisfied with our progress. We've sure got a lot of tough work to do, but we can do the job; we've done bigger jobs before. In fact, I think the members of our Union will agree that we've only begun to fight. Where other outfits are slowing up and going on the defensive, the Seafarers is dedicating its strength to building a bigger and stronger Union.

With the selfsame spirit that the SIU has shown in the past year, such as beating the commies in their attempted infiltration of the Longshoremen's ranks, and chasing them off the Philly tugs when they tried to scab on the striking tugboatmen, we are well on the road to a goal which is the salvation of all seamen—one big Union for seamen—The Seafarers International Union!

Full Speed In Isthmian Drive

By EARL "BULL" SHEPPARD

NEW YORK—New impetus has been added to the Seafarers already extensive Isthmian organizing campaign. As the opposition slowly but surely disintegrates, our Union grows stronger, devoting more time, energy and physical resources to the all-out drive in an effort to bring it to a quick and successful conclusion.

Additional shoreside organizers have been added to the staff in order to have full and complete coverage of all Isthmian ships as they dock anywhere within the jurisdiction of the SIU. Constant contact and coverage must be maintained with Isthmian vessels on the move.

Specially prepared educational packets filled with usable material for the volunteer organizers have been placed with all potential ship's organizers to make their job with Isthmian men that much easier.

NEW ASSIGNMENT

Russell Smith of the Log staff has been assigned to full time work with the organizational staff in order to coordinate education and publicity with the organizational effort, and provide on-the-spot action.

More and more Seafarers are offering their services as volunteer ship's organizers to sail the vessels of Isthmian and other unorganized fleets. This gives evidence of the SIU rank and file members awareness of the need

for every man's support on the Isthmian drive, and they are loyally supplying that all-out support.

THE FUTURE

Every SIU member taking a job aboard an Isthmian ship is a volunteer organizer with certain responsibilities and duties to the Union. Each can show Isthmian seamen that they are the same mentally and physically as Seafarers, except that they are unfortunate in not having Union representation such as SIU members enjoy.

Day by day the dis-unity existing in the ranks of our opposition becomes more evident to everyone. The distant rumbling of approaching revolt from the too long commie-dominated masses of that other "union" can be plainly seen and felt.

The aftermath? A strong, militant Seafarers International Union taking in all seamen, industry-wide, and giving them the contracts, conditions and representation which have made the SIU the force it is today.

The Hall's Yours

Cards? Chess? Music? A Good Book? They're all in the SIU hall. No effort has been spared to make the halls comfortable and attractive. A gin mill is no longer the social center for men ashore—the center is the union hall.

HERE'S WHAT I THINK...



QUESTION:—What do you think of the proposal that the Union operate an upgrading school for the Stewards Department in the New York Hall?



LESLIE VARINO, Baker—I think it's a very good idea. It will start a trend toward better production in the stewards department, and give younger men a chance to advance when they learn their jobs. I like the idea of being able to get ahead when I learn more. It's even a good idea if only to give men the chance to brush up on anything they might have gotten stale on. I'm sorry it didn't start before so that a lot of us would not have had to waste time in that Maritime Service school.

DALE PRESTON, Chief Pantryman—A school like this will avoid what happened on my first trip. A Chief Baker came aboard and he didn't know anything. He couldn't even bake mud pies. The food on that trip was pretty good, but we didn't know it until some of the other men took over. The Union school will eliminate all chances of unqualified men getting jobs that they can't do. It will help men to advance more rapidly and even experienced men can stand a refresher course every now and then. The Maritime Service school does not do the job it should. All I learned was how to serve tables and I already knew that.



DAVID HARVEY, Chief Pantryman—After three months of what the Maritime Service calls a school, I think I know we really need a school of our own, and I would like to go to one. The guys would really learn something here instead of just putting in time. I've spoken to a lot of men on shipboard, and they all seem to want better training than the Maritime Service school gives them. This school would put the Union in a good light by helping the ships to be staffed by qualified men. After I came out of school I didn't know anything and it took me five months on the job to learn.

Volunteers Are Rewarded By SIU

A concrete way of showing appreciation to those Seafarers who have made sacrifices by riding on unorganized ships, enduring poor conditions and low wages in order to organize Isthmian and AT&P has been adopted by the Seafarers International Union.

All Seafarers who have sailed on Isthmian or AT&P ships since June, 1945, are urged to report to the New York Hall as soon as possible where they will be credited the dues they paid while sailing unorganized ships toward future payment.

A complete record of their activity will also be stamped in their book to show that they have worked long hours for low pay in the battle to organize Isthmian and AT&P.

Eulogy Of A Cardman

By COVAMI

The "Cardman" is a noble guy:
He joins the Union just for "pie."
He wants to get but not to give.
To take it easy, on others live;

When volunteers are called for he,
He says "Aw, wish it on George not Me!
(And, say! what would the Unions do
Without the "Georges," tried and true?)

For monthly meetings at the hall
He has no time, no time a'tall;
For he might miss his Wild West show,
Or chance "to date his skirt," you know;

When asked to cough up for his dues,
He's always got some bum excuse;
And when he's MADE to pay his share,
You'll hear him grouching "It aint fair!"

If he gets on the picket line
He's there because he feared the fine;
But you just oughta hear him yell,
To the boys up front in language swell,
"Give them bastids, brothers, hell!"

He's never there when its time to pay,
But he loves to strut on Labor Day.
He ain't to blame—he's a poor, cheap guy—
But I wish to God he'd go and DIE,
So Union Men can win the fight
They've waged for ages for the right.

RAYMOND J. GRISWOLD, Messman—It's a good idea. We had a lot of young fellows who came on during the war. They were willing, but they didn't know their business. It only takes a little while to train them, and show them how to set up tables and other things. In between trips they could learn a lot in just a few hours each day. It's to their own advantage to change papers. It will also give us old-timers a chance to brush-up on some of the things that we have gotten rusty on. It is a good idea, and I hope it goes through.



THE MEMBERSHIP SPEAKS



Sale Of U. S. Ships To Japanese Stirs SIU

Here are two aspects of the sale of U. S. ships to the Japanese Government, written by members of the SIU. Both are protests, and both call for direct action by the membership. Seafarers are invited to write further on these important questions, airing their view.

Dear Editor:

It is the wish of the merchant seamen aboard the SS William C. C. Claiborne that this letter serve as formal protest against the leasing (or even selling) this and other ships to the Japanese government through the U. S. Army.

The main objections being as follows:

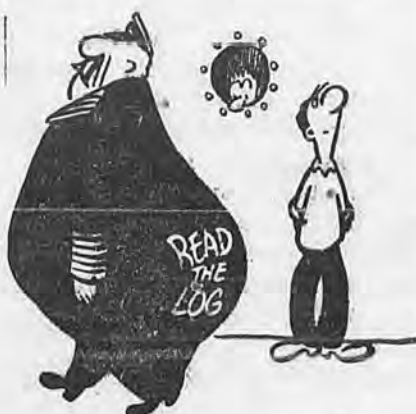
1. That all these ships, being the property of the peoples of the United States who purchased them with War Bonds should first serve those people who made their purchase possible; because thousands of American boys are stranded or forgotten on various Pacific islands, the excuse being that no ships are available. These boys, by their own admission would be willing to come home on any type of vessel. These ships were considered adequate to transport them during the war, why won't they serve to bring them home?

2. That although our American statesmen may have forgotten the sufferings of the men who fought to win the war, the memory of the ordeals and hardships our merchant crews suffered along with the rest of our fighting men is still alive in our memories. We, the merchant crew of the SS William C. C. Claiborne protest against the quick rebuilding of the Japanese marine power, whether it be for trade or war purposes.

The above are but but two reasons of protest, yet they are sufficient to convey, not only our sentiments in this regard but also those of the entire American people. We are inclined to ask, "Are our ships being given away so that capitalistic enterprise can the sooner benefit through Japanese trade that will flood our home markets again, causing unemployment? Or is it more important to us that the Japanese soldiers be returned home, than that the promises to our boys, to get them home quickly, be kept.

Gentlemen, we urge you to take the necessary action for we know it is in your power. Don't let us be sold out from under.

The crew of the
Wm. C. C. Claiborne



Dear Editor:

Since the Seafarers Log and the West Coast Sailor are the best means of airing our views, beefs and suggestions for the welfare of our members and seamen in general, we wish to place on record a matter that calls for some investigation and steps to prevent further examples of this breach of contract.

Aboard the SS Azelia City, which has just returned from Yokahama are the crew members of the SS Cornelius Vanderbilt and the SS George Poindexter, who were repatriated back as passengers; their ships having been sold to the Japanese Government. These men were entitled to first class transportation, but what did they get? And what will seamen in the future get if something is not done to stop this disgraceful practice? Are the old transportation days coming back when men were huddled together like cattle in the holds? We hope not. This is one of the reasons our soldiers who shared these holds on the ship fought to prevent.

Our sympathies go to the soldiers, but it is not their troubles we are at present concerned with; it is the welfare of our Union members that we must continue to fight for if we are worthy to be called Union men.

The members of these two repatriated crews certainly got a bad deal, and the blame lies with the WSA for not seeing that they got the best possible transportation.

In the first place, there were better accommodations on this ship—the quarters which formerly were occupied by the gun crew forward, and also in the midships house. But this accommodation was denied them in spite of an effort by the Delegates to secure them. Fresh water showers were available in these quarters, but the men in the hold got salt water or none at all.

For food, the men had to line up like the soldiers to get a hand-out, then stand at a bench to eat.

If we civilians are to sail the ships to Japan, we want to be transported as civilians should be. We got no honor during the war and we don't want any now. All we want is what we are entitled to, and that is something we won't get unless our Union officials take steps to see that we do.

Roy Hargraves, Eng. Del.
Jerry Grassi, Deck Del.
William Henderson, Stew. Del.

SUGAR BLUES SUNG LONG AND LOUD BY JIM STEWART

Dear Editor:

Ever so often one of the members arrives at my desk on the Third Deck of the New York Hall, with a request for a sugar ration letter, so he can sweeten his morning coffee before coming down to look over the board.



Formerly the matter was easily taken care of. He received a regular request form, which he took to 1781 Broadway, where supplementary rations were issued.

Now all this has been changed. About two months ago a regulation announced that 350 Fifth Avenue was the only place where sugar could be issued.

Complaints have been pouring in about the delays now accompanying the new directive. So I got in touch with the bureaucrats, and was informed that applications were put on file and, if approved, the coupons were issued by mail good for five pounds for a four month period.

