

# SEAFARERS LOG



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

Vol. VII.

NEW YORK, N. Y., FRIDAY, AUGUST 3, 1945

No. 31

## SIU-SUP Position On ILO Meeting

By MORRIS WEISBERGER

### Report Of The Secretary-Treasurer

By JOHN HAWK

August 1, 1945  
Regular Meeting

For the benefit of those members who were not at the last meeting, and to bring the members up to date on what is being done by the Union on the question of getting the seamen an increase in wages:

At the last meeting I presented to the Union the brief stating the facts and Union's contentions before the National War Labor Board to justify the Union's demand for wage raises. This brief was printed in the *Seafarers Log* of July 20, while the Public Hearings before the Board were held on July 19 and 20. The Union's arguments as well as the brief were put into the record at the hearing. All the other maritime unions were present at the hearing, and submitted briefs and arguments that supported to a certain extent the brief and arguments put forth by the Seafarers International Union. However, they were limited in certain respects and the brief and arguments of our Union were broader in scope. The brief and arguments enter many more reasons for the Board to hang their hats on and grant the wage raises.

For instance, the NMU has for over a year howled and complained in all forms of propaganda that they were out for \$200.00 per month for Able Seamen; yet their actual demands before the Board show that the NMU came in with a demand of \$184.00 per month for ABs.

On the other hand, the SIU came into the Board not expressing the demand of a specific \$200.00 per month for ABs, but asking that the War Labor Board set the wage rates in accord with the highest peak of wages, by restoring to the take-home wages what has been lost by the drastic cuts in the bonuses. This position in the case of ABs is equal to or better than

(Continued on Page 3)

It is the ILO's policy to try to eliminate sub-standard conditions in industries and to try to bring them up to the highest levels. The ILO's choice of the Sailors Union of the Pacific-Seafarers International Union who have fought for, won and maintained the highest wages, working and living conditions in the industry over a period of years is why we rightfully represent the American seamen in the International field as well as nationally.

I was delegated by the Sailors Union of the Pacific and the Seafarers International Union to represent the United States Seamen at the Meeting of the Special Committee of the International Labor Organization and proceeded to London where I attended all the meetings of the Committee. This is my report of these meetings:

The purpose of this meeting was to discuss the following subjects:

1. Continuous Employment; 2. Entry; 3. Training; 4. Promotion to see whether there was any basis for any international agreement, to be drafted by a technical committee which was to meet in November. Our Committee was not supposed to make any final decisions but only to give its opinion to the Technical Committee. Anything the Technical Committee decides to do in November will have to be referred to a Special Maritime Session of the International Labor Office which will meet in the early part of 1946.

The Committee was composed of twelve members, four seamen's representatives, one from Norway, one from the United States, and two from Great Britain (one seaman, one officer), four shipowner's representatives, one from the United States, one from Great Britain, one from Holland and one from Norway; four Government representatives, one each from the United States, Great Britain, Norway and France. Meetings were held morning and afternoon from July 9th to 16th inclusive.

The first and most important subject considered was continuous employment. Although all members generally were in favor of continuous employment, there was considerable difference of opinion as to how this should be obtained. The European seamen's representatives thought this was a good time to press for International agreement on this point for the post war period. Their

idea of how to get continuous employment was to set up a pool system under which the seamen would be either guaranteed employment or paid a certain percent of sea pay while waiting for a ship. In principle we are not opposed to continuous employment or being paid while waiting. However, I took the position that although I was not against the European seamen getting a pool system if they wanted it, we would not want it for the United States as it would definitely interfere with our rights under our "hiring hall" system.

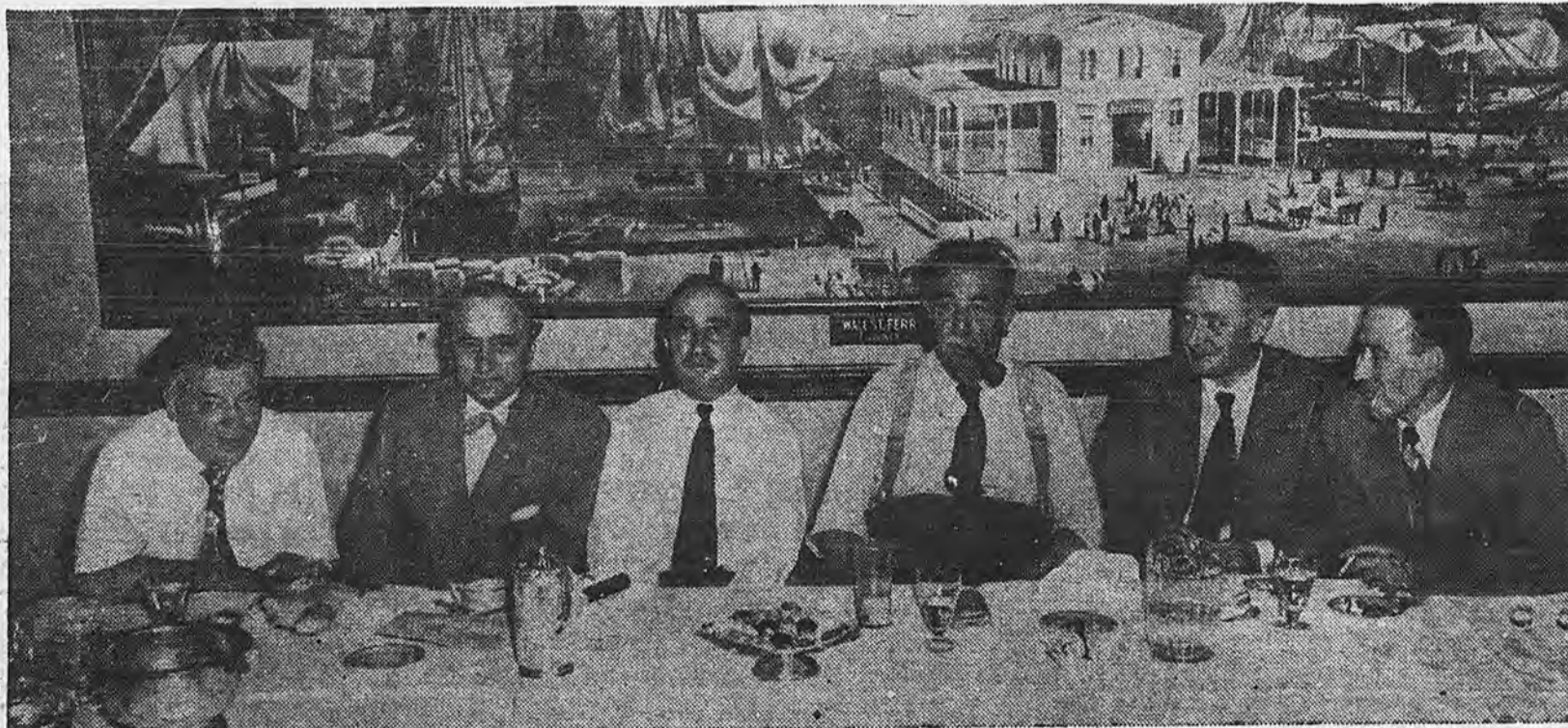
Before the war the European seamen had no hiring halls or pool system. They got their jobs either through shipowner's office, a shipping crimp, off the docks, Church agencies or through some influence. There were often rankest discrimination and other abuses. One of the worst abuses was laying men off while the ship was in port. The majority of operators would lay off the men without pay as soon as the ship hit the dock, even if the ship was laying over for only a weekend. Only the good "company men" would be rehired, on the Monday morning or when the ship was ready to go to sea again. The European seaman thus had little or no security at all.

During the war the European seamen were frozen in the industry by conscription. This was done by Government regulated pools. While in these pools the seaman got part pay even when not on a ship, but he had to ship and go where he was told whether he wanted to or not. The shipowners operated these pools with the Government and although sitting in, the unions were given a minor part. Even this was a better break for the European seamen than they had before the war. They felt, therefore, from war experience that they would like to see some pool system in the post war period. The European unions felt that the shipowners and the Government should pay all the cost of the pool: If the seamen were required to contribute at all, their contribution should be very low.

The European shipowners, although they thought it was too soon for International agreement, favored a pool set up, provided: (a) they could limit the number of men in the pool; (b) exclude men whom they, the shipowner's thought undesirable; (c) set the standby pay

(Continued on Page 4)

### Labor Leaders Breaking International Bread In New York



Leaders of Spanish and French union movements met with American labor leaders recently in New York. Much of their discussion dealt with eliminating anti-semitism. "We will cleanse France of anti-semitism," pledged Leon Jouhaux, general secretary of the French Trade Union Confederation. Left to right are: President David Dubinsky, Int'l Ladies Garment Workers, AFL; AFL Vice President Matthew Woll; Adolph Held, chairman of the Jewish Labor Committee, Jouhaux, L. Grand, Jouhaux's translator; B. Tomas, President of the Spanish Trade Union Federation. (LPA)

# 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

**MATTHEW DUSHANE** - - - *Washington Rep.*  
 424 5th Street, N. W., Washington, D. C.

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

## For Four Watches

Every seaman who has ever beefed (and show us one who hasn't) about the seemingly endless monotony of sea watches on a long voyage, will welcome and gladly support the Seafarers' stand for a four watch system at sea.

The maritime industry stands conspicuously alone among the major industries in its adherence to the out-dated 56 hour week. Some shore-side industries have for many years, and most have for the past decade, adopted the forty hour work week as standard practice.

The American merchant marine is the largest and has the finest ships of any in the world. It has always led, thanks to our militant unions, in improving wages and conditions for seamen. The time has now come to take the next big forward step, the introduction of the four watch system.

Incorporated as a major platform in its postwar policy, the four watch system will be advocated by the SIU along with other important issues for the betterment of American seamen.

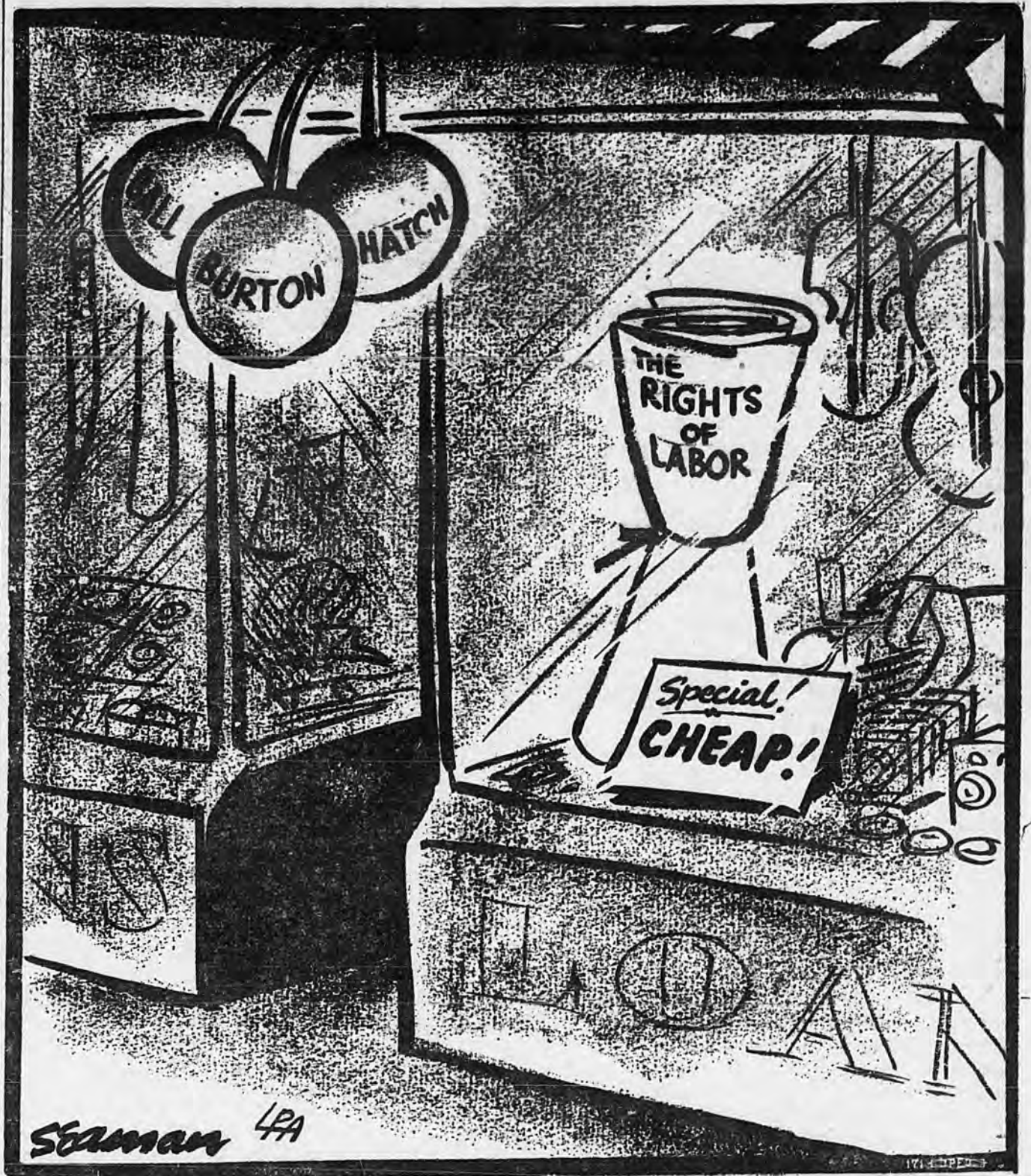
What is the four watch system? As the term suggests, it provides for a forty hour work week by adding another full watch to both deck and engine departments. Instead of the present 4 and 8 rotation, it would provide for a 12 hour break between watches.