I pointed out that our members were only part-time shore-side dwellers, and needed the sugar without the delay occasioned by having to wait for the coupon to be mailed—if the board decided to issue one.

There seems to be no delay for the large bottlers of soft drinks, and big-time users of sugar, and it is about time the merchant seamen got a break. Or are the ration board officials reading Westbrook Pegler these days.

Jimmy Stewart

LAWRENCE SMITH DIES IN FRANCE; MILITARY BURIAL

Dear Editor:

We have just come across a news item announcing the death of one of our members. He is Lawrence Edward Smith, who shipped out as Boson on the SS Warren P. Marks on December 17, 1945.

A message received by his wife, Mrs. Helen Smith, Route 5, Savannah, said Brother Smith died at an American hospital in France on January 22. It said he would be buried with full military honors in the American Cemetery at Solers in north central France.

Survivors include his wife; his mother, Mrs. Marie New Smith; three brothers, two of whom, Charlie and Ernest, are merchant mariners, and a sister.

Brother Smith was one of our charter members. His number was G 36.

Arthur Thompson
Savannah Agent

SUP PERMIT MAN AIDS ORGANIZATION WORK IN HOUSTON

Dear Editor:

I'm an SUP permit man, and I'm all Union. I'll get my book just as soon as possible. Coming into Houston I was very much surprised at the amount of non-Union shipping, and in my small way, did my best to give a couple of boys who haven't shipped yet the good word. They will ship SIU, because I took them to the Hall myself.

To get to the reason for this letter, I would like you to send me the subscription rates of the Log, and also any literature you have.

I would like to send this material to the high school where I graduated. If they didn't teach me anything else, I did learn about our social problems and also that the Union is part of the solution. I'm sure all of the



literature would be put to good use there.

I read the Log every chance I get, and it gives a very good picture of our beefs and shows the program of organization.

William Tyerman

CREW TELLS WHY IT WANTS STEWARD TO BE LOWER RATED

Dear Editor:

We, the crew members of the Rufus Choate, have just finished our last Union meeting before returning to the U. S. We have voted unanimously that Gerald Gerson, who is at present Steward aboard the Choate, definitely should not be allowed to sail in the capacity of Steward again, for the following reasons:

1. Leaving the U. S. without adequate food, utensils and other stores necessary for the trip.
2. Miserable mismanagement of supplies aboard.
3. Leaving the U. S. without having necessary equipment repaired.
4. Having a most overbearing attitude toward the men in his department.
5. Allowing the messhalls to remain in a slovenly condition throughout the trip.

If this man sailed at an inferior rating and learned a great deal more concerning the Steward's Department, he might, in the future, be capable of handling the position of Steward.

We have no personal grudge against the man, and want this

Log-A-Rhythms

ALOHA, HAWAII

By Dennis G. Saunders

Ever since I was knee high
And old enough to work
I've sailed the seas from coast
to coast
From 'Frisco to New York.

The Seven Seas I'll always sail
Through hurricane, storm or
gale;
But as long as my home is the sea,
Please don't take me back to
Hawaii.

In November '44, this land I did
reach,
Expecting to see Hula Hula
girls on the beach;
But grass skirts that once the
streets did roam
Are now only souvenirs that
you send home.

So, if Aloha means goodbye,
Then one thousand alohas to
Hawaii.
There are a lot of holes below
the sky,
But the biggest, damndest hole
is Hawaii.

The Good Lord made Heaven and
earth;
He also made the Hell.
Then he made the white cliffs of
Dover,
And Hawaii came out of the
trash that was left over.

In every port, the story goes,
A seaman has a dame;
But if you say you got one in
Hawaii,
Brother, you'll be called a
name.

A bottle of whiskey
Is something that you'll prize
Since it will cost you 20 bucks
For a bottle one-quart size.

So Aloha to Hawaii;
It's a place that I deplore;
And like the Bowery, in the
song,
I'll never go there any more.

(Note:—Dennis Saunders wrote this while serving as Night Cook on the Eleazer Wheelock. Reprint permission is hereby granted to the Honolulu Chamber of Commerce.)

point thoroughly understood. However, as seamen interested in conditions aboard ship and the future well-being of our Brothers, we make the aforementioned demand, so our Brothers will not have the misfortune of sailing with this man acting as Steward.

The Crew

(Note:—The letter is signed by 27 persons, prefaced by a statement that they agree wholeheartedly with it, and sign it under no compulsion.)



SHIPS' MINUTES AND NEWS

Army Able To Snafu Ship Goods

Just as though Seafarers didn't have enough trouble with the Coast Guard, the WSA and such, the Army now has to step into things and louse them up.

There's no telling where the following incident took place, because the letter to SIU officials has no mention of the port, but it concerns the Calmar's William Harper, seven of whose members write as follows:

"The following statements are incidents which occurred on December 31, 1945 at the Army Docks where the William Harper was docked.

GUARDS INTERFERED

"Milk and ice cream were delivered at approximately 10 a. m. and the truck was stopped by the guards outside the Army area gates and admittance was refused. This was approximately three blocks from the ship. The Army Security officer was contacted and would only agree to have the perishable stores delivered to the dock in an Army vehicle at 1 p. m., a delay of three hours. It was delivered at 1:30 p. m., and the ice cream was mush.

"On this same date our laundry was delayed because our driver was not allowed in the area.

OFFICIOUS MPs

"Some of the crew members have at times been forced to show passes three or four times to guards and MPs in order to go ashore.

"These incidents have caused the resignation of a Fireman and the Steward. They gave these bad conditions as their reasons for leaving.

"It is the opinion of the crew that we should be shown more consideration and respect at these Army docks, as we feel that our ships have done a satisfactory job in the prosecution of the war and are continuing to do so in the building of the peace.

STATEN ISLAND HOSPITAL PATIENTS

You can contact your Hospital delegate in the New York Hall at the following times:

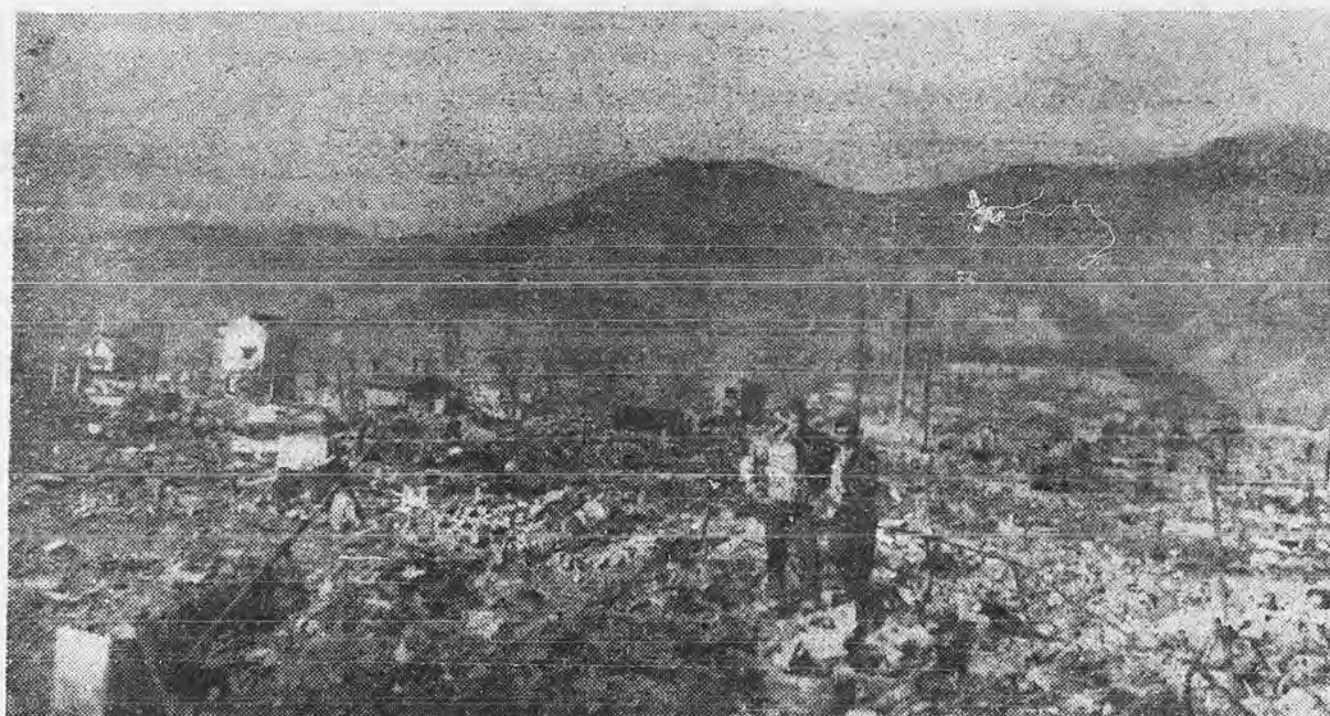
Tuesday—1:30 to 3:30 p. m. (on 5th and 6th floors)

Thursday—1:30 to 3:30 p. m. (on 3rd and 4th floors.)

Saturday—1:30 to 3:30 p. m. (on 1st and 2nd floors.)

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

WHAT A JAP TOWN LOOKS LIKE WHEN THE AMERICANS LAND



No, the two chaps standing in the ruins of Kure, Japan, (top) didn't do all that damage themselves, though their stance suggests they'd just cleaned out the joint. This was the aftermath of a B-29 raid, and the two Seafarers merely lent themselves for atmosphere when Tex Welborn was shooting the scene.

Brother Welborn recorded this solemn ceremony (below) aboard the Greeley Victory at sea, as last rites were held by reverent crew members for a distinguished head piece of ancient vintage. Reading the service for the late and unlamented Hat, one crew member keeps a bottle of holy water (Schenley's) handy. The robed choir sang a solemn requiem (I'll Be Glad When You're Dead, You Rascal You) as the venerable sombrero was lowered over the side.

Steward Catches It At Meeting, Coming & Going

The Steward caught it coming and going at the ship's meeting held aboard the John Gallup on November 4, according to the minutes sent in by Chairman Vendetta and Secretary Way.

First off, the Deck Department members wanted to know why he'd told the Captain they were complaining about the milk. The Steward said he hadn't been.

Then they asked the Steward why he was serving two second ration meats, such as hot dogs and chili. The Steward said it was the best he could do. So the meeting sent a delegation to investigate the iceboxes and the storeroom. They came back to report that there was approximately 1400 pounds of canned meat and 3600 pounds of fresh and smoked meat.

The crew asked why two cases of lemons and pineapples were thrown over the side. The Steward said that they were rotten when brought aboard, and were thrown over five days afterward.

As a sort of consolation, the Steward agreed to put out all of the dry cereals the men could eat for night lunch, and to serve toast twice a week, and French toast once a week.

Then the crew turned to the Chief Cook. A motion was made and seconded that merchant cooks cook for the merchant crew. The Chief Cook pointed out that this was impossible, because he hasn't enough cooking utensils to cook meals in this manner. That got ironed out, though, when he agreed to oversee all cooking in the galley.



Crew Got Tired Of Meat -- When They Fell Over It

The boys aboard the Richmond Acosta. The Cook was straightened out and will do better cooking "from now on" the minutes reveal.

Reason for such a meaty beef was the fact that meats aboard ship were being thawed out in the passageway when taken out of the chill box. There they not only constituted a hazard to anyone navigating the passageway, but slid around on the deck with every roll of the ship.

That situation was remedied at the Ship's Meeting on February 3, where the stewards department was instructed that meats were to be thawed in more proper settings. In addition, the Department was instructed to keep the chill and vegetable boxes cleaner.

Along the same line, the men complained that cooking was not up to standard, according to the minutes submitted by Chairman Jean Gallaspy and Secretary John

Acosta. The Cook was straightened out and will do better cooking "from now on" the minutes reveal.



No pies or pastries were being put out. The Steward reported a shortage of eggs and no shortening. It was decided to use eggs until they are gone, and perhaps some butter for shortening.

From here, it looks like the Pearson is having a good trip—when all the boys have to worry about concerns their menu.

Crew Hits Practices Of Officer

There's still another bucko mate on the loose who is causing trouble for Seafarers, and the Deck Department of the George E. Pickett has issued a warning to their Brothers:

Don't sail on any vessel under R. B. Rosileck.

They particularize as follows:

"At various times during the voyage he has threatened the life and limb of the crew members and has shown an inability to handle men. On the slightest provocation, he will rant and rave and curse anybody in the vicinity. When worked up into one of these rages, he is a regular madman and the rages last for two days. The Captain does not care enough to alleviate the situation."

The warning was signed by the five members of the deck crew, and submitted along with the ship's meeting minutes of January 1.

PLENTY OF BEEFS

There are plenty of other beefs aboard the Pickett, too.

When the ship reached Okinawa, for instance, and it was apparent that food was getting low, the Steward went ashore and ordered more. Authorities ashore offered him a supply, but the Captain refused to get it on the grounds that there was no means of transporting it from shore to ship.

Like all other Liberty ships, the Pickett has two motor lifeboats which would have been sufficient to transport all of the food offered.

So the ship proceeded to Yokohama, where she was anchored out for almost three weeks before she docked. Then food finally was brought aboard.

INSUFFICIENT MILK

Among other things, there wasn't enough milk put aboard for the trip. Ten cases were brought aboard at Panama, and this supply was made to stretch out for 90 days.

Resolutions carried included:

That the ship be paid off outside Army docks and restricted areas.

That there should be an extra messman in the crew's mess to facilitate serving; one messman is insufficient.

That linen money should be put down as subsistence rather than overtime.

That five men who hold trip-cards were acceptable for probationary books.

There is plenty of disputed overtime on the Pickett, too. The Deck Department claims approximately 1100 hours, plus 113 security watches at \$6.00 each. The Engine Department has 700 hours and the Stewards Department 450 hours.

G. Allen was chairman at the meeting and C. Niehaus was secretary.

A SEAFARER SIGHTS LAND



Seated on a winch housing aboard the Frostburg Victory, a member of the Deck Department gets his first view of the coast of Africa, as the ship enters the Mediterranean en route to Naples. This excellent study of shipboard life was made by Seafarer E. W. Hocker, CPM, on the trip.

MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

DELAIRES, Nov. 12—Chairman James O'Keefe; Secretary Bill Kaiser. Letter to be drawn up in regard to failure of Patrolman to come down from Philadelphia Hall on three occasions. Motions carried: To wash utensils correctly and put away by crew, not any special person; to have steam pipe placed in laundry for washing clothes; delegates to see heads of each department to have bulkheads in crew's quarters washed and painted.

DELAIRES, Dec. 21—Chairman James O'Keefe; Secretary Bill Kaiser. Orin H. McCormack indicated he would join Union if possible. Cooks have been using too much fat in preparing food, and request for moderation entered. Motions carried: that Steward acquire new flour in first port reached, since bugs have been found in bread and creamed soups; to provide carfare for the Navy boys who get the ship's mail; to draw up a list of repairs so next crew will have everything in order; to post a sign as to the way each department is to clean laundry.

DELAIRES, Jan. 14—Chairman Walter Stauch; Secretary Bill Kaiser. Everyone reminded to donate to the Log. Motions carried: all keys to be turned over to department heads so next crew can keep quarters locked; to have Patrolmen see about fumigation of ship; to have Patrolmen see company about getting round trip fare for crew in Rio, as cost of launch ride was \$5.00; to have letter signed by crew putting Nicholas Badera, 3rd Eng. on black list.

VENTURA HILLS, Jan. 19—Chairman Hoffstein; Secretary

Williams. Motions carried: To have better night lunch; designation of men to clean mess halls; to have messman make coffee for coffee time in AM; to warn next crew to keep a weather eye on Second Mate and First Assistant as they probably will go. Chief Mate and Chief Engineer respectively; to draw up record of 13 members who were not signed on before leaving, and should be entitled to transportation back to New York since there was ample time for them to be signed on there, as ship was in port three weeks; to make up a list of the full books, probationary books and tripcards to be brought at next meeting.

WILLIAM C. CLAIBORNE, Nov. 29—Chairman Hall; Secretary George Taddie. Motions carried: Membership may vote, due to lack of sufficient book members; to make arrangements for keeping messhall clean; to meet once a week; to fine members \$1.00 each for throwing refuse in heads or leaving soap in showers, fines to be turned over to Marine Hospital.

BRAZIL VICTORY, Nov. 26—Chairman R. Janeska; Secretary W. Perry. Motions carried: To have each man sign for his cot and wash it before returning it to Steward; to have Wiper clean extra Navy toilet and Ordinary the next; Ship's Delegate and Steward to arrange for soap and washing powder for Black Gang; Ship's Delegate to see Captain about rationing of cigarettes.

DAVID G. BURNET, Dec. 29—(No listing) Harry Goldberg (Tripcard) received telegram that mother was dying. Captain refused him a leave, but he went anyway. Crew decided to back

him on this. Motion carried: To request New York Hall to find out when ship will leave Delaware Bay and where it is going, since it has been at anchor since December 16 with load of ammunition.

W. M. EVERTS, Dec. 30—Chairman William Logan; Secretary Harold Westphall. All seven Tripcards wish to join SIU. Motions carried: That Frank Russell take up matter of going back to school with Patrolman on arrival. That Assistant Baker is not to be accepted in Union; that radio men who are members of ROU and who shipped out as Messmen be allowed to join SIU.

FITZHUGH LEE, Jan. 19—Chairman Cecil Morash; Secretary J. Brousseau. Discussion of men not doing work assigned to them and waiting until last minute to relieve watches. Beef from Deck Dept. about unnecessary noises keeping watch awake. Talk given to Tripcards about work and Union. Motions carried: That each man do his share in keeping messhall clean; repairs needed and new equipment to be installed listed.

WILLIAM C. CLAIBORNE, Dec. 3—Chairman Bartlett; Secretary Taddie. Toilets checked by Delegates. Fines to go into effect immediately. Steward refused to come to meeting, saying he was an officer of the ship. Motions carried: to get soap rack and shower curtains for showers; Wipers and OS to accept responsibility for cleaning recreation hall on alternate weeks; to provide a gift for ship's doctor, who has gone all out for crew; to keep officers out of crew's mess hall, since they make too much mess and do not clean up.

WILLIAM C. CLAIBORNE, Dec. 11—Secretary Taddie (no chairman listed). Claim that Steward has been taking over time from members of his department, and his statement that men had too much overtime. Request that ship be kept in good condition for next crew. Motions carried: that all men read agreement; to have last meeting's minutes posted on bulletin board.

WILLIAM C. CLAIBORNE, Dec. 18—Chairman Hall; Secretary Taddie. Engine Delegate complained about silver being thrown in sink and allowed to become rusty. Steward reported supply of matches divided equally between crew and officers. Motions carried: To see Steward about rusting silver; to have officers return crew's coffee cups; to have Messman keep coffee urn clean.

WILLIAM C. CLAIBORNE, Dec. 24—Chairman Bartlett; Secretary Taddie. Ship's medic gave report on treatment of venereal diseases. Official notice from HQ concerning regulations ashore read to all. Motions carried: Delegation to see Steward about moving Messmen around; approval of four-hour watch system; since it will mean employment for more seamen; that messmen cover food; that sugar bowl be cleaned more often.

CUT AND RUN

By HANK

Well, while we Peglerized seamen are shipping out, and even though we have millions of dollars in the bank and Lost Weekends in the Army and Navy Society Records, there's lots of news to be logged. John Marciano, a smart and busy guy who gets around, is still in town, taking it easy. . . . Martin O'Connor sailed on the SS Whipple, ready to do a good job organizing another one of Isthmian's scows!

Oiler Pete Sudlo is sadly waiting to ship out, if the jobs show up, and told us about "Wimpy" Pentlow doing some big dough hack-driving up Connecticut way. . . . Tall and handsome "Red" Morris just blew in and we were glad to see him. He did a good job for us aboard the Louis Kosuth when we held up the payoff, even though the disputed overtime totaled a few hours each man!

Jack Simons, winner of the Mariner's Medal, recently lost his papers, and is restlessly waiting to get them and ship out of this New York vacuum! . . . We saw Russell Sanders, that fightingest and funniest Carpenter and he's shipping out, too, without his automobile, and as Ordinary Seaman! . . . Jack Dalton, who's called Rubberlegs, paid off recently and is probably sobering up enough to start counting the dwindling fortune!

Messman Teddy McQueen, who's been sailing a long time, dropped over and told us about his well-paying beach job! . . . We're glad to hear about Warren Callahan's brother, Buddy, starting to help out in the Isthmian Organizing Drive. "Slug" Sickmann has promoted himself out of his Doorman job and is shipping out. Won't it be kinda lonesome for you, Slug?

Ever hear the humorous stories by Paul Sheehee, that aviator paratrooper who sailed amongst the Scrambled Gold before the war and who still claims that Cairo was bombed, including her deserts. Paul really yarns them and we sure enjoy the stuff.