Plans are being worked out to include the Steward Department in the forty hour week, as well, either by carrying more Steward Department personnel to alternate in galley and serving duties, or in compensating these men for the 16 hour differential.

All seamen who have stood sea watches on a three or four months voyage, especially in peacetime when turn-arounds are fast and port stops are short, know how hard this system is on physical and nervous capacities. After chow, washing clothes and other routine shipboard duties, the seaman has little time to partake of even the meager recreational facilities now available on board ship. The four watch system would provide time for adequate rest and some of the spare-time diversions enjoyed by workers ashore.

Also important is the fact that the four-watch system will open up thousands of additional jobs and provide a livelihood for many men who have gone to sea since the war started, who like the sea and wish to make it their profession.

To any argument on the part of the shipowners that such a system is impractical or too expensive, it need only be pointed out that the present three watch system, which is required by law on American ships today, was not so many years ago fought tooth and nail by the shipping interests as a "radical innovation."



## SIU COLLECTS FROM NMU CONTRACT CO.

A young man by the name of Gordon French made his first trip to sea recently on the Bacon, a coastwise tanker operated by Tankers, Inc. After a short trip French quit because of illness and went back to his home in Chillicothe, Ohio.

But when French tried to collect his wages by mail he didn't have much luck and after several fruitless letters he thought about writing to the SIU. He had signed an SIU pledge card while serving on the Bacon and had remembered the organizer telling him how beefs were taken up and squared away for SIU members.

Although French is not an SIU man and Tankers, Inc., is an NMU contracted outfit, New York Patrolman Joe Algina called the



tanker company, explained the situation and not only got the lad paid for the five days he spent on the ship, but the company gave him an extra day to make up for "lost time."

Needless to say, young French intends to go out on an SIU trip card on his next trip to sea.

## From The Assistant Sec'y-Treas.

By LOUIS GOFFIN

After quite a spell of arguing, the beef concerning the taking of soundings on week-ends at sea on a number of Calmar ships has been settled in the Union's favor and is now payable at the Calmar office, 44 Whitehall Street, New York City, to the men whose names are listed below. This beef concerned ten ships, and in the future it will be paid at the regular payoffs without being disputed. This proves that by being persistent sooner or later the good beefs will pay off. The following are the men involved:

P. T. O'Sullivan, 5 hours; M. Moore, 20 hours; B. Carmon, 4 hours; L. Wyner, 37 hours; J. Blanco, 5 hours; C. Martin, 21 hours; Disaro, 32 hours; D. E. Kaplan, 12 hours; E. Duncan, 22 hours; S. H. Cooper, 7 hours.

Attention Robert Weisman: have just received a notation from Savannah stating that you have \$3.90 coming. Write to South Atlantic in Savannah.

The beefs submitted by Mobile on the Colabee are now being squared up, names and amounts

## Pay Day Blues

"'T was the night before payday  
 and all thru my jeans  
 I hunted in vain for the price of  
 some beans;  
 Not a quarter was stirring, not  
 even a jit,  
 The kale was off duty; milled  
 edges had quit;  
 Forward, turn forward, O Time in  
 thy flight  
 Make it to-morrow just for a  
 night."

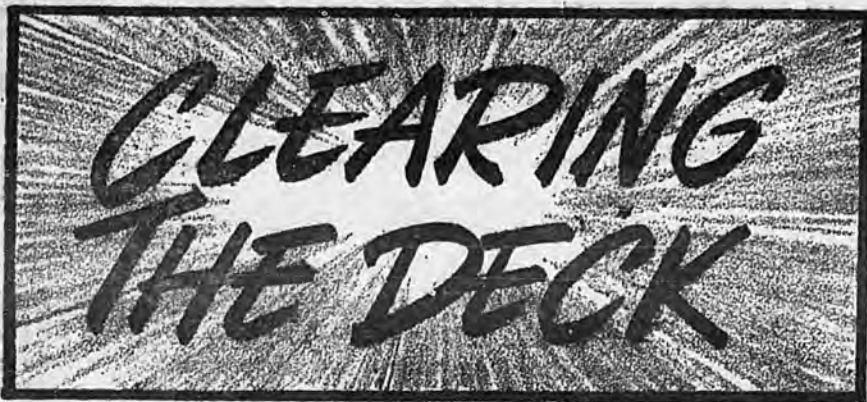
due will be in the next issue of the Log. A couple of beefs with Bull are now in the process of being settled.

Again I want to state that if any beefs come in on Moran Tug Boats, make sure that the skipper of the ship signs his name to the disputed overtime sheets.

Brother Hawk and I spent a day in Norfolk lining up the proposals for the Chesapeake Ferries, and we should have an agreement shaped up for negotiating very soon.

Norman Okray and George Thompson have transportation money coming to them. The money will be forwarded to the New York Company office where it may be collected.





By PAUL HALL

The system of mailing the Log to each ship has been in practice for two issues now and no doubt but some of our ships are now receiving their bundles. This can be considered as one of the most important steps taken by the SIU in recent times as it will furnish our members with news of their union's activities in all parts of the world. Considering the comparative small outlay involved, this is one of the wisest investments ever made by this union.

There are, however, several more things which can be done to improve and guarantee proper distribution of our paper. The most vital of these things is, of course, for each of our ship's crews to distribute copies of the Log that they receive in transit in all ports touched during the trip. For a long time, our members have complained about not seeing the Log in foreign ports, bars and various clubs. Now is the opportunity for all of us to remedy the situation. No only can this system of distribution be regarded as a convenience for the membership, but should be regarded as another means of education.

It is up to us to increase our paper to an even larger size and expand the news carried in this paper, so that the Log will be an even more effective educational instrument. The membership can help on this particular thing by writing regular letters to the paper, giving their points of views on various problems affecting the union, as well as news of their particular ship and crew. Thus, not only will we have a well-distributed paper to be used as an organizational and educational weapon, but we will also have news about our rank and file members—which, of course, is as it should be.

All of you fellows, before you ship on your next trip, ask your union officials for some of the forms which are being distributed to all ships for the purpose of gathering ship's news. Thus we will have taken one more big step towards streamlining our organization and towards the education of our membership.

§ § § §

The lounge floor in the New York hall is beginning to take on a real clubby atmosphere now, especially so with the addition of the new gear and games. We just had an addition to the gear on that deck which is attracting lots of interest. This is a knot board made by Warren Wyman, one of our members who hails from New Orleans.

Some of you fellows will probably remember the knot board that Warren made for the SIU Hall in New Orleans. It was quite a large job and a damn good piece of workmanship. Quite a few of the members showed a keen interest in this work as it was being done by Warren, and they asked him to teach them a little of his "know-how."

There are still a couple of more things to be put into this lounge floor before we figure it is complete. The next item to be obtained is the installation of venetian blinds on either end of this deck so that we can have educational movie shorts as well as feature pictures for the fellows. Quite a few of the boys have inquired as to the possibility of such an arrangement, and after investigation, it was found that such arrangements could be made very easily.

§ § § §

As predicted here a while back, shipping and business on the east coast is gradually declining over its past high level. At the same time, it is increasing in the Gulf coast area to some extent, and in the west coast area to a large extent. We can look for further reductions of shipping in this area until such time as the Japanese war is over.

Shipping, after that day, of course, is unpredictable, as we do not know whether the operators will put their vessels in their regular trade routes, or whether they will continue on the same basis they are on now.

We can be certain of one thing—that shipping for the east coast ports will probably never again reach the peak that it did at the high point of the European war. The redistribution of shipping, however will allow a lot of our members to ship from what was normally their home port.

§ § § §

The new organizational booklet which was referred to in this column recently, entitled "This Is The SIU" is now off the press, and is being distributed among unorganized seamen. This booklet was designed by the Log artist, Bernard Seaman and Log editor, Floyd Miller, for organizational work.

It seems that most of our members who have seen them want these books to send to their homes so they can let their people know something about the union they belong to. For that reason, our 3rd floor Librarian, Jimmy Stewart, has made an arrangement which should be helpful to them. He now has a number of these books on hand in manila envelopes and upon request of a member, and payment of postage, he will send a copy to any address desired.

## The Report Of Secretary Treasurer

(Continued from Page 1)

\$200.00 per month, as well as comparable raises in other ratings.

At the July 19 and 20 hearings, the Chairman of the War Labor Board and the whole Board, including the CIO labor members, of which Van A. Bittner of the CIO was one—and he is probably one of the smartest and most progressive leaders of the CIO—came out and asked that the NMU remove its pickets since they were not helping but were damaging the seamen's case for wages, while they were pending.

The Chairman of the Board, Dr. Taylor, stated:

"The War Labor Board has a policy of not acting on matters during a strike or under pressure. There is none in this case, and the War Labor Board has not mentioned up to this time certain picketing which is going on of other governmental agencies, because the Board has not felt that it was of such a nature that it would influence the Board in its handling of the case. It's a matter that the Board has to determine at the conclusion of this hearing.

"I would like to recommend for the whole Board that we very strongly urge that those pickets be removed in order to enable the Board—so that that question might not be raised at all during a consideration case as to whether or not there was a situation over which it would make it difficult for the Board to proceed.

"As I say, none of the Board members have felt that it's a factor that it had to take into consideration. I think it would be good insurance for the whole situation if those pickets might be removed. I don't know whether any Board members want to add to that? (No response).

"Is that all there is, then?"

Mr. Bittner said: "I just want to say, as I have told some of the officers of the Maritime Union, I join with the Chairman of the Board in asking that that not be done when these cases are pending."

That is taken from the official record of the hearing. From that, all our members can see that the NMU's maneuvers with their pickets are not helping the case for

the seamen any, while the decision of the War Labor Board is pending. In view of the fact that this Board has asked that the NMU remove its pickets, it appears to me that the actions of the Communist officials of the NMU in forcing their members to picket are prejudicing and endangering a favorable decision for the seamen. After all it is this Board that makes the decision and not the public on the street.

As a matter of fact, the NMU's phony maneuvers with their pickets is like a small boy saying to a big bully with a big stick: "Go ahead! Hit me! I won't do anything about it!—I won't strike back! See the sign, it says 'No strike' Mister, see?" So the bully with the big stick belts the small boy, hard, very hard.

Since the hearing, the Union has received the verbatim transcript of the record and has prepared comments to break down the companies' arguments. This is a nine-page brief that will appear in the Seafarers Log of August 10 in full, for it is too long to read here. This brief supports the Union's contentions, and

(Continued on Page 8)

## SIU PICTURE BOOK OFF THE PRESS

The story of the SIU, as told in pictures, is now beginning to cover the waterfront on all coasts. Last week a 16 page picture book, entitled "This is the SIU," came off the press and is causing much enthusiastic comment from SIU men and the labor movement generally. Printed in two colors, the book traces the activities of the SIU in serving a typical union member from the moment he comes ashore until he again signs on a ship.

Photographs and illustrative cartoons show the SIU New York Hall from top to bottom. Baggage room, recreation deck, dispatching hall, beef windows, membership meetings, they are all there in picture and story.

Produced by the Educational Department, the book is intended primarily to aid the current organizing campaign. And a good

job it is doing. Many an Isthmian man has had his eyes opened by the graphic story told in "This Is The SIU."

One of the most attractive pieces of literature published by any union, the book was commended last week by the AFL. A letter from Lew Johnson of the Labor League for Human Rights, said:

"May I be among the first to

congratulate you on your booklet, 'This Is The SIU.' It's modern appearance, combining good writing, photography, illustrations and typography, makes it an outstanding publication. Printing matter of this sort adds to the prestige of the American Federation of Labor and your own International."

The book is available to the membership at all SIU halls.



# Weisberger Reports On London Conference

(Continued from Page 1)

rates at a low figure; (d) have sub-pools or separate company controlled pools on the side (e) limit their obligation to the men in the pool for a short term of years; (f) reduce the men in the pools if they thought there were too many for the industry. They stressed that whoever paid the biggest part of the cost of the pool should run it, and have the right to discipline the seamen. They knew that they would have to pay for most of the cost, and wanted to control the scheme before they would agree to contribute to its cost.

The European Governments could not well afford to be against any scheme wanted both by the shipowners and the unions as they had to recognize that the seamen were entitled to something in return for their services rendered during the war.