Tex Morton, who has that faithful mustache and several coins in his ear, paid off recently and is all set for another one, with his gear all wrapped up in a pillow-case. We heard Tex say one day that he couldn't play coon can, that's why he left town! Okay, Tex, drink them slow, even though expensively, and perhaps you'll be lucky if by some miracle you miss getting on the same ship with Scotty Morton, who just lost his papers.

We don't know where Oiler Ben Pepper is right now but we're expecting to see him soon. We met one of our pals, Smoky Stover, from that George Pickett trip and he's sailing AB. He told us that "Smitty" Smith is sailing Third Assistant Engineer now. Fast work, Smitty!

Pete McCoskey and Dutch Bolz were fired from the East-point Victory, but they're on another one. However one of them pumped too much of something over the side and is willing to pay for it. If he does, it means a lot of beers left behind the bar.

We like the remark of little Jimmy Crescitelli, for the benefit of the Bar Boys: "Bartender, give all the boys the best—of my regards!" Say, Jimmy, were you serious when you said you would bet anybody you'd get a job in about eight months? As a singing and dancing stage performer, no doubt!

We heard that our little smiling firecracker, Ben Rabinowitz, paid off recently—and was immediately rolled for everything. We believe it, with a smile—but if we're wrong, we really don't care. . . . The SS Tulsa came into Boston and is going down the coast to load for the Persian Gulf. And Gordon Ellingson is going Bosun this time!

Bob Hicks is in town, rubbing elbows on the Mariner's Bar and somehow getting into an argument with big Danny. Well, everybody's better off when they forget firecracker arguments over nothing!

Those Three Musketeers are shipping out to give some scow a hard time. That's Salvatore Frank, Jimmy Sullivan (who quit his Mariner's Bar dishwashing job) and Chet Pyc. Good luck in everything, fellers. . . . Well, well, even Smiling Bryant shipped out, as if he didn't want to, indeed. . . . Little Frenchy keeps trying but somehow Old Man Jinx bothers him and the ship enough to settle things, fouled up!

By the way, there'll be no more Tarpaulin Musters. Not because J. P. Shuler blew his official top about it but because it really was just a passing fancy by some of our good sailors trying to keep happy.

There's one thing we would like to see, and it's been bothering us for a long time. The toilet belonging to the Mariner's Bar is a filthy mess and if it doesn't start getting cleaned up by a steady man, the Membership might have to totally avoid such a stupid and unsanitary condition in a profitable eating and drinking place.

Speak Up!

"Brother Chairman!"

And no one denies him his constitution-given right to the floor during a union meeting. Rank and file control of all union affairs and decisions is a principle with the SIU. Every man has his say, and his vote. No pressure group tells him how to use them.

AROUND THE PORTS

SIU Men Like N.O. Speed Derby

By C. J. BUCK STEPHENS

NEW ORLEANS—Things were really booming down this way last week, especially last Friday, when three ships paid off and four signed on. It really had the Patrolman on the run. From all indications things will be good here for at least another week or two, with 28 ships in port at the present time.

For the past few months there has been a lot of ballyhoo in the local papers here about the Bill of Rights for Merchant Seamen. In the column "Letters from the Readers" it has been aired pro and con with some pretty nice letters in favor and quite a few against a Seamen's Bill of Rights. What will be, will be. So if the public likes it and it is passed—well, then we will have something.

WANNA BOAT?

We noticed recently in the local press that there are about 30 million dollars worth of boats and barges lying in the Tchefuncta and Pear Rivers, local rivers near New Orleans. If any one is really interested in starting his own barge lines the prices are pretty reasonable; a tug that cost \$330,000 can be bought for \$80,000; a barge that cost about \$7,000 can be bought for \$3,150, and so on down the line. There are quite a few to pick from: around 20 river boats, 22 tugs, 157 wooden barges and about 100 steel tank barges; so, fellows, if you are interested, come on around and have your pick, and don't forget that we will furnish you a crew of experienced men from the tow boat division of the SIU.

HOLDING ON

The Speed Derby down here in New Orleans is still going strong but with very few couples left. The contest started December 28, with 20 couples from all over the country and at the present time have six couples and one solo. For crew's information at sea, the couples left are Johnny Hughes and Pat Gallagher; Louis Meredith and Mae Smith; Mario Gentile and Vickie Lawrence; Jack Stanley and Virginia Anderson; Jack Glenn and Jackie Delaney; Fuzzy Furr and Cecelia Henriques, and the Solo is Dale Thorpe.

Jack Glenn is a merchant seaman and, from all indications, will be in there pitching to the end. He is booed every time he comes out because of his rough tactics, but he just ignores the boos and lets everybody know that he is in there to win, come hell or high water. The brother and sister team that came from N. O., and was the only brother and sister team in the contest, broke up last week with the brother falling out. She teamed up with Fuzzy Furr to make a pretty good team. They are both pretty damn popular and everybody wishes them luck.

EVERYBODY THERE

The Speed Derby is well rep-

resented by men from the SIU ships. Men on the beach hit it pretty regular because you can raise all the hell you care to and drink all the beer and whiskey you are man enough to hold. You can really let off steam there with out worrying about being pinched.

I'll sign off now with one thing in mind, I can make an excuse for going to the Speed Derby because I have to take the wife and kid, but I would like to know what kind of an excuse Brother James McRae, who sails regular as a Bosun, can make for being there and sitting way in the back eating popcorn and drinking soda pop. The popcorn is pretty good, eh, Mac? But how about the soda pop?

Savannah Shipping List Hits Bottom

By ARTHUR THOMPSON

SAVANNAH — Business was good this week again, and promises to keep up for awhile yet. We paid off the SS Richard M. Pearson and, although there were quite a few beefs aboard, they were settled before the payoff. The SS August Belmont is still in Charleston with a load of ammo waiting for a berth. There's only one place there to unload ammo, and some ships have laid up there for two months waiting to discharge.

Quite a few SUP ships have hit this Port of Savannah in the past few weeks, and it's keeping us on the jump trying to hit them all.

We've knocked our shipping list down to practically nothing and we'll have to borrow men from some other ports. We've been told that men are scarce all around, but we'll have to try them anyway. We're still being plagued by beginners wanting to get their papers, but most of the jobs open are for rated men. We have no hospital cases and the few we have left on the beach down here all look pretty healthy.

It's Still Winter In Port Buffalo

By ALEX McLEAN

BUFFALO—The Brothers who have left the deep sea for the lakes are all wishing they had made another trip down South American way, now that the weather here has played such a trick on us all. St. Valentine's Day came in with 57 degrees, and the next day came in 8 degrees above with a gale of 70 miles per hour and a beautiful blanket of snow.

The gale on Lake Erie has headed the ice for the Atlantic by the way of the Falls and heavy damage was done to the Black Rock Ship Canal—200 feet of stone

breakwall going along with the ice.

The winter grain fleet in this port is almost unloaded. All that remain are 16 vessels.

The Buffalo Harbor Tugmen's Union, Local 4, AFL is to resume meetings this week with the owners and the U. S. Conciliation service. There has been quite a bit of unrest among the crews. Although working under Federal control no action has taken place since Nov. 29th, 1945, on their case.

I am holding mail from the Treasury Department for the following: William Robert McIlveen, Raymond Pazder.

NO NEWS??

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

BALTIMORE
SAN JUAN
PHILADELPHIA

Coast Guard Still Bureaucratic

By JOHN MOGAN

BOSTON—There was a slight pick up in both business and shipping in this area over the past week, thanks to Searsport and Portland, Me. However, it does look as though the slump is over for the Port, inasmuch as three or four payoffs are scheduled for the end of this week. Then, too, we are getting our share of Isthmian Line ships, with the work that goes into getting this outfit lined up for the coming election.

Patrolman Eddie Parr has taken up his abode in Beantown, and by the time he finds an easy way to get to the office from his lodgings and back again he will be able to call himself a native. Most of us still get lost three blocks from the Hall. But Eddie is getting the layout of Boston's crazy waterfront these days, and in a short while will know all of the highways and byways connecting the docks.

COAST GUARD "NEUTRAL"

I had occasion to appear before the Coast Guard this past week in behalf of a member who was charged by the Captain with drunkenness and refusal to obey an order. After checking the details with other crew members, and finding out that the incident happened on Christmas Day, subsequent to an issue of grog to all hands by the Skipper, the case began to smell a little.

Anyway I sat through a very hectic session during which the original entries in the ship's log were changed by the presiding officer at least twice in order to r the Captain's charges. I

Wise Crews Bring In Clean Ships

By RAY WHITE

NORFOLK—Shipping here is back up to par again, after about a two-week slowdown. We have had several long trips in the Port for two weeks. One was the John Gallup, which was out about nine months. The crew and delegates aboard the Gallup brought her in with all overtime and disputes properly written down.

This was a great help to the boarding Patrolmen and in a short time all beefs were squared away. The delegates had also picked up all books and cards and every member of the crew paid up to date. This is the way

that all delegates aboard ship should work.

We also had two Alcoa ships in and, as usual, they were paid off at anchorage. They were the Monohan and Howard. When the Patrolmen boarded the Howard, who did they find but our old friend and Brother, ex-pie-card Curley Masterson. Also, Simpson, one of the old school cooks. They did a fine job on the overtime and trip-card men, and the Patrolmen had little trouble with the payoff.

OVERTIME PAID

But there is always a fly in the soup, so in comes the SS John H. B. Latrobe of the Calmar Steamship Company from a nine month trip. Plenty of trouble was expected, but, after about a two hour parley with the ship's delegates and the Company representatives, the disputes were boiled down to two items—one concerned about eight hundred hours to the deck department for standing anchor watches after five and before eight, when watches were broken. This was settled and collected at the payoff.

The other dispute was bonus for 651 tons of explosives carried. As Calmar had never paid ammunition bonus, this beef was forwarded to John Hawk in New York for final settlement.

Shipping looks good, as the tugboat strike in New York has diverted quite a few ships here.

Don't forget — organize Isthmian!

Weather Warm, Beer Cold In Port Arthur

By LEON JOHNSON

PORT ARTHUR—The Hall is opened up in this port, and things look good here. Shipping has been good and we have had to call Galveston for men. This is a good town, nice weather, real cold beer and a lot of friendly gals—so some of you foot loose guys get over here and grab a tanker.

The tankermen are glad to find a Seafarers' hall opened here. There are a host of unorganized tankers coming into this area and the more SIU members we have around, the quicker we can get them organized.