During the discussions on this subject, I made it plain, that although I had no objection to the European seamen getting any pool scheme they wanted, the United States seamen would not want any such scheme in the United States. My reasons for taking this position were as follows:

The American seamen are unwilling to surrender any of the rights they have fought for and now enjoy. One of these they fought hardest for and value the most is the right to control their destiny through their own "hiring halls". From 1912 to 1921 the seamen had their own "hiring halls". Those years the Unions were strong and the men were well represented and got their rights. A disastrous coalition between the shipowners and U.S. Government officials caused the strength of the unions to be destroyed and from 1921 to 1934 we had Government pools, shipowners' pools, shipping crimps and discriminations and other abuses resulted. Certain companies discriminated against seamen because of age and required rigid medical examination. Buying jobs was practiced. There was no equal distribution of jobs. Some men were favored, and others had to spend long periods ashore. Blackballing systems developed. Friends of the shipowners or politicians without experience were given jobs while qualified seamen stayed ashore without means of support. College boys were shipped in the summer depriving bonafide seamen of jobs. Seamen who didn't carry favor with the officers by doing extra odd jobs, such as washing the mate's clothes and getting him a bottle, didn't get shipped out again. Anyone aboard ship complaining about conditions such as food or quarters was blackballed.

In 1934, after a bitter fight by the American seamen, we were able to get our own hiring halls again and all these abuses were abolished. We feel that if a pool scheme were established under joint control of Government and shipowners with a minor part played by the union, the above abuses would eventually return after a short time. The European seamen may think they are better off under a pool system because they never had our system, the American seamen would certainly not. American seamen don't want continuous employment at the cost of a return to these abuses.

During the time the meetings were going on, I talked with the American Government Representative, Commodore H. C. Shephard and the American Shipowners' representative, Capt. R. C. Lee. I found that they also were against the pool system for the United States for many of the same reasons as our organization's were. We discussed the question fully and then wrote a joint statement which we all signed giving our position in regards to applying any pool scheme to the United States. This statement was made a part of the report of the committee. It speaks for itself and is here quoted:

## "STATEMENT OF THE U. S. POSITION ON PROPOSALS ON CONTINUITY OF EMPLOYMENT"

The United States members of the Committee representing labor, management and Government agree generally with the general principle that increased continuity of employment among seamen is desirable.

An attempt to specify in detail on an international basis a particular method of realizing this objective, which would exclude or limit in any way alternative methods, would present a great many difficulties. Some of these difficulties are:

1. The inevitable post-war demobilization of a part of the United States merchant marine and the difficulty in assessing the size of the post-war merchant marine with any degree of accuracy makes it impossible to measure undertakings of any detailed comprehensive plan of continuous employment with any degree of practicability at this time.

2. Existing practices in the United States merchant marine permit continuity of employment in so far as the seamen may desire, and it is our view that the

American seamen are generally in a better position in this respect than the seamen of other countries.

3. Collective bargaining agreements also contain provisions regarding the method by which men are employed or hired, and by which a fair system of employment is guaranteed to those seamen who do not desire continuous employment at the expense of freedom of action. The nature of service at sea is such that many men whose career is the sea do not desire continuous service at sea but in varying degrees desire intervals ashore. No scheme which would require of an American seaman more time at sea than he himself desires, failing which he would be eliminated from the profession, would be acceptable to the American seaman. Any detailed scheme such as pooling almost inevitably will impair some of these rights and privileges, and to that extent would be unacceptable in the United States.

4. Freedom of men to enter the industry and to leave it at will is at the heart of the United States way of living. A detailed guarantee scheme which limits this freedom in any way would be unacceptable.

5. Present working conditions of U. S. Merchant Seamen and present employer-employee relationships are the result of a long history of labor relations and collective bargaining. No system would be acceptable which proposed to eliminate or diminish any of the rights and privileges of seamen or operators thus established, or substantially change the system thus built up. The European pool system being discussed in detail here is based on a different background, and different practices, and in so far as any scheme should seek to substitute such European background and practices for those of the United States, it would be unacceptable to the American Industry as a whole.

6. Fundamentally, the American Seamen have today great control over their conditions of employment and are, through collective bargaining, in a position to insist on the highest standards which the industry can economically support. The seamen are not willing to surrender any of these rights to control their destiny to the Government or employers for any debatable guarantee of continuous employment, and the employers are not in favor of governmental interference.

7. Application of unemployment insurance to seamen and extension of their welfare benefits are presently being studied and considered by the Congress and the executive departments. The present trend is to accomplish greater continuity of service by a variety of private arrangements looking to vacations with pay, periodic work ashore, retirement pensions, etc. We believe that this approach is as sound as any one international scheme proposed here considering the present state of world affairs.

Therefore, although sympathizing with the general objectives discussed, it is deemed unlikely that the United States would ratify any international convention requiring adoption of a "pool" system inconsistent with the foregoing.

(signed) Robert C. Lee, Owners Member,  
Morris Weisberger, Labor Member,  
H. C. Shephard, Government Member,

The Committee reached no definite conclusions on the question of continuous employment, but a report of the discussions was made and is to be sent to the November meeting.

## ENTRY

On this subject the European representatives recognized that if a pool scheme were adopted, some qualifications and restrictions on entry of men into the profession would be necessary to keep the industry pool from getting overcrowded. They were also in favor of pre-sea training as a condition of entering into the industry. I stated that the American seamen felt that any American, who is physically fit, and desires to go to sea, should be allowed to go to sea, the same as any other American is allowed to follow a trade of his own choosing ashore. We do not believe that any board, whether it is composed of representatives of unions, operators and the Government should have the final say as to whether a man should be able to go to sea. Further, it has long been the determined union policy that the proper way to make a man a seaman is to put him aboard a ship as a beginner and let him learn the business right from the beginning up.

The American Government and shipowner representatives agreed with me that freedom of men to enter the industry and to leave it at will is at the heart of the United States way of living. A detailed guarantee scheme which limits this freedom in any way would be

unacceptable, and this position is set forth in our joint statement.

On the question of entry there was no general agreement that this was a proper subject for international agreement at this time.

## TRAINING

On this subject it was generally agreed that the manner and method of training should be handled by the various nations according to their own systems and customs. I stressed that the best method of training was actual experience aboard ship and that there were no schools ashore that can teach a man his trade aboard a ship and that the only way a man can learn his business is to go to sea. Our organization has always been opposed to shore training for seamen, that is not only now, but also in the days of Furuseth we took the same stand. There is nothing wrong with the system of a man learning his business gradually at the place where he works and we believe that a seaman must learn his business aboard a ship.

It was brought out by the European representatives that under their proposed pool and training system that if there were too many seamen in any one particular rating and a shortage in another rating, a man would be forced to take training in another rating and if he refused he would be expelled from the industry. For example: If a man had been going to sea for a number of years as an Able Seaman and it was found that ABs were too numerous and cooks were short, he would be then be forced to train for that rating and accept employment whether he wanted it or not. This is one practice we have always fought against and will not tolerate.

It was also pointed out that in the United States a training program would not be needed because of the large number of experienced men now in the industry, the probability of men leaving the Navy for the merchant marine and the inevitable post-war demobilization of part of the United States merchant marine.

Every member agreed that any program for officers training should be equally open to any man and that there should be no discrimination against any man merely because he learned his seamanship in a particular way.

## PROMOTION

The committee generally agreed that an International standard should be set for ABs based on 3 years experience at sea followed by an examination, as is the peace time law in the United States. The United States representatives as well as the European seamen's representatives favored certificates of competency for all rated men based on sea experience and examination. The European Government and shipowners' representatives, especially the British, were opposed to any certificates of competency and felt that this would be detrimental to their interests, for it would raise the seamen's pay and standards.

The union's position has always been that no seaman should be rated or promoted to any job unless he is qualified to handle that rating, as every man is expected to carry his own end aboard ship.

## CONCLUSION

All the subjects which this committee discussed will be again rehashed by the Technical Committee which will meet in November in London. Those Committees will have before them a report of our committee's discussions. What the Technical Committee will do is anybody's guess.

However, I believe that at least on the subject of continuous employment the report of our meeting will show that there are more difficulties connected with any International agreement on the subject than can be solved by the Technical Committee, even if it was considered worthwhile to make an agreement without the United States being a party to it.

On the question of Entry, Training and Promotion it was generally agreed by all parties concerned that these were strictly problems to be handled nationally and could not be settled on an International basis.

As to continuous employment as proposed under the pool set-up it is a form of regimentation and the American seamen have not signified their willingness to give up their freedom for a semi-Governmental-shipowner controlled set-up.

Adoption of such proposals as introduced at this conference can only mean Governmental control of ships after the war and the end of private operation on a world-wide basis. The union is opposed to this and will fight it to the fullest extent.

# Week Of The Big Wind Is Over

By STEELY WHITE

The week of the Big Wind is gone and won't be back for another two years, if the NMU set up lasts that long. We refer to the rubber stamp, Communist-controlled "Convention."

This time no preacher opened the Stalin sideshow with a prayer for divine guidance as in former years. Now that the communist line has changed again by Stalin's direct orders and their subservience to Moscow is so obvious to all, no preacher could window-dress their party-line convention enough to fool the seamen.

Except for the Old Reliable, Admiral Russel R. Waeshe, who gave them a Police Lecture as head of the U.S. Coast Guard, the high array of brass hat officials usually attending these Communist soirees was missing. Walshe was duly thanked by the erstwhile "class collaborationists" who acted as finger-men for the CG in the NMU during the war years. No easy job to disentangle themselves at once.

The convention was marked by an obvious fact, the non-communists were missing except for a few sent by ships crews.

These non-communist strangers found themselves surrounded by a packed Convention pre-cooked and pre-heated in the Kremlin on 13th Street. All the resolutions were made to order. To see that no harsh rank and file voice broke the spell, the rulers of the GPU seated themselves as heads of the Resolutions Committee (Frederick N. Myers) and Constitutional Committee (Ferdinand C. Smith). Thus the charmed circle was complete and all the Party members had to do was vote "aye" to the proposals piped in from the Kremlin.

Communist party hacks out-did themselves as "orators" before this hand-picked collection by blowing the smoke of high sounding phrases and appropriate gestures into their eyes. Loud hurrahs led by the keepers of the trained seals, most of whom were on the party (pardon me NMU) payroll, riding on the backs of the members on the point of production.

I even saw the perenial communist "delegate" William Penman there. Last time he showed up, he was "delegate" from the SS Keystone. This was on July 2, 1942. The packed convention of CP members forgot to inform the NMU members that the SS Keystone had been sunk off the Azores early in February of that year. That was Penman's last trip. Many of the crew were lost and the rest scattered over the seven seas. No convention meeting had ever been held because the convention call had not as yet been issued. No delegate had been nominated. Yet here he was as large as life, representing the Keystone, which no longer existed, and men who no longer lived. Where he got the \$75 convention expense fund supposed to come from the crew is a mystery that only M. Heddy Stone, communist National Treasurer of the NMU, can explain.

We could go on forever with such examples, but cannot give space for more than a few illus-

trations to show the system of packing by the CP, and the job done on the boys from the ships. All these mongrels of the CP spoke for the rank and file, more, they were the "rank and file," but forgot to mention that they meant the rank and file of the communist party. There should be a difference.

'Arry Bridges was conspicuous by his absence. 'Arry is playing it safe just now and lying doggo. Too many articles about 'Arry in the *New York Times* re his policy of cooperation with the employers made it extremely difficult for even the master minds to use him.

The fierce fight that was supposed to break out between the Curran-Stone (Stein) clique and the Myers-McKenzie-Stack-Rogan-Smith gang or opportunists within the CP did not materialize. After a trip to see William Zigzag Foster (who is now zig-

ging instead of zagging), Curran was assured that the "opposition" would bury the hatchet during the "Convention."

"You must hang together or you'll all hang separately. The members will get you," both factions were told. (This advice was taken, and so they were saved—from the rank and file.) And so they congratulated each other publicly and brought each other war bonds—at the membership's expense as usual.

Peace and silence reigned with Curran in the chair—since he was blind to the few honest seamen who raised their hands, who he knew were not members of the "Party." Issues dealt with? But why ask, actually it was issued evaded. There were resolutions against the State Dept., against Franco Spain; against Argentina; for Tito in Yugoslavia; for the *Daily Worker*; for

(Continued on Page 10)

## HERE'S WHAT I THINK...



**QUESTION: Where do you prefer to ship out: from the east coast or the west coast?**



**JOHN MARTIN, OS**—I intend to keep shipping out on the east coast. From what I hear the Pacific runs are long and I'd hate to get stuck on a long trip with bad chow or officers who are hard to get along with. I've been to ports like Antwerp and Rotterdam and for the fun you can have there the difference in bonus money between the east coast and the west coast isn't worth it. Of course, the Atlantic is rough, and it's no fun being tossed around in a *Liberty* in the winter, but getting to see interesting ports during a trip is what will keep me on the east coast.

**ANTHONY SIRACUSA, OS** — It's the west coast for me as far as entertainment is concerned, even though I come from New York. The girls out there—and believe me they are really nice—treat you as though you were somebody. Around New York they act as though they do you a big favor just to say "hello". On the west coast the girls like you even if you don't have a big payoff to spend on them. And the difference in the bonus means a lot, too. Figure out the difference in just a three months trip and you have a good dollar-and-cents reason for grabbing a ship out of Frisco or San Pedro.



**FRANK KOBB, OS** — There are more good ports and more pretty girls to see when you ship out of the east coast. The Pacific doesn't have any places like Rio, Santos, or Buenos Aires. And living conditions ashore between trips are better on the east coast than out west. I pulled into Frisco last December, but I came right back to this coast to ship out again. Who wants to spend six or eight months on a *Liberty* and not get ashore except on some deserted island when you can go to places like the *Texas Bar* in Buenos Aires?

**JOE PETRUSICH, OS** — While you're waiting for a ship on the east coast there are plenty of places you can go for entertainment. From my experience a seaman gets better treatment from hotels on the east coast than out west. And here it isn't so far between ports. It's a long way from Frisco to Los Angeles and there aren't any ports in between. On this coast you have Boston, New York, Philadelphia, Baltimore, and several ports on the Gulf coast close to each other so that you don't have to travel far for a ship.



By FRENCHY MICHELET

There's nothing like travel to broaden the mind. People who stay too long in one place broaden nothing but their bottoms—as witness those WSA donkeys who have grown pot-bellied and dim-witted from sitting on their fannies and braying at the moon of reason.

Moved by a horror that some member of our organization might grow as dense as these august gentlemen from mere want of opportunity to get around and observe things for himself, we have determined to write a series of travelogues designed to enlarge the horizon of the entire membership.

We propose to visit museums and historical shrines, to note the peculiarities of manners and customs of the various peoples, and to inquire into their political and economic lives. If we should be occasionally found patting the posterior of some wayward maiden in a local cat house or sipping a potent beverage in a wayside gin mill, we feel sure that the membership will realize that it's all done in a spirit of selfless scientific inquiry.

Let us begin our tour with a visit to the Venezuelan ports of Puerto Cabello. If the reader will but faithfully dog our footsteps for the day we promise to get him back to the ship simply crawling with culture.

As the ship nears the entrance to the small harbor, the city seems to smile sweetly in the tropic sun. Seen from the deck of an approaching ship, Puerto Cabello is a veritable paradise of color. The pastel shades of buff, blue and ivory that adorn the buildings of all tropical cities lend an air of indescribable enchantment. The green-covered hills that loom on the distant horizon lend an additional note

of charm to this fairyland of color. It is difficult indeed to reconcile this surface beauty with the actual misery and squalor of the people. But let's get ashore and see something of the town.

After a visit to the purser to draw our hundred bolivars (\$33.-00), we join the boys at the gangway for the ever-new thrill of going ashore. Our party consists of Buck Newman, Johnny Glass, Frank Pollander and "Whitey" Klacnowiz. (Brother Klacnowiz, having a practically unpronounceable surname, has been affectionately rechristened "Clappy-Bitch").

After running the gamut of pimps and panderers who infest the waterfront, we soon find ourselves on the Avenido del Monte. Here, one minute's walk from the docks, we find a two-storied stuccoed building boasting a sign suspended over the sidewalk bearing the old familiar legend "Bar Americano."

Brother, look to live long enough to witness the miracle of the NMU collecting disputed overtime or the Commissars actually settling a beef in a member's favor, but don't ever, ever expect to find a port on this good green earth that doesn't boast a "Bar Americano."

As we cross the street to enter this tropical paradise we are confronted with a sad, sad sight. A poor little dog-sized burro is hitched to an enormous cart loaded with luscious fruit that would tax the strength of a team of horses. The unhappy little animal regards us with a countenance of unspeakable woe. We are deeply moved because the unfortunate little creature looks for all the world like a guy who has just swallowed one of Shuler's hamburgers.

(To Be Continued)



# SHIPS' MINUTES AND NEWS

## Oran Good Sailor Town Once More

Just back from a voyage to Mediterranean ports, the crew of the James M. Porter, Smith and Johnson Liberty, reports that Oran is a good sailor town once more, with almost all of the MPs gone. The famous Provost-Marshal, the gent who took special delight in soaking merchant seamen fifty and seventy-five dollar fines for being caught with the "mamselles" of Oran, has also decamped and the unanimous opinion is that his absence will bring considerable rejoicing. "Shanker Alley" for those who enjoy the dubious pleasures and can stand its varied smells is, according to the Porter's crew, once more wide open and enjoying a brisk trade.

Robert Sullivan, skipper on this ship, wasn't too popular after he refused to let the crew go ashore in Brindisi, where the scow laid for twelve days. Several of the boys built a skiff out of dunnage and in this homemade contraption the lads managed to hit the beach. Named "Little Jimmy" for no particular reason, the skiff has been willed to the next crew of the Porter, in case they get stuck in a good liberty town with a stubborn old man.

Chief Cook Paul Simpson was commended for his special culinary efforts. According to John Crowley, Deck Maintainer, all departments were well handled and the Porter was a good ship.

Like many Liberties that are surprising the shipping world with their peacetime speed capabilities, the Porter made the run back from Gibraltar to New York in 12 days.

Delegates on the trip were Gene Badge, AB; George Cara, Oiler; and Del Youngblood, Chief Cook and Baker.

## SS Frank Spencer

After loading ammunition in an Atlantic port, the Frank Spencer, a South Atlantic Liberty, was only three days out of England when the news of V-E day came. She immediately turned around and sailed back to Newport News, where she lay in the stream for a while pending further orders. From there the boys took her out to Beaver, Oregon, with her original cargo.

According to Winfield Thompson, Steward Utility, the Spencer was an A-1 ship, with a very good Steward and a competent crew all the way through.

## SS Metcalf

Delegates on the Jesse Metcalf, Eastern Liberty paying off here recently, were M. Olsen, AB; I. Tanner, Oiler; and V. Malaras, Messman.

## Most Of Cape Falcon Crew Face Charges As Performers

A sad, but wiser, crew of the Cape Falcon, Waterman C-2 that pulled into the port of New York last week, has learned to its sorrow that the SIU doesn't want, and won't tolerate, performers who destroy ship's property, get drunk at the payoff, obstruct the work of the Patrolmen, and who generally degrade the standing of union seamen.

For conduct unbecoming SIU members, almost the entire crew of this ship, with several exceptions, will be brought up on charges in the port of New York.

Although the Falcon was out only seven weeks, the Norfolk tug boat stiffs that made up most of her deck and engine departments had such a bad case of channel fever that they couldn't wait 'till after the payoff before they started hitting the New Jersey bars.

Although they swore like windjammer men and wore a few tattoos here and there to masquerade as deep water sailors, none of these characters was an old-time, and judging by their con-

## City Of Montgomery Goes To Grace Line

Well known ship to many hundreds of SIU men who have sailed her is the old City of Montgomery of the Waterman Line. She has made her last trip for that outfit, however, and has been turned over to the Grace Line.

Built in 1910, she was once a favorite passenger ship between the Gulf and New York. Reconditioned in 1942, she made a number of trans-Atlantic runs before being put back in the South American trade.

Albert Akulonis, Oiler, made the last run on her to Maracaibo and reported a good trip.

The chief and the captain on this ship were brothers, Fred Beville and H. O. Beville, respectively.

## SS J. Milledge

After a short run to France, the J. Milledge, South Atlantic Liberty, pulled into New York recently with few beefs. According to A. Reeder, OS, and A. Faguri, Steward Utility, the Milledge was a good feeding ship and was kept clean fore and aft.

Delegates were Pete Brock, AB; Bob Gray, Oiler; and A. Faguri.

Skipper of the Milledge is William "Prospector" McCullough, the nickname coming from the days when he was a gold miner in Alaska. Chief Mate for the trip was Dan Maltese, a former SIU man who is going out next trip as skipper.

duct during the trip, few of them had sailed before on deep water.

Having quaffed a few stiff beers these cork-drunk performers were all for "dumping" the Patrolmen, but when they saw Charlie Simmons and Freddie Stewart, the two husky piecards who covered this payoff, they changed their mind and weren't so belligerent.

Their conduct became so obnoxious that Charlie Simmons refused to represent them "for the welfare of the union".

Both Patrolmen complimented the Steward and his department for few beefs and a sober gang at the payoff, with the steward department delegate doing a particularly good job.

They also thanked B. D. Elliot, a 20-year union electrician making his third trip to sea, for his cooperation in helping square away engine department beefs.

## Albion Victory Back From Extensive & Expensive Run

Chief beef on the Albion Victory, when she paid off in New York a few days ago, was that this ship hit too many good ports on the voyage, with the draw list consequently biting a sizeable chunk out of the take home pay.

But the crew didn't mind too much, considering that this Bull line scow hit Calcutta, Colombo, Cape Town and Buenos Aires, besides stops at Suez and Aden. "B.A.", the boys all agreed, gets the prize for good looking women and juicy steaks.

With a cruising speed of 18 knots, the Albion Victory made this extensive itinerary in three and a half months.

An otherwise pleasant voyage was marred by an accident in Buenos Aires which took the life of Grayson W. Barley, FWT, and seriously injured Floyd Armantrout, Wiper. While crossing a railroad track near the docks, these men were struck by a shifting engine. Brother Barley was buried in the British Cemetery, Buenos Aires. Flowers for the funeral, according to the crew, were furnished by the skipper of the Albion Victory.

As has been the case on numerous vessels, the purser on this ship was a pharmacist's mate in name only, and his usual answer when asked to prescribe medicines or make bandages was, "I don't know anything about that. I didn't learn a damn thing at Sheephead Bay."

Among members of the crew

## SS Dorothy

Last trip of the Dorothy resulted in no major beefs, with delegates L. Shulte, AB; Juan Reyes, Oiler; and Willie Walker, Cook, seeing that conditions were kept to SIU standards.

## ALL SHIPS GET FORM FOR NEWS

To help get news about the ships and about the membership into the pages of the Seafarers Log, a mimeographed form has been prepared and is being distributed to all ships at the time of signing on, along with the packets of educational material.

Space is provided on this sheet for reports of meetings held on the ship, for beefs that were settled by crew action, and for any other interesting items about the ship or the crew. The forms can be sent to the LOG from foreign ports or handed to the patrolman at the time of the pay off.

## Precious Cargo On SS Sherwood

Almost every ship returning from the Mediterranean and the North Sea report having run close to drifting mines. The Robin Sherwood also came close to some of this dynamite on her last trip to Le Havre, but after firing several rounds from the 3.5, the gunners decided they were having target practice with a school of porpoise.

When they welded all the doors shut on the reefer holds the crew decided the Sherwood must be bringing back Goering's art collection, or some of the French Treasury, but it turned out the precious cargo was only champagne.

Delegates on the Sherwood were Joseph E. Wilson, Oiler; Charles H. Carruth, AB; and Oscar Grimm, Baker.

## Topa Topa Is Air-Conditioned

Newest of Waterman ships to be named after vessels the company has lost in the war is the Topa Topa, special Waterman design freighter, which came into New York last week after a fast cruise at nearly twenty knots.

A feature of the Topa Topa and other ships of the same class is a crew recreation room, with tables and chairs for reading and study. Quarters are air-conditioned and port holes have been eliminated.

Paul Heller, Waterman old-timer, well known and liked by many SIU crews, is skipper of this ship.

Other vessels recently acquired by his company and given names of ships sunk by enemy action are the new Hastings, Bienville, and Azalea City.

## SS Ammermar

"One of the best ships we have been on" was the opinion of the SS Ammermar, Mississippi Liberty, by Brothers Norman Okray, Bosun, and George Thompson, Deck Engineer, in New York recently after having spent six months on this vessel.

One of the last Liberties to be built, this ship was launched last September. Several of her crew have been on her since then.

## Two Meetings On SS Wm. Patterson

Two meetings were held during the last voyage of the William Patterson, Bull Line Liberty.

Beefs discussed at the meetings included improvement of mess room equipment and laxity on the part of the mess boys. The Steward was called in on these beefs and promised a change for the better.

Patrolman Jim Sheehan recommended that this ship be fitted with cots in the event of warm weather runs.

## JOHN McCAULY GOOD FEEDER

A baker who was an expert at making sweet rolls and cream puffs won the enthusiastic endorsement of the crew on the John McCauly, Alcoa Liberty just back from a trip to Liverpool and Antwerp.

The baker was L. Kuzwa and, according to the crew of the McCauly, he took special pride in preparing delicacies during the trip and almost always had rolls or buns for coffee time. Also receiving commendation was Robert Irwin, Chief Cook.

The McCauly was an exceptionally clean ship, because of a

good union crew, and good delegates. A weekly feature of the trip was inspection fore and aft by the old man and the chief engineer, but the crew endorsed his custom as okay, and according to Robert Cooper, AB, it helped to keep the boat "ship-shape and Bristol fashion".

In contrast with the McCauly, the Alcoa Bryant, formerly the William Bryant, arrived in port last week with her fo'castles so dirty that the crew that relieved on this scow thought a cyclone must have hit her. The Bryant is on the Bauxite run.

# THE MEMBERSHIP SPEAKS



## What The Rank & File Thinks Of Their Paper Members Hail New Log; Suggest Added Features

As each edition of the Log comes out, it improves in all ways. What a difference there is between the old one-sheet affair and the fine paper we have today!

The new "Week's News in Review" is very good, except for one thing—the elimination of the International League and other minor league baseball scores. Many seamen hail from the cities covered by those leagues, and would appreciate knowing the standings of their favorite teams.