The Nickajack Trail of the Los Angeles Tanker Company paid off yesterday and the crew were proud to find a SIU Hall opened here and some representation at the payoff. All of the beefs were settled to the crew's satisfaction and some of the gang that piled off are going to stick around Port Arthur.

FAST ACTION

This isn't a very big hall but there is a fast turnover, so a bigger hall isn't needed just now. Anyway there's plenty for the members to do around here, just roaming around and talking to the unorganized men. Quite a few of them have already been in and before long we hope to be able to show some crews from unorganized tankers calling on the SIU for representation.

Don't forget shipping's good around here so make Port Arthur a port of call the next time you hit the Gulf.



all how almighty is the power of the Coast Guard in the matter of depriving a seaman from earning his living.

OLD FRIENDS

The old Yarmouth and Evangeline are back home and in the process of getting set for their old runs. Back with them came a number of faces we haven't seen in these parts for years, and the word goes that the ATS didn't do right by our Nell. All hands are happy that these ships will soon again be running for Eastern with a 100% SIU crew. However the word "soon" is not too apt for this particular case, because it will very likely be mid-summer before the ships are back in regular operation.

The Bull Line is also going to get the old Emelia back from WSA. It must be said for the company that they are making a sincere effort to make the hulk livable for the crew members, even to the extent of asking Union officials for suggestions that would contribute to the greater comfort of the crew. But unfortunately there isn't a chance of getting the ideal setup for the crew in a ship like the Emelia; the best we can suggest is increased living space and improved facilities wherever possible—and the Bull Company is amenable to all suggestions of this nature.

STRAIGHT FROM THE GALLEY...

By FRENCHY MICHELET

The Whirligig of Time has turned up yet another St. Valentine's Day in its inexorable march toward the Nothingness from whence it came. This, like the last, finds us full of misty-minded memories of days gone by beyond recall. So we'll drink whiskey sour to a dimpled darling of other years—even as you and I, brother, even as you and I.

Tex Morton is in town again. Tex is the Wandering Jew of the SIU. He's forever seeking greener pastures in distant fields. We like to get him half gassed and listen to him mouth the haunting poetry of the open road.

Like many another SIU man, Tex has plenty of stuff on the ball but he can't see pitching in shoreside leagues. He was born with an insatiable urge to get a beer in the gin mill over the next hill and, in the final analysis, we



think it will be found to be the most enviable patrimony given to any man; for,

"And much as Wine has played the Infidel
And robbed me of my Robe of Honor—Well,
I often wonder what the Vintners buy
One half so precious as the stuff they sell."

The Stewards Department School that we proposed in these columns two weeks ago has aroused considerable interest among the membership. If this plan is acted upon favorably by the rank and file in the forthcoming meetings up and down the Coast, work will be started immediately to set up the groundwork for the project.

MANY BENEFITS

We have already drawn up Stewards Department working rules for every type of ship to submit to the rank and file committee that will be elected to set up the school if the plan is accepted.

Among the concrete benefits that the union can expect to derive from such a program are briefly these:

1. An improvement in the quality of food served aboard SIU ships due to the training given the Stewards Department rank and file by the best Cooks and Bakers in the organization, with a resultant improvement in departmental relations aboard ship.
2. More efficient Waiters and Bedroom Stewards, etc., to meet the increased demand that the

Union will soon be called upon to fill now that the operators are resuming passenger service once again.

POSITIVE PROGRAM

3. A positive program with which to oppose the WSA's Stewards Department Re-training Program which is to be made mandatory on all government-operated vessels after April 1st. The SIU is fighting the spread of bureaucracy in the Federal Government and a positive program of this nature strengthens our hand immeasurably when we go to bat against these bureaus.

4. A self-supporting soup kitchen in the event of a strike.

5. Uniform conditions aboard SIU ships. Instructions to Chief Stewards will be directed toward eliminating individual conceptions of how the work should be laid out, the overtime split up, the extra meal money divided, and a hundred and one other things incidental to the operation of a Stewards Department aboard ship.

And, finally, clear and specific working rules for all ratings in the Stewards Department for every type vessel will be formulated by a rank and file committee and made an important part of the curriculum.

If these three departmental schools can be successfully set up and made to function smoothly there is no question but that this organization shall have taken a tremendous stride toward realizing its ultimate goal of the greatest good for the greatest number.

When Shuler was laid up with the hoof and mouth disease last week we began to hear some alarming reports about his condition, so we got racking our brain for something to say about him—just in case. We finally remembered a story Herman Troxclair used to tell on the guy.

Herman said that when old "Hungry" was cooking (ha ha) on the Sarazen he poured hot grease on a port steward who got to poking an inquisitive nose into the pots. So we can say this for the guy, anyway—he's consistent; he burns anything that shows in the galley.



ATTENTION!

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

Tampa Has Best Week In Years

By SONNY SIMMONS

TAMPA—It looks like, at long last we are getting some business in this Port. We just had the biggest week we've had in four years. The ships are coming in again; we have already been notified that we will get

two for Bull next week, and we should get at least two in Boca Grande. If things continue as they now are we will be back on the map again.

Our new hall is progressing favorably. We will be able to move into it in about ninety days. There is some sort of OPA ruling that we must give the present occupants that long to get another location. We can move the people from upstairs in two weeks, but it takes ninety days for the lower part to be vacated. We are going to take a couple of the upper rooms as soon as we



can, and when the lower occupants move out we will get all lined up with a new hall.

PRESENT CONTRACT

We have met with the Florida Power Corporation about the tugs of that Company. We had a favorable meeting last Monday and we will present a contract this Monday. We shouldn't get too much trouble from these people.

There are also three ferries in that area that we are going to hit when we go to St. Petersburg to meet with Florida Power. There is a total of about thirty jobs on these ferries, and should be easy for the Seafarers to line up. We have already talked to several of the guys on these ferries and they are enthusiastic about coming under the Seafarers banner.

We are having quite a few of the NMUers call in and ask about coming over to the Seafarers, as they are being sold out in a big way. There were five of their rank and filers yesterday doing a lot of beefing about the way things are going over that way. From their way of thinking, there is an explosion coming from that angle before too long.

P & O TO START

The P&O Passenger Service is expected to start up in about ninety days with the Florida being put back on the Cuba-Tampa run. Quite a few of the P&O boys have inquired about the possibility of a quick return of this ship. Looks like several of them are doomed to a bitter disappointment, as several of them have been on this scow all during the war.

There's been some real nice weather down here. A few of the oldtimers are laying around soaking up this Florida sunshine and a wee bit of the Florida Beer. Brother Tommy Taylor is now Quartermaster on one of the Cabs here; Charlie Simmons just got in and dropped around and Abie and Nevin Ellis and Tom Bowers to name but a few. Wonder how Parker in Galveston feels since leaving Tampa? There are any number of the fair haybags that are very disappointed by his leaving and continue to call and ask about his welfare.

Jacksonville Is Quite A Port

By LOUIS GOFFIN

JACKSONVILLE—This is our first report from this area and, we certainly hope, not our last. We have completed a tour of the Jacksonville waterfront and have found that it's a lot bigger than we thought. The area is a long one, and the means of transportation in this town are about the lousiest that we have seen in a long time. It is true that not many ships make this Port, but when they do they sure pick out some awful distance spots to dock, and getting there means the use of strong leg power.

This town is so infested with young gobs that every Saturday night looks like Navy day. They say there are 55,000 gobs stationed here, and, if it's true, then there are as many sailors here as there are local civilians. We certainly will be happy to see the day when they transfer these guys to some other base, so that the merchant seamen can have a chance with the local talent for a change.

The labor situation here is not so hot. Most of the local pie-

cards seem to have interest only in their pie, and no ambition to get out and organize the unorganized; and this town really needs a working over. We will try to do our best to change the situation.

CLEARING THE HALL

We've had only one ship here in the last few days, a Los Angeles T2 Tanker called the Newberg. We have managed to clear up the beach quite a bit by shipping a few men on this ship. We expect the old Bull Line SS Munroe in port soon, and if she pays off here, we should be able to get out the rest of the boys on her.

All in all, business and shipping isn't so hot here, and whether it picks up or not is in the hands of the gods. It certainly is a big change from the fast action and turn over that we had been accustomed to in New York and Philadelphia, handling such a slow port, but we should be used to this place soon, and maybe we can wake it up to a lot more fast action.

Happy Saga Of Coastal Competitor

By A. L. STEPHENS

NEW ORLEANS — The situation is fairly quiet here but it looks as though things will be picking up around here very soon. In making the rounds of the waterfront and paying off the various ships, I picked up the digest of the trip of the SS Coastal Competitor which Louis Marchetti, the Deck Delegate, asked me to send in. It was written February 8, while at sea, and here it is:

"Amid sunshine and good weather the SS Coastal Competitor is returning from Havana, the land of the Gay Senoritas. All of the crew have good comments on the trip, having spent a gay time in the Isle of Paradise.

"We have two new trip cards since we signed up the Bosun's Parrot, "Chico," and the First Assistant's chicken, "Feathers."

These two new members are glad to make the acquaintance of the SIU and the jolly crew of the Competitor.

FRIENDLY LIKE

With the exception of a few fights, which served to keep up the morale of the crew, the



Competitor lived up to its name. The Bosun and an AB of one of the ships in Havana wound up in the hospital with broken noses, but there were no hard feelings.

"The sailors had a hard time because the Mate persisted in showing himself on deck as though he didn't trust the Bosun, although we thought the Bosun a very capable man.

"The stewards department reports everything okay. There was plenty of overtime, which was all paid, except for eight hours for work on a Cuban holiday. One beef we do have is that the black gang quarters should be painted before the ship leaves again.

"There was a little overtime for the sailors, but somebody is afraid to put it out because it might break the WSA."

Lakes Shipping On At Detroit

By FRED FARNEN

DETROIT — Forty-five men were shipped out of the Detroit Hall during the past week to begin the fit-out for the season aboard the D & C Steamers Cleveland III and Detroit III. These two ships will be ready for operation on the Detroit and Cleveland run around April 1st.

Everyone was very happy over the \$12 monthly increase, retroactive to July 1, 1945, which the SIU gained from the passenger ship operators. Now, with negotiations already started with some of the operators for the coming season, and the outlook so far appearing very favorable, we should have little trouble manning vessels on the Great Lakes this season.

APPEALS TO OLDTIMERS

It would certainly be a pleasure to see some of the oldtimers return from the coast to help us put over the organizational drive to make the Great Lakes one hundred per cent SIU, thereby establishing a link between the Atlantic and Pacific Coasts.