The article, "Labor Abroad" I'm sure was scarcely noticed, as few are really interested in foreign "shoreside" workers unless they affect seamen directly. I think this should be eliminated.

"Here's What I Think" is fine and should be kept up, by all means. It represents a cross-section of what our members are thinking.

Keep up "Clearing The Deck", as I think it has something that every seaman should read. Some of its disclosures are amazing.

JAMES A. BERRY.

The paper as a whole is fairly well constructed, clear and concise, but has on certain trends a tendency toward that of high school caliber. The articles have punch and drive, but a little satire placed around would help. Lacking is the humorous twist, and possibly a short story of, say, 2,000 words with reference to the sea saga.

JOHN P. STANFORD.

In reading the Log I find the news articles very interesting, but I fail to find anything written about what concerns me most. I refer to the wages for which I'll work when I return to sea again, and the bonus if any.

I believe that most of the membership, like myself, is interested in how much money they'll take home when they sign on the next ship.

I suggest a series of articles also on how the different departments of the union operate. This should please and further educate the membership.

BILL OSWALD.

I think there has been a big improvement in the Log. This is something I have been awaiting for a long time—a bigger and better union paper. It can even stand to be enlarged a little more, if possible.

I suggest that the Log try to whip up a couple of humorous cartoons. We seamen can stand a laugh once in a while. I would like the Log sent to my home as I want to collect them.

"CHIPS" TENTLE.

I notice that the many new special features recently added to our Log have enlarged its scope tremendously and increased its "read appeal".

When our brothers at sea receive the Log each week they can look forward to a paper that is not only interesting from a seaman's standpoint, but which also gives a material analysis to the problems that the workingmen face today all over the world, and which will weld the sentiments of our newer brothers closer to the principles of trade unionism.

A genuine rank and file paper such as ours has to be open to criticisms from the membership. One suggestion that I might make would be to include the maritime intelligence data on the sailings and destinations of SIU ships on a special page.

ED EMERY.

In the New York Hall, last week, the membership was asked to give its honest opinion and criticism of the SEAFARERS LOG.

Many letters have been received in response to this request, and on this page we print a sampling of them. Many worthwhile criticisms and suggestions for improvements were made, and many of these will be incorporated in future issues of the LOG.

This by no means exhausts the topic. Rank and file examination of the LOG is a continuing process. If you have any ideas, any criticisms, suggestions for features or news coverage, send them in. The Editors will print as many of these letters as they have room for—but every letter, whether published or not, will receive the careful examination it deserves.

This is your paper, and must please you. Tell us what you want, and how you want it.

To me, the Seafarers Log is the main means of keeping abreast of current union and labor events. Sure, we learn a lot and take part in union activities at our meetings, but the Log brings the day by day developments right home to us. It gives a man confidence in the organization and promotes a healthy union feeling.

My only beef is that it is seldom we see the Log in foreign ports where the NMU has stacks of their rag in all the USS clubs and other places. Let's get the Log distributed overseas!

DAN RIEHLE, Oiler.

(Editor's note: We are!)

Speaking of our paper, the Log, I think it is very good. It gives us all the information and facts about our ships and men the way we want them. However, I would like to make a suggestion, if I may, and that is that I, and I believe most others, would enjoy a little more humor in it. Seamen as a whole are a regular group of men. They laugh at a time when most men would cry or pray. Therefore, I think that jokes, cartoons or quips about sea life, etc., would be a fitting addition to our paper, which is for and by the seamen.

ARCHIBALD WHOLTON.

I have been reading the Log for a couple of years, and I can see where there has been a great headway made. I think with the SIU growing as it is, the Log should be enlarged still further. The new review page should be of great interest to the brothers in the foreign ports.

LAWRENCE W. ANDREWS.

The Log is something I always look forward to reading when I get back to the U.S.A. We like to know what is going on around the ports, and now that the Log will be mailed to all ships every week, we will be able to keep up with the latest developments on the waterfront, and the other things that we are interested in.

DUKE HALL.

I think the Log has improved very much. It should keep improving until it is "tops". The week's news review is a good idea and will be a good thing for ships in foreign ports.

STEPHEN PARIS.

I note a considerable improvement in the recent issues of the Log, partly made possible through the increase in size. More news is coming from the Outports, and a continued fearless exposure of commie tactics of suppression of thought. The publication of the list of vessels lost was valued information for our members, many of whom will keep it for some time.

The report of the ILO developments in London rates a special mention, and the addition of the sports and news page is something the membership in foreign ports will value highly. All this, without the unsightly advertisements so predominant in other labor publications, tend to make the Log the best labor organ in existence. Keep up the good work.

W. A. ATWOOD.

The increase in size and new content of the Log is welcome and is good. An index on the front page might be helpful.

In relation to sports: expand it to a full page, with more details on fights baseball, bowling, sports personalities, etc.

The current events resume I would expand to a full page, with subheads to make it easily readable.

How about a questions and answers feature, which would undertake to answer specific, unusual problems that arise on deck, in the galley, and down below; also short cuts to various jobs aboard ship. Illustrations describing knots would be helpful.

BILL MOORE.

I think the Log just about fills the bill as far as the size of the edition is concerned. But since we are planning to send copies of it aboard every SIU ship abroad, I would like to suggest a little more news of current events, because what little news we get on the radio, while aboard ship, is never very explicit, and it only keeps us caught up as far as the headlines are concerned.

What I miss while at sea is popular tunes and news about the new films. I think a weekly revue of the "hit parade" and announcement of new shows would be interesting and a good innovation.

S. SACEAN.

Most of us think the paper is very interesting and the current event news is great and should be continued. The reason this paper is interesting is that it shows our union to be in back of us. Everything in the paper concerns the seamen; and it shows our union is also thinking of the future. It helps to make a good union.

HUGH L. CLARK.

The Seafarers Log has grown noticeably during the past few months, with improvements all through the line. These improvements are along lines that should interest any American worker.

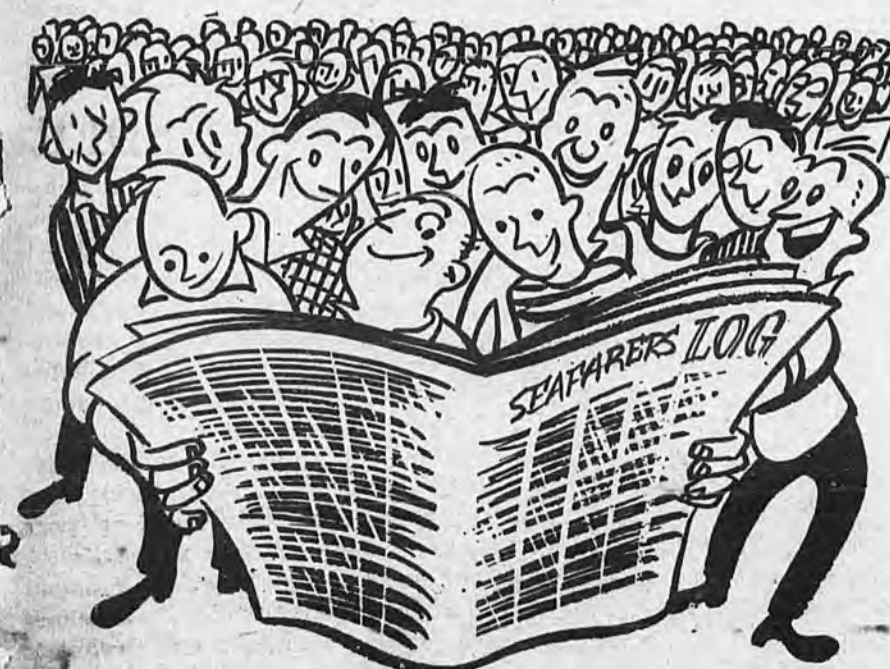
In my opinion, increasing the size of the paper was a swell idea. I personally believe that in order to keep the paper as good as we want it, there should be an annual assessment just for the Log. This would permit the paper to operate on a known budget, and would be more business-like. I may be wrong; it is only a suggestion. Another recommendation I would like to make, is to include the arrivals and departures of all ships with which we have contracts, including the ports of call.

PAUL REESE, Jr.

I think the news review sheet is all right; however, I don't think too much space should be devoted to sports, as this is a seaman's paper.

I think it would be a good idea to place the Log in business houses around the ports, so people could read it and find out what the SIU is doing. It might cost quite a bit but I think it would be worth it.

JOSEPH BARRON.



# WHAT SHIP'S ARTICLES REALLY MEAN

By J. P. SHULER

NEW YORK—This column carried an item last week relating to ships articles which has brought a bit of questioning. Before the war it was customary for the commissioner that signed the ship on to read the articles to the men before they signed on. You can still demand that the articles be read, and it is to your benefit to do so before you put your name on them.

Would you sign a pay-voucher without seeing how much money you were receiving? Or put your signature on a blank check? Well, that is just what thousands of seamen are doing today, when they sign ships articles without reading them. Shipping articles are a contract of employment in which the shipowner says, "I want you to work for me under these conditions." And when you sign them you say, "I agree to work for you under these conditions."

There are two types of articles, coastwise and foreign. The main difference is that on coastwise articles it is not necessary that you sign on or off articles before a shipping commissioner. On foreign articles you must sign on and payoff before a shipping commissioner or a consular officer in a foreign port.

Articles are usually printed documents with a lot of fine printing on them, and they should contain the following

clauses: the nature and extent of the voyage, whether coastwise or foreign; port of destination; and, as near as possible, the final port of discharge; the destination of the voyage; the ratings and monthly base wage; and a schedule of the minimum amount of food per man per day (which has been greatly increased through union bargaining).

They also contain the signatures of the captain and the shipping commissioner and the written clauses that are termed by shipowners as warranties. Some of them are as follows: The shipowner promises to give the crew a safe ship including proper and safe tools and appliances; the cargo is safely secured and stored, the captain and officers and other members of the crew are competent and know their jobs.

When we sign the articles we are also guaranteeing that we are physically fit to sail, that we are competent seamen and can perform the duties of the rating for which we sign on, that we will obey all lawful commands of the captain and all other officers.

In addition to the printed clauses of the articles, there may be additional requests that we wish to make, that should be included in the articles. So there can be clauses attached making provisions for transportation, extra remuneration, and various things that are not on the regular articles. These additions are called riders. Be sure to know what you are signing before you put your name on ships articles.

## Sec'y-Treas. Hawk's Report

(Continued from Page 3)

takes the lead in trying to get increases in wages for all seamen.

In my opinion, the sensible steps for the Union to take are:

1. Wait until the decision is handed down by the Board.
2. The Board's decision will be acted upon by this membership.
3. If that decision is not satisfactory, the membership can reject the decision and appeal it.
4. At the same time, the membership can rescind the "No Strike Pledge" and go on record to conduct a legal strike vote under the Smith-Connally Act, as provided by referendum, while notifying the War Labor Board, the National Labor Relations Board and the Dept. of Labor of the Union's intention to conduct such vote.

The War Shipping Panel of the War Labor Board has unanimously recommended to the big board that the points we have negotiated from the Calmar and Ore Lines be put into effect as a temporary agreement, to work under while waiting settlement of the issues that are still in dispute. This decision by the big Board should be handed down soon.

Brother Goffin, the Assistant Secretary-Treasurer, and myself proceeded to Norfolk on the case of the Chesapeake Ferries which have recently been certified for the Union. In Norfolk we met with the Union's local Agent and officials and interviewed seamen from these vessels as well as surveying the existing working conditions. From this data we are assembling proposals for our Union agreement which will be submitted to these companies for bargaining.

There are a number of important problems facing the International Union as a whole and a meeting of the Executive Board to discuss and solve these problems has been called for August 6, in Chicago. At the same time, Brother Paul Hall, Director of Organization for the Atlantic and Gulf Coast, and his area organizers will meet with the West Coast Director of Organization and his area organizers. These brothers will compare notes on the Union's progress in its Isthmian Line organizational drive thus far and will discuss plans, map strategy and nation-wide coordination on the Union's organizational drives on Isthmian Lines, as well as other fields that are now unorganized.

Our West Coast representative, Brother Matthews, will also attend the Chicago meeting.

The WSA has increased the maintenance and cure allowance during periods of disability, because of injury or illness, from \$2.75 to \$3.50 per day for the unlicensed personnel. They have authorized their General Agents to pay the new rate effective to men that are still disable from an injury or illness occurring before August 1, 1945.



### The Perfect Filler

The bathing suit worn by singer Connie Russell of the American Federation of Radio Artists (AFL) is very well filled. At least that's the opinion of the Knitgoods Local 190, ILGWU (AFL) who made the suit she fills.

## FORE 'n AFT

By BUNKER

A special decoration of some kind should be voted to Brother J. J. Shiber, AB. Shiber spent two years on the Alcoa Rambler when that ship was on the Russian run and, paradoxically, the arctic route was the hottest part of the seven seas. Shiber says the Rambler was a good ship and always carried a regular union crew. He was also on the Alcoa Pilot when the crew on that scow painted a big V-I-C-T-O-R-Y sign on the ship's side. They made several ports with this emblazoned on the hull before the old man found it out and blew his top.

N. W. Funken, AB, tells about making a trip to Durban from New York by way of the Panama Canal, in the George Westinghouse of the Robin-Line. The subs were knocking them off in the South Atlantic in those days, so the Westinghouse took the long route around the Horn, being 56 days at sea before the crew could get ashore. His brother, Fred Funken, was lost on the Henry Bacon, when the convoy in which she was going to Murmansk was attacked by 23 torpedo planes off Norway.

§ § §

Brother Henry G. Quirk, AB, one of the Colin Kelly crew on her last trip, was on the old Michigan when that ship was torpedoed 40 miles off Oran and sunk almost before the crew could pull off in the boats. The Michigan was hit at ten minutes of eight in the morning; the Kelly at ten minutes of nine.

§ § §

You fellows who used to ride the sea trains out of New Orleans will remember Joe Bennett, Fireman for five years on the Sea Trains Havana, Texas, and New Orleans. Joe, who has been going to sea since 1917 and who had book 203 on the Gulf, also rode the Topa Topa and Hastings for several trips. The Russian run, the Mediterranean, and the buzz bombs in Antwerp haven't fazed him yet. He is headed for the Pacific to get some more action.

§ § §

According to reports from the west coast, endorsements are not so easy to get out there, with the inspectors "throwing the book at you", especially on tests for junior engineer and freezer. Despite the manpower shortage on Pacific ships, they aren't free and easy with the upgrading.

## Humor Can Upset Conditions

By WILLIAM MCKAY

BALTIMORE — Some people are laboring under the delusion that as long as they are members of the union they can do no wrong. Take those stupid donkeys in the deck department of the SS Arthur Haddell, who indulged in an egg throwing contest in the alleyway. The other members of the crew had to clean up the mess; and the crew's quarters were left in a hell of a mess. This sort of acting up will tend to undo the work of the union, after it has gone all out against heavy shipowner opposition to get decent conditions aboard ship.

The shipowners are continually beefing that the ships are manned by too many men. Take the Venore, for instance. This ship displaces 33,000 tons loaded—as big as any modern battlewagon. The operators figured that a Bosun, 3 QMs, and 3 ABs were enough, but the steamboat inspectors set them right on this—so now she carries a Bosun, 3 QMs, 6 ABs, 3 Deck Maintenance Men, and 3 OS. And this is not too large a deck department as far as we can see it, for a ship of this size.

Our friend, Keys of the Calmar Line, is now on vacation. We hope he remains there permanently.

There are several new Victory ships due out for the west coast unions, and we kind of hoped to put a deck department on them—but, lo and behold, if a crew did-

n't arrive from New York! I understand from the SUP Agent here that the company was to blame.

The big beef of the week was the William Everts. The Engine Patrolman and I visited this grand vessel, and what a madhouse! The atmosphere must have gotten me, for I bawled out the first guy I met about the iceboxes, fans, bunk lights and some other things. When I got through the Engine Patrolman asked me who I thought I was talking to. I told him, "Captain Perkins."

"Hell, that isn't Captain Perkins," he told me.



Well, I still don't know who it was, but it got results. I was going to get new cheaters, but I changed my mind. The less I see of some of those paymasters, port captains and other fakers, the better.



# AROUND THE PORTS



## "Zipper" Ship Due In Boston

By JOHN MOGAN

BOSTON — Business has been good, but shipping for the past week has been only fair. We have had the usual amount of out-of-town "beefs" coming our way and are taking care of them as quickly as possible.

At present there are a couple of Liberties in port being converted. We'll be crewing up these ships very shortly, thus cutting short the summer vacations of a good many members, especially the belly-robbers. Then, too, in about ten days or so, there is a new type ship coming out of the Portland yard—a cross between a Liberty and a C-2, they tell me. I haven't seen the ship; but rumor has it she is a queer sort of vessel—some of the boys are describing it as a "Zipper" ship. Anyway, this one is being assigned to Waterman and should be taking on the crew about the 1st of August.

We still have quite a number of NMU men coming up to the hall to turn in their "fink" books and join the SIU. All of them have pretty much the same story: no representation for the rank and file; too much politics; and overdoses of commie propaganda. Also, a new wrinkle has been added—members registering for a job are "requested" to carry the banner which reads, "We are not striking; we are merely protesting" up and down before the Shipping Commissioner's office. Refusal to accede to this "request" carries a penalty of "no ship."

The NMU guys are flabbergasted. They want to know what the hell they are picketing the Shipping Commissioner's for on Tuesday, when on Saturday they might be called on by their "intellectual betters" to cross their own picket lines to sign on articles at the Commissioner's! As a matter of fact, I'm kind of flabbergasted myself!

Incidentally, the "request" also includes the Missus. So I have an idea that many of the "better halves" are saying to their NMU mates, "Brother, I didn't marry you to carry a silly sign for three days on Boston's Broad St. For Gosh Sakes get yourself into an outfit that won't require your wife and baby to help win their arguments." Anyway, if the present trend continues we'll finally have a united front in the industry—all SIU.

The SS Francis Marion (Robin) paid off here recently. There was a fracas aboard just before the payoff. Seems that the Chief Cook did a little extra-curricular carving—on a Wiper. Patrolman Sweeney asked that some of the crew show up at our meeting to place charges against the Cook with the cutting ways. None of the boys showed up. However, the Coast Guard whipped Cookie's papers for 6 months as a result



of the incident. The point to this paragraph is that we cannot rid the union of these drunken performers unless the membership cooperates in the pressing of charges. (Note: J. Sweeney reports clean payoff on the Marion except for the old and familiar POW beef, and a claim for 15 hours per man for being denied shore leave in Antwerp. These beefs will be taken care of in N. Y.)

Shipping took a sudden spurt over the week-end, and we should have a couple of payoffs this week, and, incidentally, a chance to reduce our overburdened "On Hand" list for the deck and engine departments.

Of interest to many old members will be the news that Don Ronan (now sailing chief mate) is a frequent visitor to the Boston hall. At this writing he contemplates joining the SS Bienville (Waterman) here as mate, within the next few days. It's good to see so many SIU men climbing to the top, for their own sakes and

## NO NEWS??

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

PHILADELPHIA  
NORFOLK  
TAMPA  
JACKSONVILLE  
HOUSTON

## MANY JOBS BEGGING SIU AGENT REPORTS

By JAMES L. TUCKER

MOBILE — Shipping continues to be good in this port with all kinds of jobs and runs and no takers. We are still having to call out of town to other branches for men. We expect the shipping to be good for some time to come, so how about some of you tanker men coming down as we expect quite a few more of them in.

It has sort of slowed up on the rain and it is warm, and the beaches are getting a good play from the few fellows that are around. We are making a few changes in the hall here so that it will be more convenient and much nicer for the fellows to hang around in while waiting for some certain ship or run.

Anyone wanting a nice T-2 tanker come on in.

for the good of our organization. So long for this week from the home of the Bean and the Cod. Keep the Log rolling—it is now the talk of the town up here.

## A Report From Enchanted Isle

By BUD RAY

SAN JUAN — Nothing much has happened in the last week. Had two ships in, one the Upaco of Waterman out of the Gulf, needed one replacement. She is one of the old ones, but there is never any trouble on her and she runs here steady.

The George Washington was in again and, as always, she made it on the week-end. We had to struggle to get twelve replacements but made it by sailing time. We were priding ourselves on the job, but when Monday come we found out that six men had missed her. Men, when you go for a ride down here check your travel time first. Mayaguez is five hours from San Juan; Ponce is four; Aguirre is three, and Fajardo is one and a half. This time is after you get in the car, so give yourself a little leeway on time when going home.

The FBI jerked the Boatswain off of the Jean when they found four stowaways on her at sailing time. Seems as though he knew some of them and had been over friendly with the other aboard

ship. He was turned loose after the investigation but he lost ship. Remember men, it is a Federal offense to aid and abet stowaways and a conviction carries a stiff



penalty; and if you get time in this cooler down here, well, it is just tough time to pull.

Still having trouble with the gyp taxis. The only ones you can ride is the Majestic, which has meters, and the DeDiego who have been fair on the zone rates. The Majestic is painted a light cream with the name on the side, and the DeDiego is black and yellow. Any place in the dock area

## Alcee Fortier Full Of Beefs

By ARTHUR THOMPSON

SAVANNAH — Precisely as I presumed, a ship drifted up the river the other day and paid off Monday—the Alcee Fortier of the Bull Line. There were six Coast Guard cases aboard, and two of these were turned over to the FBI.

One was a case of assault, or so it was called, and the other was bartering Government property and also destroying Government property. I don't know yet how these cases turned out. The others were being AWOL and no sentence was given at the time they went up before the CG because the CG was waiting for a reply from Washington as to whether or not the men in question had ever been up before or not.

The commissioner knocked out two of the logs (one was ten days for one) but that was only the money end. The beefs were settled aboard. There weren't many of them and there wasn't any difficulty straightening them out.

There were three WSA freeloaders aboard and their names were sent to all branches and their trip cards to HQ. Some of the stories these freeloaders give for not wanting to sign up are almost laughable. They would be if it wasn't so serious.

One wants to see his sick mother. I asked him if his mother was in a serious condition, and he said he wasn't sure but he wanted to ask her if he could still go to sea or if she wanted him to stay with her. I told him the draft board might not let him stay ashore, but he said in that case he would ship out through the WSA again because he knew he could get stand-by pay while waiting for a ship and he wouldn't have to pay any dues while he was unemployed.

Another one wanted to know if

the union would pay his wages while he was on the beach. Still another wanted to sail out through some other union. He said it was only fair to give them all a chance before he decided which was the best. This sort of stuff has been going on for some time, and as long as our own members refuse jobs we'll have to keep putting guys on who are a detriment to the union and who help to give us a bad name.

Another ship, the Alcoa Master, came in in transit and I was given a list of repairs which are now in the hands of the company agents. The ship is expected to stay here awhile and we should get action.

The Smith Victory is still in the throes of conversion and we have to send a replacement once in awhile because there aren't many who care for a ship that's not in commission. The pay is pretty lean and since they are not feeding aboard, the crew is inconvenienced quite a bit. The nearest place to eat is at least fifteen minutes from the ship and you have to be damn quick to get a seat and the feed they put out there is strictly NG.

We shipped thirty men in the past week, and there may be a few more before the week is up.

### LOCAL ITEMS

The Southeastern Shipyards is closed. Four hundred machinists of the International Association of Machinists, AFL, walked out last Friday and the following Wednesday the yards closed. The matter has not been settled yet.

We have a new patient in the hospital—Brother Lehman Rushing. He is not seriously ill and should be out soon. Brother Peterman is still in and in no condition to be seen. He doesn't recognize anyone and his case is still serious.

## N.O. Hall Gets A Going Over

By E. S. HIGDON

NEW ORLEANS—Domesticity has been the key-word in New Orleans this week, and it will keep on being "the word" for the next few weeks. The hall is being put in ship-shape condition. Already new doors and windows

shouldn't run over half a slug from the gin mills in San Juan.

I understand the Ponce Cement Corporation is buying some small ships to go in the cement trade around the Islands, and they have just got a small one from Cuba. As soon as she goes under the American flag and starts to work, we will do our best to organize them. They shouldn't be bad little jobs for the men who live here, and those that like our little Enchanted Isle.

I have pretty good information that the Bull and Waterman are to have some ships here on a steady run before the first of the year, and these will be small new ones of the G-1 type.

Am having a small sign painted to hang out over the sidewalk, so the hall will be easier to find. Remember. Across from the big church on Ponce de Leon Ave., stop No. 5, Casa 45. Give us a ring when down this way. The phone is 2-5996.

have been put in, a new office partitioned off, chairs and couches ordered. We've contracted to have the topside finished off, to have the decks on second floor inlaid with asphalt tile and have the whole place newly painted.

So in a month or so, if you want to see one of the best looking union halls in the biz, just come take a look at the New Orleans Branch.

The SS New Zealand Victory, The Milton H. Smith and the Point Loma all paid off here this week. Small beefs that were easily settled showed up on the first two, and then there was a damned big beef to square off on the SS Point Loma—overtime in all departments amounting to \$1500. But Sully with that usual non-chalance, red hair and off-key song finished up the job on top. Every man got the money coming to him.

All the ports in the Gulf are cooperating in placing stewards on the vessels in various ports. This we consider an excellent idea, for now stewards do not have to go to the company offices to receive their jobs as they did before. Now, they can ship right off the board same as the black gang and deck department.

# British Labor Wins Landslide

WASHINGTON (LPA) — The working men and women of England joined hands with many of their rural and white-collar fellow citizens to vote into office the first exclusively Labor government of England last week. In an overwhelming landslide, the British Labor Party won 390 out of 640 seats in the House of Commons. Winston Churchill, Britain's wartime leader, was soundly repudiated as peacetime Prime Minister, and his Conservative Party retained only 195 seats.

Clement R. Attlee, Labor Party leader, was immediately asked by King George to form a Labor government, and the new Prime Minister prepared to return to the Potsdam Big Three meeting as spokesman for Britain.