This work can only be accomplished by conscientious union men who are willing to give up the ease and security of union conditions for a short time, in order to devote a little while toward education of the unorganized seamen on the Great Lakes.

In the past, the Seafarers has never made an all-out attempt to organize the Lakes, and usually the members have taken a fairly self-centered attitude, apparently satisfied to get union conditions on the minority of vessels under the SIU.

I believe it is the duty of every seaman packing an SIU book to get out and promote the Seafarers International Union to every seaman he contacts, and prove that it is the only bonafide seamen's union in the maritime field.

Plenty Of Jobs In Galveston

By D. L. PARKER

GALVESTON — I relieved Brother Cotton Haymond this past week as Agent, and found the Port in good condition. There is quite a contrast between Tampa and Galveston as far as shipping and finances are concerned.

From all indications this Port will be picking up more and more in the near future. There are plenty of jobs here, and quite often we call on New Orleans for men—so if any of you brothers want to ship out in a hurry come over to Galveston and pick your jobs.

Brother Stetson is doing a fine job on the unorganized ships and we are giving him our support in every way we can. Some of the boys from Tampa have come over and shipped out. Red Whidon, W. W. Boatwright and Brother Stanley are in Port.

We are looking for a hall in Houston, as that it one place that needs a hall very bad. I can't understand where in the hell all the people come from, but it is a problem to find even a place to live much else a place for a hall; but we will find one somewhere in the near future—I hope.

Brother Act Saves Him — He's SIU Now

There are two brothers in the SIU who are Brothers together again. If that sentence sounds like doubletalk, bear with us for a few paragraphs and find out how it all works out. It's an interesting story, and it has as fraternal an ending as it had a beginning.

The two brothers are Roy Geiger, Ordinary Seaman, and Eugene Geiger, Acting AB.

Back in April, 1945, Eugene got out of the Maritime School at Sheepshead Bay. The following month Roy got out. Eugene shipped first, on an NMU trip card. Later he took out a book. Roy made an NMU ship as a Messman. It looked like he would follow in his brother's footsteps.

ROY WAS LUCKY

But Roy was lucky. He got sick after four days on the ship. Maybe you wouldn't call getting sick lucky, but Roy sure did.

"Luckiest thing ever happened to me," he says.

Reason: When Roy got out of the hospital, he took an SIU ship on a trip card. Later he took out a book. He had found out about the SIU, and what it meant to members. He was sold on it throughout.

Roy didn't meet Eugene again until January 27, 1946. Then he heard his brother was on the NMU ship George Washington. He went down and looked him up. Yes, Eugene was aboard, but he hadn't signed the ship's articles. That was all Roy wanted to know. He yanked Gene off that ship so fast it made his head swim. Right away they hopped a train for home. Home is Appleton, Wis.

\$64 QUESTION

All the way across country the brothers bantered and chaffed each other about the rival Unions they belonged to. Roy always seemed to get the best of it. Eugene couldn't seem to find answers for some of Roy's taunts about "No Coffee Time" Curran and the Commie politics that steered the NMU on its circular course.

Half way across the face of America they rolled, and as they sped on, toward home, they cussed and discussed everything about their experiences, ships and crews. Eventually they got down to cases, down to the hard, cold, concrete facts about their Unions.

Roy hadn't started out with the idea of converting Eugene to the SIU, but by the time the train



Brothers Eugene (left) and Roy Geiger stand together (at top) in front of the symbol of SIU solidarity: the bloody cap that was the result of the NMU's appeal to the New York police to suppress the SIU's demonstration during the longshore strike in New York. The SIU suffered several casualties at the hands of the N. Y. mounted police, but it won the beef. In the lower picture SIU Patrolman Joe Algino signs up Eugene Geiger, as his brother Roy, already a Seafarer, looks on.

rolled in at Appleton, Wis., they were able to tell their folks that hereafter they would be sailing under the same Union. Gene had heard, compared and decided.

THERE WERE REASONS

Let's let him tell it:

"Naturally, when Roy started talking I was sure he was the guy who was mistaken about his Union affiliations. The NMU had done a pretty good job of filling me full of bull.

"Then he started telling me things—and proving them—that didn't gibe with what the NMU put out.

"Contracts, for instance. Roy took me in hand, and started showing me that SIU contracts beat the NMU contracts in every shape, manner and form.

"Then he showed me the cash from some overtime. Golly, the SIU overtime beat the NMU all hollow, in every case.

ALL POLITICS

"There was the difference in assessments, too. Why that NMU puts out with 'voluntary' assessments every time you turn around. And, by some queer coincidence, they're all for some commie fund or other. Try not paying these 'voluntary' assessments—which don't even go to-

ward building the organization. I found out the SIU has assessments, too, but that they are voted upon by the membership and go to build the union—another story, entirely.

"But the main thing was the representation. Roy showed me what a fellow got under the SIU. Why, hell, the overtime beefs don't seem to mean a thing to those NMU Patrolmen. At least they don't seem to collect anything on them. Maybe they're too busy keeping up 'unity' with the shipowners."

Gene's an SIU Brother now, and the brothers are Brothers together.



Prospective Seamen Pack Duluth

By WM. STEVENSON

DULUTH — The way things are shaping up here in Duluth, it looks very much as though we will have plenty of prospective seamen this year. Yes, Sir! They're already flooding the Hall this time of year, trying to get their seamen's papers so they will be ready when the first boat puts in an appearance.

The weather conditions so far promise a late opening season on the Great Lakes in 1946, as witness the amount of snow this Agent had to shovel away from the front of the Hall this past week. According to some of the gallery gang, as they strenuously shuffled cards within the warm confines of the Hall, shovelling snow is good exercise, or something. But, oh, my aching back!

One of the brothers got a big check from the unemployment people early this week. He'd only been waiting a short while—a mere matter of some seven odd weeks—reporting faithfully every week during that time. Inasmuch as he'd worked in the shipyards last winter and spring before going on the boats during the summer months, he finally made the grade. And is he the proud man today!

There was a piece in the Duluth Tribune last week about the proposed amalgamation between Joe Curran, Harry Bridges and some other outfits after a convention in May. It's supposed to be one big, happy family of seamen with unity for all—and the gravy for Joe and Harry, of course.



BULLETIN BOARD

SS THOMAS SULLY (Voyage No. 4)

Jennings B. Barnett	\$25.44
Oni U. Hilden	9.42
Joseph S. Jones	35.20
James H. Hand, Jr.	27.53
John D. Brown	21.96
John D. Zadakis	6.96
George A. Brown	37.99
Joseph A. Harrington	19.51
George V. Wright	32.41
Victor Varriale	25.09
Robert H. Boughan	29.97
Cecil Donald	86.67
Harold E. Brackett	78.67
Raymond J. Martin	77.37
Myron E. Thomas	84.34
John F. Kelly	27.88
Charles R. Wallace	110.13
Charles H. Dean	48.09
Sylvester M. Miranda	11.15
Lawrence McDonald	43.91
Timothy D. Driscoll	43.91
Robert W. Rickett	43.21
Vernon C. Porter	41.82
Daniel J. Hurley	43.91
Edgar R. Larrabee	41.82
Alfred D. Pereira, Jr.	41.82
Ernest D. Fickett	43.91
Walter M. Cutter	41.82
Alan A. Gray	41.82
Dorus H. May	41.82

SS WILLIAM PEPPER (Voyage No. 4)

Homer B. Turrell	\$63.18
Woodrow W. Knorr	8.37
Declan J. Mulahy	8.37
Edward H. Dermody	16.73
William A. Butler	8.37
Joseph R. Lozada	25.09
Augustino J. Dorazio	12.55
Charles T. Mills	25.09
Berton L. Waldron	25.09
Arthur E. Cord	25.09
Louis L. Rizzo	25.09
Charles E. Connors	25.09
John D. Wynn	25.09
Thomas Osowich	25.09
Edwin J. Klein	25.09
Robert P. Cross	25.09
Donald L. Cross	25.09
Donald C. Hillard	25.09
Frank B. Hudec	19.51
James M. Southwell	16.73
Thomas Haliday	115.83
Thomas Poore	131.71
John E. Brown	109.67

SS WILLIAM PEPPERELL (Voyage No. 4)

Leonard M. Healy	\$14.30
Thomas J. Monahan	17.43
Edward D. Troxel	7.67
Francis Hunt	17.08
Joseph McCulloch	18.82
Floyd R. Collins	8.02
Clarence Wilson	16.73
Leodegari A. Bautista	44.26
James J. Frangos	29.97
Salvatore Deleso	48.45
Harry W. Sagarino	97.58
James Antoniadis	75.27
Julius B. Schutte	73.88
LeRoy K. Hellerstedt	61.33
Donald B. Beck	96.54
Arvel E. Bryan	88.52
William Oswald	87.13
Daniel Scannell	79.46
George E. Allen	74.58
Milo Eikelberg	66.91
Walter Addison	69.70
David R. Cornell	61.33
Kenneth Brown	56.46
Bernard Gabor	69.70
Vincent Russo	71.79
William R. Carlson	64.13
Robert J. Pendergast	52.97

Here It Is —

Listed here are the names of the men who have money due resulting from \$21,345 the Seafarers collected on the Calmar Beachhead beef. Collect at the company office.

Bernard Goldfein	64.13
Harold L. Fessler	63.43
Joseph S. Koziol	60.64
Norman F. McCrossin	44.61
Daniel Byrne	14.64
Frederick L. Thompson	50.92
Wilmer Dykes	50.92
Robert E. Perry	50.92
William J. Powers	123.33

SS EDWARD SPARROW Voyage No. 5M

Edward J. Westlake	50.19
Lawrence Laronde	61.33
Neil S. Churchill, Jr.	57.84
John Knapik	49.49
Michol J. A. Glacken	68.31
George O'Rourke	80.85
Delmer K. Gaut	50.19
Edward J. Ronan	46.70
William Gooden	77.37
Norman G. Cramer	9.76
Thomas Vega	6.96
Joe Roache	39.73
Elmer Huff	44.61
Melvin Chastain	49.49
Edward Lovasto	71.09
Arthur T. Smith	64.13
Harry Ruzila	64.82
Robert C. Uhozie	1.39
Samuel Phillips	33.45
Walter M. Jones	95.84
Claudius Constantine	61.33
Rudolph Smith	63.78
Eugene W. Hayes	62.73
William Harvey	65.52
Theodore Elmore	69.00
Cecil D. Wilson	69.00
Arthur F. Lane	71.09
Lionel E. Thompson	70.40
Hunter Davis	71.79
Malcolm Kelley	292.13
Edmund L. Erikson	303.40
Zelma H. Wright	333.13

SIU HALLS

NEW YORK	51 Beaver St. HAnover 2-2784
BOSTON	330 Atlantic Ave. Liberty 4057
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	9 South 7th St. Phone Lombard 7651
NORFOLK	127-129 Bank Street 4-1083
NEW ORLEANS	339 Chartres St. Canal 3336
SAVANNAH	220 East Bay St. 3-1728
MOBILE	7 St. Michael St. 2-1754
SAN JUAN, P. R.	45 Ponce de Leon San Juan 2-5996
GALVESTON	305 1/2 22nd St. 2-8043
RICHMOND, Calif.	257 5th St. SAN FRANCISCO
SEATTLE	86 Seneca St. 111 W. Burnside St.
PORTLAND	440 Avalon Blvd. 16 Merchant St.
HONOLULU	10 Exchange St.
BUFFALO	24 W. Superior Ave. CHICAGO
CLEVELAND	1014 E. St. Clair St. DETROIT
DULUTH	531 W. Michigan St. VICTORIA, B. C.
VANCOUVER	602 Boughton St. 144 W. Hastings St.
TAMPA	842 Zack St. M-1323
JACKSONVILLE	920 Main St. 5-1231
PORT ARTHUR	445 Austin Ave. Phone: 28532

SS PHILIP F. THOMAS Voyage No. 3

Glenn K. Ellis	188.60
Burns Z. Powell	9.76
Antonio Galante	8.37
Edward O'Connell	9.76
Alexander D. Stewart	11.15
Harold A. Wages	19.51
Robert Wallish	28.58
Floyd E. Pinkerton	25.79
William R. Boruta	9.06
Jack T. Bengé	17.08
John M. Reid	18.82
Eustachy Bulik	20.20
Russell E. Swinehart	36.94
George W. Robey	54.37
Fay L. Denny	36.25
Joseph E. Laundry	40.43
John W. Przelecki	32.76
Francis E. McGillicuddy	55.06
John P. Faulkner	34.15
Natale Ficarotta	27.88
Frank A. Schuster	32.76
John W. Singer	36.25
Thomas B. Keavins	52.27
Antonio Gonzalez	30.67
Paul Opsatnik	35.35
Maxwell E. Gunn	2.79
Albert A. Abramoff	44.61
Francis B. Kenner	147.11

SS MARIE M. MELONEY Voyage No. 3

William M. Macey	6.96
George G. Magnuson	5.57
George Church	4.18
Marion Lubajewski	8.37
James Carroll	23.70
Frank R. Johnson	23.70
James E. Van Sant	22.31
Steve Bazzarone	25.79
Howard C. Price	16.73
Lindell Joiner	16.73
Harold Benson	97.58
Arthur Iles	75.27
Kenneth Summerlin	65.18
Kenneth Engler	33.45
Kai Nielsen	33.45
Victor A. Barch	30.67
Ronald Barnes	30.67
Carlton E. West	30.67
David S. Tucker	30.67
Bob Montgomery	25.09
Charles Alexander	34.84
Doyal Burell	30.67
Adrian Plourde	30.67
Stanley Estes	33.45
John Faniola	76.38
John Nahalka	49.20

SS RICHARD HENRY LEE Voyage No. 7

Jean Harp	26.31
Charles E. Laguerre	18.82
Frank C. Poinsett	36.25
John W. Halliwell	3.49
Marlyn G. Jacobs	7.67
William J. Irvine	48.09
Edward Beesley	16.73
Edward Bohart	7.67
Stomatios M. Pappas	35.20
James T. Rhodes	39.03
Milton E. Bowen	55.76
Adolph C. Szurlej	61.33
Laurence E. Florean	39.03
Lynden Webber	22.31
Lee Johnson	27.88

Robert L. Hutchins	22.31
George Rogers	22.31
George Wyatt	22.31
William T. Sullivan	22.31
Cleveland W. Manning	22.31
Charles W. Williams	22.31
William Felton	13.94
Alfred E. Hoyt	9.42
Edward L. Parker	4.88
Stanley Molkowicz	69.00
Henry Costello	54.69

SS JOHN MERRICK Voyage No. 3

Charles M. Pogue	26.14
Edward Ross	9.42
Edward Barcomb	8.02
Walter Smallwood	36.94
Leo Wolf	14.64
John Christopher	7.67
Frank A. Wright	11.85
Antone Souza	21.96
Jacob R. Robeson	20.21
James H. Mullen	7.67
Harry A. Mackay	128.25
Joseph Hroboughak	82.25
Richard Woodward	84.34
George F. Saurborne	70.40
Bobby L. Messerall	82.94
Max W. Siegel	85.03
Carmelo Llamas	19.51
William M. Jenkins	82.94
Cicero A. Douglas	69.00
Ronald S. Moe	68.31
Josephus Young	84.34
Eric H. Moe	68.31
Robert Pardo	75.97
Enoch J. Pringle	99.66
William F. King	15.33
Walpole L. Clark	92.70
Gladstone W. Ford	79.46
Earl C. Wolfe	75.97
Clark D. Brown	12.55
James N. Ryan	2.79
John Germano	69.00
John R. Bailey	41.12
John Phillips	65.07
Douglas M. Newton	20.75
Leonard Maley	12.73

SS ELEAZAR WHELOCK (Voyage No. 6)

Ole B. Sandtory	\$ 11.85
A. W. Nickel	21.96
Edward Babicke	47.06
John W. Jacobson	44.61
Edwin F. Zaniewski	88.88
Milton M. Whitfield	89.91
James F. O'Sullivan	142.89
Juan Reyes	167.64
Charles McCallister	159.27
Jaen Kerdo	208.28
Joseph Charlton	147.42
Richard W. Graves	128.95

NOTICE!

Baggage belonging to the following men is being held at the Seas Shipping Co. office, 39 Cortlandt St., N.Y.C. Please call for it as soon as possible.
M. Armando, and R. A. Chastain, Utilitymen; W. McGough, Boatwain; J. Prambia, Wiper; C. Swarkas, Wiper; Wm. Wolfe, AB; S. Goldenberg, OS; G. DeJesus, Messman.

Lakes Seafarers!

All Lakes seamen now sailing from Gulf, Atlantic and Pacific Ports contact New York Organizers as soon as possible.

MONEY DUE

SS ANTELOPE HILLS

J. Bryant, 16 hrs.; E. Blackwell, 29 hrs.; N. Keans (SUP) 3 days pay. Collect Pacific Tankers Co., 260 South Broad St., Philadelphia.

SS JAMES B. MILLER

William Meehan, \$38.65; Harold D. Davidson, \$33.48. The vouchers have been forwarded to the West Coast. Write directly to J. J. Moore & Co., 451 Montgomery St. San Francisco, Calif.

SS MARINER

Each of the following has 315 hours due him: Keith, Miller, Jackson, Hubbard and Belcher. Collect at the Bull Line, 115 Broad St., New York City.

PERSONALS

Will holder of Receipt No. 61050, issued in Wilmington by Robert A. Matthews, on January 21, 1946, please send his name to Brother Matthews at 59 Clay Street, San Francisco, Calif.

ROBERT W. GAVIGAN

Get in touch with your mother, Mrs. W. B. Gavigan at 607 E. Stephenson Street, Freeport, Illinois.

DAVID R. HARVEY

Get in touch with your father at 1413 Henry St., Hannibal, Mo.

FRANK W. BETTS

Get in touch with your mother, who is ill, at 722 1/2—17 Avenue, Seattle, Washington.



PHILADELPHIA

SS MISSION SAN CRUZ	\$20.00
SS THOMAS REED	13.00
SS WM. PATTERSON	23.50
SS ANTINIOUS	20.00
Individual Donations	264.00

BOSTON

Individual Donations	\$ 53.00
----------------------	----------

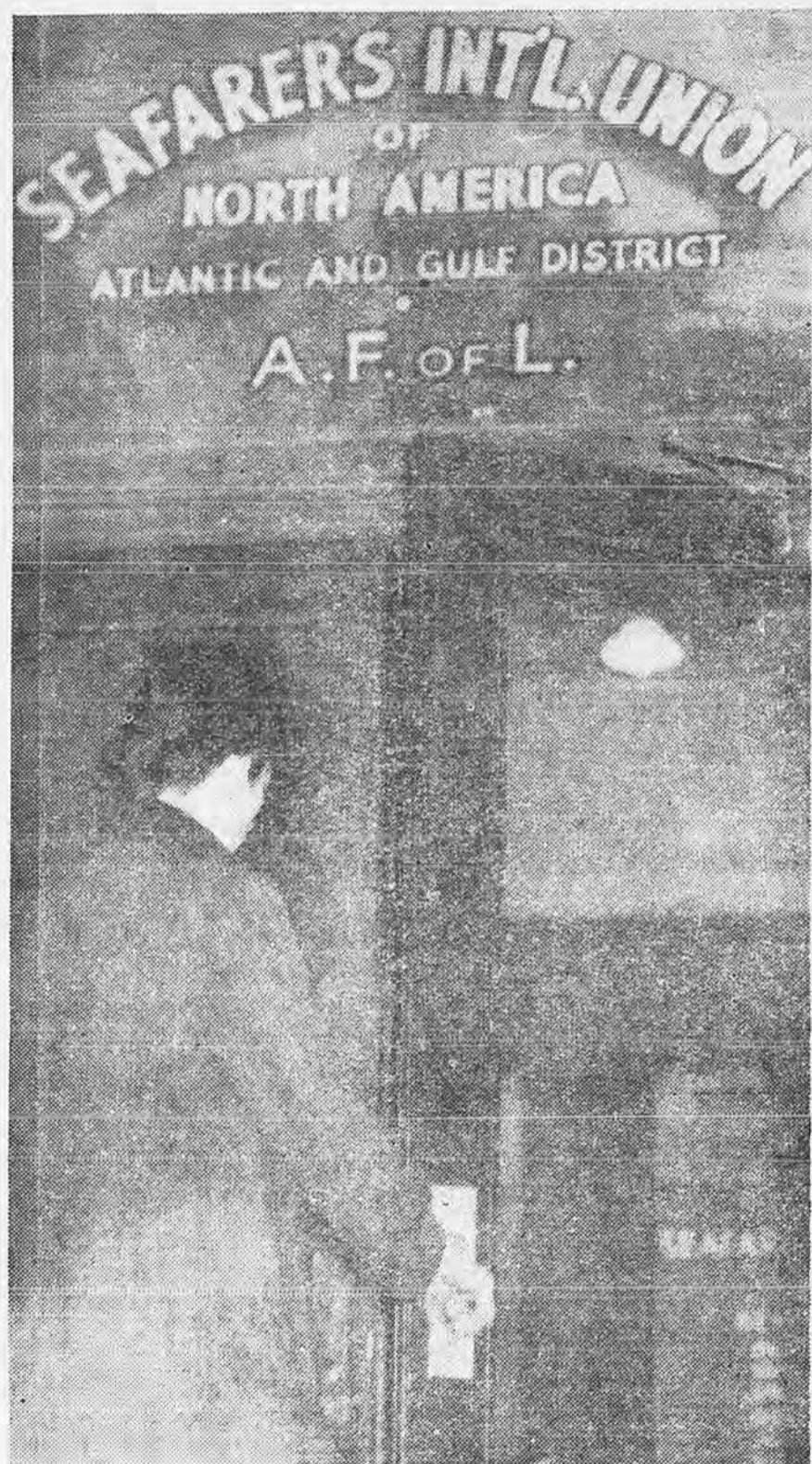
NEW YORK

Individual Donations	\$ 21.00
SS AIKIN VICTORY	14.00
SS LAMAR	72.00
SS GEO. WASHINGTON	12.00
SS IVANHOE	1.00
SS WAYCROSS VICTORY	48.00
SS FROSTBURG VICTORY	5.00
SS VASSAR VICTORY	10.00
SS W. B. GILES	49.00
SS PROSPECT VICTORY	53.00