Thus, the mother country joined Australia, New Zealand, and large parts of Canada in choosing labor and socialist governments. The results of the election, it was agreed here, foretell a leftward swing in the French elections next October, and lend encouragement to labor and socialist parties in other European countries now struggling to rebuild on the ruins of Nazi aggression.

Little change is expected in Britain's foreign relations, since the British Labor Party participated until a few months ago in the wartime coalition government, and the new Prime Minister took part in both the San Francisco conference that drew up the United Nations Charter, and in the first part of the Potsdam discussions between the U.S., Russia, and Britain.

On the domestic scene, though, great changes are seen ahead, all aimed to benefit the people of England. Nationalization of the coal mines, of the inland transport systems, power, iron and steel industries, are early items on the Labor Party's agenda as outlined in its election platform. So-called "free enterprise" must be harnessed to the good of the nation as a whole, the Labor Party insists. If an industry does not measure up to standards of service to the nation, it must be publicly owned, the new government will maintain.

Controls over prices and other components of inflation should be continued as long as necessary after the war, and monopolies and cartels should be curtailed and controlled in the public interest, the Labor Party holds.

The election was hailed by AFL President Wm. Green, who said:

"The Labour Party's victory in Great Britain must be interpreted as the outcome of the insistent desire of British workers to gain higher living standards and a greater degree of economic and social security.

"The same aspirations for a better life after the grim experiences of war are moving workers in our own country. The results of the British elections should not be viewed as a repudiation of the brilliant war leadership of Winston Churchill, but rather as a popular rejection of the stand-pat domestic policies of the Conservative Party."



CLEMENT ATTLEE

## WLB Overrules Florida Union Busting Law

WASHINGTON (LPA)—Twice again last week the War Labor Board ruled that "the laws of the U. S. are superior to state laws or state constitutions" when they interfere with union rights.

The decisions slapped down the so-called "right to work" amendment to the Florida constitution which has been assailed by labor as a union-busting measure. These two decisions, on top of a similar one last month, will probably mean the scuttling of the Florida law when it reaches the U. S. Supreme Court, according to labor attorneys.

In both cases AFL unions were involved. The first was a ruling against radio station WFTL in Miami and an affiliate of the Int'l Brotherhood of Electrical workers. WLB directed continuation of a closed shop agreement. The second case was in Tampa and involved three box companies and the Carpenters Union. The board directed, over the dissent of industry members, the standard voluntary maintenance of membership clause in the contract.

## THREE SHIPS ARE IN CHARLESTON

By KEITH J. ALSOP

Shipping has picked up some in the last week with three ships in port; the Jerome K. Jones, Powellton Seam, and the Otis Hall. The Otis Hall hangs around like an old stray dog but looks like it may get out in the next two weeks.

Had quite a time getting up some men for the Jerome K. Jones, but after turning over every hay stack and hen house between here and the Gulf we got up a crew and she sailed OK.

Would like to find a car for the port but so far have not been able to find three full book members to act as a committee. So if any of you full book men come by, stop in. I have used my last shoe stamp.



## Hopes For Wage Hikes Are Seen

WASHINGTON (LPA)—Public members of the National War Labor Board have at last taken a concrete step toward easing up on rigid wartime wage controls.

They have drafted a tentative program which will meet some but by no means all of labor's demands and have submitted it to William H. Davis, director of economic stabilization, for his approval.

Chief item in the program is a proposal that voluntary agreements between unions and employers for wage increases, even though in excess of the little steel formula, shall become automatically effective, so long as they do not form the basis for any price increases.

Labor members of the board have been pushing for that proposition for some time, since it would be a great step back to free collective bargaining and open the way to widespread wage adjustments.

Union chiefs are confident that thousands of employers who are now in the upper profit brackets can, without much pressure, be induced to go along on substantial voluntary pay increases, if and when the new program is promulgated.

In addition to that relaxation, the public members are also proposing that the WLB's power to make adjustments to correct inequalities should also be relaxed by executive order.

Likewise, the program would include authority to ease up on the local wage bracket system, which has been used to freeze workers in many communities at pay scales even below the little steel level.

Under the overall program, the little steel formula would nominally be retained for dispute cases, but union spokesmen feel that the other modifications would eventually force the little steel ceiling into the discard.

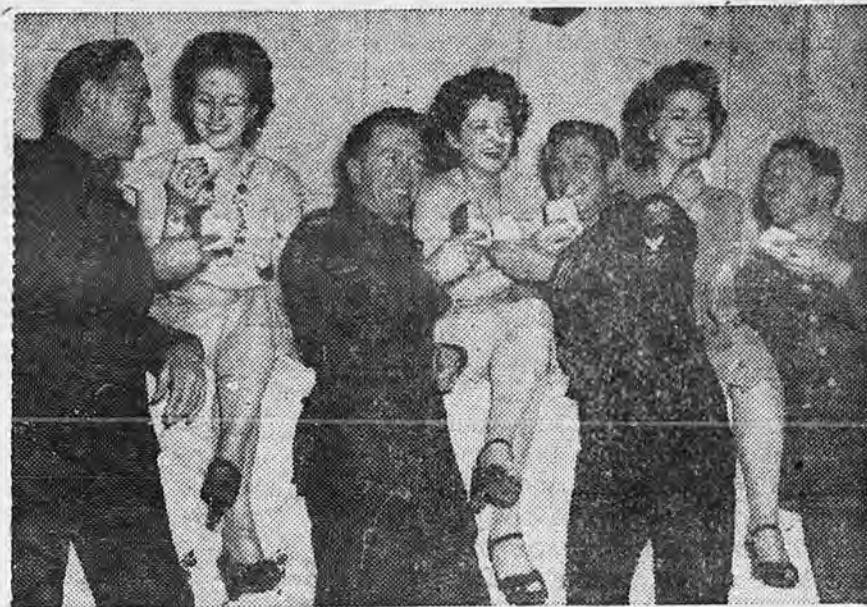
The tentative program was presented at a board meeting last week "for discussion purposes only." Industry members opposed any revision whatsoever in wage controls until price controls are also abandoned.

## Maritime Center Planned For Rotterdam

AMSTERDAM, July 25—Plans for building one of the world's greatest maritime centers here has been announced.

The buildings, each of huge proportions, will include separate accommodations for all seafaring nations, a seamen's hotel, post office, auditorium, exposition space, dance rooms, restaurants, an international money exchange office, a laundry, and every facility required by seamen ashore.

## UNION HOSTESSES A HIT



Servicemen had a good time at this USO party in Seattle, Washington, and they give a lot of the credit to their hostesses, members of Local 751, International Association of Machinists (AFL). Here a few of them share their cake with three lovelies from Puget Sound Sheet Metal's Plant No. 2.

## Big Wind Over

(Continued from Page 5)

Soviet-American friendship (and still more billions in Lend-Lease); for the Bretton Woods Monetary Conference (which bankers can't understand); for San Francisco Peace Charter (which neither they nor seamen understand as yet); aid for Red China; and, of course, unrelenting and militant war against all native "fascists." This means: the members of the SIU-SUP; all Americans who reject communism; all who expose these phony underworld characters in their true light; all democrats who believe in our way of life. As for Republicans, they are due to be shot as kulaks, in an American Lubianka when the revolution comes, comrades.

Ah, yes, they did remember they were "trade unionists" on the last day, when the sometime skipper of the Booker T. Washington, Captain Hugh Malzac, arose to present a resolution calling on the NMU to bring the AFL's Masters, Mates and Pilots Association into the NMU. Moved, seconded and carried. Thus the wrecking character of the Kremlin gang stands exposed. This is the reason why they made no constitutional changes which would define the NMU as an unlicensed seamen's organization as recommended by the real rank and file from the ships. And "Captain" Mulzac is not even a member of the MM&P. This communist and erstwhile steward, made into a captain through CP pressure, during the reign of Roosevelt for political propaganda, lends his services to a campaign to wreck a long established old line officers' organization.

Such is the character of the Communist movement in marine. That this campaign means chaos in the industry does not deter them from their cries of "stabilization of the industry." Their logic, like their political line, is all twisted up. Their honesty of purpose is exposed as fraudulent.

## Letters! Letters!

The "Membership Speaks" page is your chance to blow off steam or just talk about some topic which you think is interesting. Write about any subject as long as it pertains to ships and seamen. Send your letter to The Editor, The Seafarers Log.

## LABOR SPOTLIGHT

Disputes in the metals industries increased the total of idle in labor controversies throughout the country to more than 40,000 this week.

All plants of the Reynolds Metals Company in Louisville, Ky., were closed, and production at two of the concern's plants in Richmond, Va., was tied up as workers attended meetings to discuss contract negotiations. New York City and Glendale, L. I., plants also were shut down.

Strikers at all the Reynolds plants were ordered by the War Labor Board later yesterday to end their work stoppage immediately.

Spokesmen for the Reynolds company and officials of the AFL, Aluminum and Tinfoil Workers Union said that the stoppage was not a strike. In Louisville the union's business agent said, however, that a strike would be called unless the company agreed "immediately" to re-enter negotiations with the union.

Thirty-five hundred employees were involved in the Louisville shut-down and about 3,000 in Richmond, New York and Glendale.

A walk-out of thirty men at the Edgar Thomson plant of the Carnegie-Illinois Steel Corporation in Braddock, Pa., ended last night. It had made 1,500 idle.

Production in the country's only plant manufacturing bullet cores was crippled by a walk-out of 1,000 employees of the McQuay-Norris works in St. Louis. Members of the CIO United Automobile Workers quit to protest what they said was the management's dismissal of two women employees who declined to accept work not specified in the union contract.

A stoppage by 200 employees closed the forge shop of the Champion Machine and Forging Company in Cleveland.

In Milwaukee 150 employees of the Ben Hur Manufacturing Company struck after a thirty-day "cooling-off" period. A spokesman for the AFL United Automobile Workers said that the company had made wholesale wage cuts.

# THE WEEK'S NEWS IN REVIEW



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

## SPORTS . . .

The leaders in both major leagues have tightened their holds on first place. Detroit in the American and Chicago in the National have each gained one and a half games over their nearest rivals. None of the runner-ups in either league is out of the picture, and refuse to be counted out. Brooklyn and St. Louis in the National and Washington, New York and Boston in the American are all making noises like pennant contenders. It's all very wonderful: it keeps the fans excited, gives baseball reporters something to write about, and keeps the turnstiles clicking.

The biggest news of the week—and something that may prove to have handed the pennant to the Cubs—was the sale of Hank Borowy, ace Yankee pitcher to Chicago, for \$100,000. Borowy, who had won 10 and lost five, was quietly waived out of the league, before the opposing American League clubs knew what it was all about, and handed to Charlie Grimm.

The storm that went up from the rival clubs in both leagues after the deal was announced can only be compared to the public reaction after Pearl Harbor. The American League clubs were angry because they had allowed Hank to slip from their fingers. The National League clubs, because it gave an outstanding hurler to the league-leading team. All critics admit that the deal was legal. What they object to is what might be called "illegality of intent"—which means they had the trick pulled on them rather than pulling it themselves. Sure, there should be a code of ethics in every business—for the other guy to follow.

### BALLS AND STRIKES

Mgr. McCarthy is still under the doctor's care, while Art Fletcher is handling the Yankees. No word yet as to his condition, or whether he will continue to manage the team . . . Dixie Walker may not repeat as National League batting champ, although his average has been climbing these past few weeks, but he is well in front in the RBI division.

Bob Feller pitched a no-hit, no-run game against the Ford All-Stars, for the Great Lakes Naval Center. He struck out ten . . . The Detroit Tigers and the Philadelphia Athletics played a 24 inning, 1-1 tie, the longest game in American League history. The record in the National is a 26 inning tie game between Boston and Brooklyn some twenty-odd years ago. For Detroit, Mueller gave 13 hits and 1 run in 19 2/3 innings, and Trout 3 hits in 4 1/3 innings. For the As, Christopher went 13 innings, giving 5 hits and the lone run, while Berry gave 6

hits in the remainder. The game was called because of darkness. Why didn't they put the flood lights on, the sissies?

### HITTING THE RESIN

Sal Bartolo, Boston holder of the NBA's version of the feather-weight title had little difficulty beating Freddie Russo, of Rahway, New Jersey, in ten rounds at Madison Square Garden. Russo, previously undefeated in 51 battles, offered little resistance in a slow bout. The title was not at stake, which meant little to the customers who booed throughout the match. Nothing like a nice, friendly brawl to catch up on your sleep. In the semi-final, John Thomas of Fort Lauderdale, Florida, beat Abel Cestac, Argentina heavyweight

BABE RETURNS By Jack Sords



sent here by Luis Firpo. Cestac weighed 221 3/4 against 183 for Thomas. Cestac is a well built youngster, and should make a hit on the beach in a pair of swimming trunks.

## CURRENT EVENTS . . .

### INTERNATIONAL

The meeting of the Big Three in Potsdam still goes on, though to what end no one knows. This is the tightest conference ever held, as far as censorship is concerned, and the newsmen are burned up. There was one rumor of a rift, which was followed the next day by a statement that it was not so. Take your choice.