GRAND TOTAL \$678.50

Ed Hallinan, Isthmian Seaman, Joins The SIU

LIKE many another crewman, Edward J. Hallinan had long considered becoming a member of the SIU. He had talked to Seafarers about wages, contracts and working conditions. He made his decision recently, when he signed an SIU pledge card. Now, like many another Isthmian crewman, Edward J. Hallinan has taken advantage of the charter membership rate of \$17.00 available to Isthmian men.



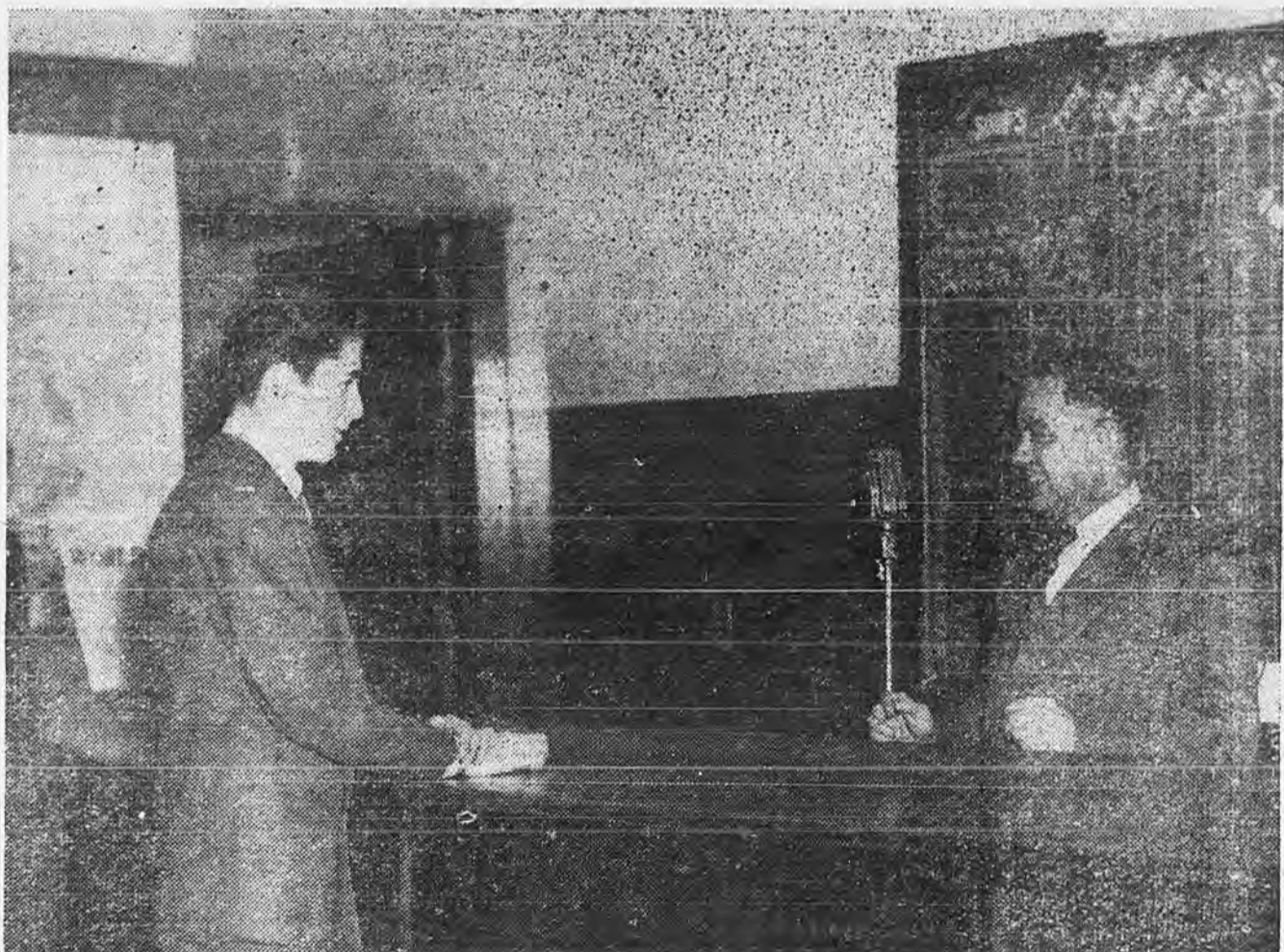
1. Ordinary Seaman Edward J. Hallinan, who is at present Acting AB on the Isthmian ship William Whipple, felt elated as he opened the door of the Seafarers New York Hall at 51 Beaver St. He was ready to sign up as a member of the SIU under the charter membership rate.



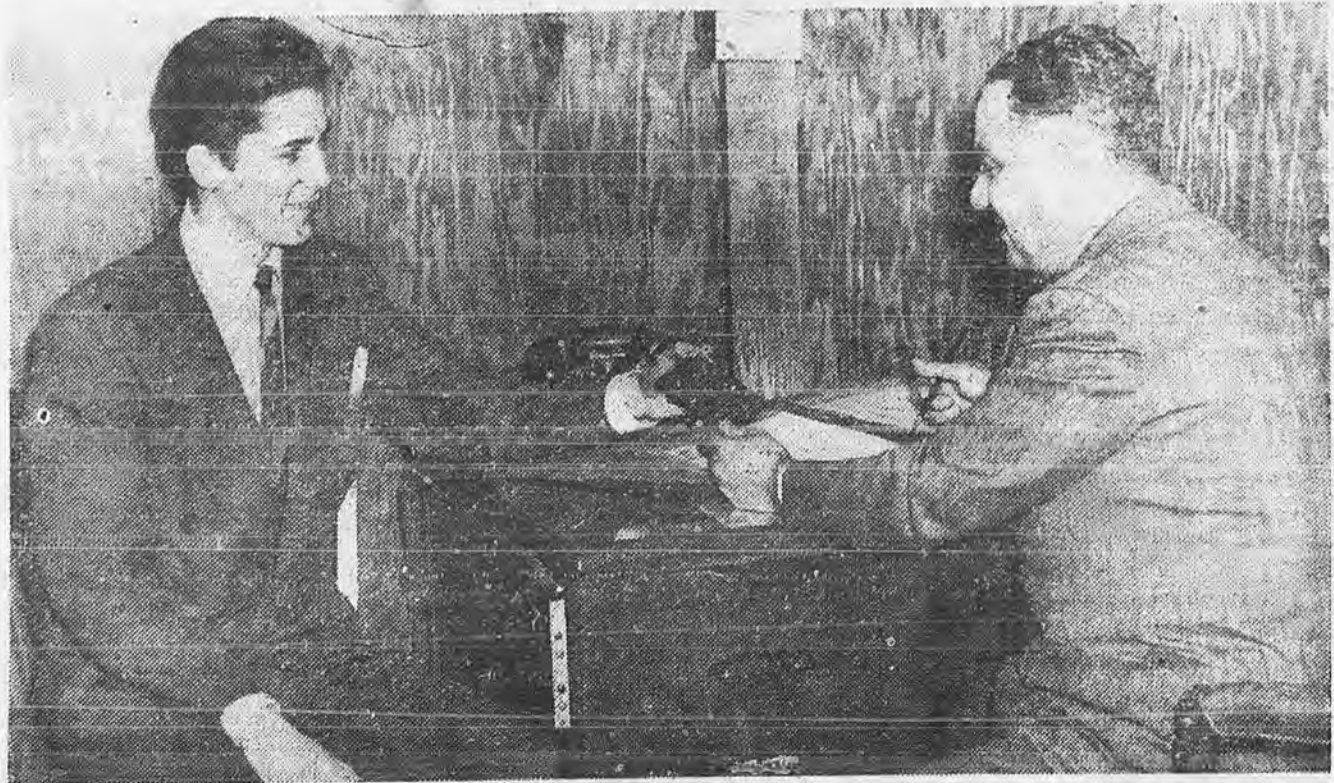
4. Hallinan was given free access to the financial records of the Union. As a member of the SIU he will be free to look them over at any time, and to call on officials for an explanation of any money spent. In addition, he may challenge any policy or program of the SIU in open membership meetings.



2. The doorman directed Hallinan to the Recreation Hall, so he could look over the place before he signed up. There Hallinan met an old seafaring friend who introduced him around. The boys were glad to see him joining the SIU and told him so. Hallinan began to feel that being a member of the SIU meant something. He liked the easy chairs in the Hall and the feeling of good fellowship.



3. Some of the boys took him on down to the Dispatch Hall on the second deck and introduced him to Dispatcher Benny Gonzalez. It was between rush hours, and Benny had a little free time to tell him about the Seafarers' system of rotary shipping. He told him that this manner of letting men pick their ships insured the soundest and fairest choice possible. It sounded good to Ed.



5. Ed Hallinan's a Seafarer now. Dispatcher Gonzalez gave him his full book membership in exchange for \$17.00, the charter rate which was made available to Isthmian crew members to counter-act the phony issues raised by the NMU. Isthmian men can sign up with the SIU at any of its ports.