The conference was held up a few days, while Churchill flew back to England to find out that he was beaten in the general election. The victory of the Labor Party was a shot in the arm to labor all over the world. A successful—for the people—Labor program will do much for trade union strength in every country. How far the new government will go in England, or how fast, is still conjecture, but one thing is certain—England's foreign policy will change insofar as her past support of fascist and reactionary governments in other countries is concerned. It means, without doubt, withdrawal of support from Franco in Spain, Prince Umberto in Italy and King George in Greece, and a new policy toward self rule for India.

Unless help is rushed to the liberated regions of Europe, our "Allies," thousands of people will starve and freeze to death, says the Office of War Information . . . Vittorio Mussolini and his cousin, Vito, face trial before the Italian purge tribunal. About time. The trial of Marshal Petain in France still goes on. The latest of the ex-premiers to testify against him was Leon Blum, who headed the Popular Front, and who was aware of what went on during and after he held office.

A leter in the Stars and Stripes complaining about officers squiring French gals about in jeeps, started action which resulted in 321 vehicles being stopped and seized by the MPs. No rank was exempt . . . A slight increase in the U.S. scotch quota is due . . . Stalin is the last of the original Big Three . . . Russia has asked for 7 hundred million dollars from UNRRA. If granted, this and the program to be undertaken in China will consume more than the entire expenditure authorized . . . Dr. Bernard Griffin, Roman Catholic Archbishop in England, claimed that Poland is controlled by Russia, and the GPU. No political opposition, even though democratic, is tolerated.

### AT HOME

The Senate ratified the (San Francisco) United Nations Security Charter by a vote of 89-2. Senators Langer, N.D., and Shipstead, Minn., were the two who voted against it. Others who were not enthusiastic about the Charter, claiming that it did not go far enough and consisted mainly of pious wishes, voted for it on the theory that even if it could not guarantee a lasting peace, it could do no harm.

A B-25 Army bomber, lost in a deep fog, crashed into the Empire State building, killing 13 people. The two man crew, and a Navy free-rider were killed, as well as 10 employees of the War Relief Services of the National Catholic Welfare Conference. Luckily, only half the staff works on Saturday, or the casualties would have been at least double.

Funniest story of the week was the Communist Party convention. As forecast, Earl Browder was removed from office and replaced by William Zizag Foster. Also dropped from the governing body were Robert Minor, one of the founders, and James Ford, three times candidate for vice-president. In the pre-convention discussion, Browder was called a "mis-leader" and a "bourgeois reformist." In rebuttal Earl accused the Foster forces of "IWWism" and "semie-Trotzkiism." After his defeat, Browder was told to watch his step and not to stray from the line. Some fun.

## Major League Baseball

MONDAY, JULY 30, 1945

| American League       |    |    |      |       | National League       |    |    |      |        |
|-----------------------|----|----|------|-------|-----------------------|----|----|------|--------|
| STANDING OF THE CLUBS |    |    |      |       | STANDING OF THE CLUBS |    |    |      |        |
|                       | W  | L  | PC   | GB    |                       | W  | L  | PC   | GB     |
| Detroit               | 50 | 36 | .581 |       | Chicago               | 58 | 32 | .644 |        |
| New York              | 46 | 40 | .536 | 4     | St. Louis             | 54 | 39 | .581 | 5 1/2  |
| Washington            | 45 | 41 | .523 | 5     | Brooklyn              | 53 | 39 | .576 | 6      |
| Boston                | 46 | 42 | .523 | 5     | New York              | 49 | 46 | .516 | 11 1/2 |
| Chicago               | 44 | 44 | .500 | 7     | Pittsburgh            | 49 | 46 | .516 | 11 1/2 |
| Cleveland             | 43 | 44 | .494 | 7 1/2 | Cincinnati            | 40 | 47 | .460 | 16 1/2 |
| St. Louis             | 42 | 43 | .494 | 7 1/2 | Boston                | 41 | 51 | .446 | 18     |
| Philadelphia          | 30 | 56 | .349 | 20    | Philadelphia          | 26 | 70 | .271 | 35     |

### Major League Leaders

| CLUB BATTING |     |     |    |     |      | CLUB BATTING |     |     |    |     |      |
|--------------|-----|-----|----|-----|------|--------------|-----|-----|----|-----|------|
|              | R   | H   | HR | RBI | PC   |              | R   | H   | HR | RBI | PC   |
| Boston       | 342 | 802 | 38 | 308 | .266 | Chicago      | 441 | 872 | 36 | 401 | .284 |
| New York     | 389 | 763 | 40 | 363 | .265 | St. Louis    | 470 | 886 | 39 | 434 | .277 |
| Washington   | 325 | 726 | 10 | 284 | .254 | Pittsburgh   | 473 | 887 | 41 | 436 | .276 |
| Washington   | 323 | 741 | 13 | 290 | .252 | Brooklyn     | 506 | 891 | 37 | 440 | .276 |
| Chicago      | 293 | 695 | 30 | 270 | .246 | New York     | 421 | 902 | 69 | 388 | .270 |
| St. Louis    | 308 | 697 | 35 | 284 | .241 | Boston       | 477 | 872 | 61 | 446 | .270 |
| Detroit      | 288 | 682 | 33 | 273 | .241 | Cincinnati   | 298 | 721 | 24 | 275 | .249 |
| Philadelphia | 267 | 706 | 23 | 234 | .235 | Philadelphia | 360 | 785 | 36 | 323 | .245 |

| LEADING BATTERS     |    |     |    |      |                     | LEADING BATTERS |     |    |      |  |  |
|---------------------|----|-----|----|------|---------------------|-----------------|-----|----|------|--|--|
|                     | G  | AB  | R  | PC   |                     | G               | AB  | R  | PC   |  |  |
| Cuccinello, Chicago | 82 | 288 | 38 | .333 | Holmes, Boston      | 94              | 388 | 88 | .369 |  |  |
| Case, Washington    | 82 | 336 | 49 | .327 | Rosen, Brooklyn     | 87              | 361 | 81 | .368 |  |  |
| Estalella, Phila.   | 88 | 317 | 37 | .312 | Cavarretta, Chicago | 92              | 349 | 70 | .350 |  |  |
| Stirnweiss, N. Y.   | 86 | 354 | 64 | .311 | Hack, Chicago       | 92              | 359 | 70 | .337 |  |  |
| Lake, Boston        | 66 | 228 | 45 | .307 | Olmo, Brooklyn      | 89              | 361 | 49 | .335 |  |  |

| RUNS BATTED IN     |    |                  |    |  |  | RUNS BATTED IN |  |  |  |  |  |
|--------------------|----|------------------|----|--|--|----------------|--|--|--|--|--|
|                    |    |                  |    |  |  |                |  |  |  |  |  |
| R. Johnson, Boston | 56 | Walker, Brooklyn | 86 |  |  |                |  |  |  |  |  |
| Etten, New York    | 54 | Olmo, Brooklyn   | 83 |  |  |                |  |  |  |  |  |
| Blinks, Washington | 45 | Holmes, Boston   | 77 |  |  |                |  |  |  |  |  |
| York, Detroit      | 45 |                  |    |  |  |                |  |  |  |  |  |

| HOME-RUN HITTERS        |    |                        |    |  |  | HOME-RUN HITTERS |  |  |  |  |  |
|-------------------------|----|------------------------|----|--|--|------------------|--|--|--|--|--|
|                         |    |                        |    |  |  |                  |  |  |  |  |  |
| Stephens, St. Louis     | 14 | Holmes, Boston         | 16 |  |  |                  |  |  |  |  |  |
| R. Johnson, Boston      | 12 | Lombardi, New York     | 15 |  |  |                  |  |  |  |  |  |
| Etten, New York         | 8  | DiMaggio, Philadelphia | 15 |  |  |                  |  |  |  |  |  |
| Lake, Boston            | 8  | Workman, Boston        | 15 |  |  |                  |  |  |  |  |  |
| Hayes, Cleveland        | 8  |                        |    |  |  |                  |  |  |  |  |  |
| Seery, Cleveland        | 8  |                        |    |  |  |                  |  |  |  |  |  |
| Estalella, Philadelphia | 8  |                        |    |  |  |                  |  |  |  |  |  |
| Cliff, Washington       | 8  |                        |    |  |  |                  |  |  |  |  |  |
| Cullenbine, Detroit     | 8  |                        |    |  |  |                  |  |  |  |  |  |

| LEADING PITCHERS     |    |    |   |      |                         | LEADING PITCHERS |    |   |       |  |  |
|----------------------|----|----|---|------|-------------------------|------------------|----|---|-------|--|--|
|                      | G  | W  | L | PC   |                         | G                | W  | L | PC    |  |  |
| Ferries, Boston      | 22 | 17 | 4 | .850 | Gables, Pittsburgh      | 13               | 6  | 0 | 1.000 |  |  |
| Muncrief, St. Louis  | 12 | 5  | 1 | .833 | Cooper, St. L.-Boston   | 19               | 9  | 1 | .900  |  |  |
| Benton, Detroit      | 13 | 8  | 2 | .800 | Bowman, Cincinnati      | 11               | 8  | 2 | .800  |  |  |
| Leonard, Washington  | 18 | 11 | 4 | .733 | Baker, Brooklyn         | 20               | 4  | 1 | .800  |  |  |
| Newhouser, Detroit   | 24 | 16 | 6 | .727 | Passeau, Chicago        | 21               | 11 | 3 | .786  |  |  |
| Bevens, New York     | 17 | 10 | 4 | .714 | Brecheen, St. Louis     | 12               | 5  | 2 | .714  |  |  |
| Gromek, Cleveland    | 20 | 12 | 5 | .706 | Wyse, Chicago           | 22               | 14 | 6 | .700  |  |  |
| Borowy, New York     | 18 | 10 | 5 | .667 | Burkhardt, St. Louis    | 23               | 11 | 5 | .688  |  |  |
| Wolf, Washington     | 19 | 11 | 6 | .647 | Gregg, Brooklyn         | 25               | 12 | 6 | .667  |  |  |
| O'Neill, Boston      | 15 | 7  | 4 | .636 | Strincevich, Pittsburgh | 12               | 10 | 5 | .667  |  |  |
| Christopher, Phila.  | 23 | 11 | 7 | .611 | Mungo, New York         | 18               | 10 | 5 | .667  |  |  |
| Lee, Chicago         | 18 | 11 | 7 | .611 | Prim, Chicago           | 20               | 7  | 4 | .636  |  |  |
| Grove, Chicago       | 20 | 9  | 6 | .600 | Barrett, Boston-St. L.  | 27               | 12 | 7 | .632  |  |  |
| Jakucki, St. Louis   | 21 | 10 | 7 | .588 | Derringer, Chicago      | 22               | 10 | 6 | .625  |  |  |
| Pieretti, Washington | 24 | 9  | 7 | .563 | Sewell, Pittsburgh      | 25               | 11 | 7 | .611  |  |  |

## Minor League Standings

| INTERNATIONAL LEAGUE |    |    |      | AMERICAN ASSOCIATION |    |    |      |
|----------------------|----|----|------|----------------------|----|----|------|
|                      | W  | L  | PC   |                      | W  | L  | PC   |
| Montreal             | 66 | 31 | .680 | Indianapolis         | 64 | 38 | .628 |
| Jersey City          | 52 | 44 | .542 | Milwaukee            | 63 | 39 | .618 |
| Baltimore            | 49 | 43 | .533 | Louisville           | 58 | 47 | .552 |
| Newark               | 49 | 45 | .521 | St. Paul             | 49 | 49 | .500 |
| Toronto              | 45 | 48 | .484 | Toledo               | 46 | 55 | .455 |
| Rochester            | 39 | 54 | .419 | Minneapolis          | 45 | 56 | .446 |
| Syracuse             | 38 | 53 | .418 | Columbus             | 44 | 60 | .423 |
| Buffalo              | 36 | 56 | .391 | Kansas City          | 37 | 62 | .374 |

| SOUTHERN ASSOCIATION |    |    |      | PACIFIC COAST LEAGUE |    |    |      |
|----------------------|----|----|------|----------------------|----|----|------|
|                      | W  | L  | PC   |                      | W  | L  | PC   |
| Atlanta              | 62 | 34 | .646 | Portland             | 75 | 45 | .625 |
| New Orleans          | 57 | 36 | .613 | Seattle              | 69 | 51 | .575 |
| Chattanooga          | 56 | 39 | .589 | San Francisco        | 61 | 61 | .500 |
| Mobile               | 54 | 40 | .574 | Sacramento           | 60 | 61 | .496 |
| Memphis              | 43 | 50 | .462 | Oakland              | 58 | 63 | .479 |
| Nashville            | 36 | 59 | .379 | San Diego            | 57 | 66 | .462 |
| Little Rock          | 34 | 58 | .370 | Los Angeles          | 53 | 67 | .442 |
| Birmingham           | 35 | 61 | .365 | Hollywood            | 51 | 70 | .421 |



**—Unclaimed Wages—**  
**A. H. Bull Steamship Company**

|                                   |                                   |                                  |                                     |                               |
|-----------------------------------|-----------------------------------|----------------------------------|-------------------------------------|-------------------------------|
| Hadala, Stanley ..... 84          | Jartin, Dominzo R. .... 11.43     | Larsen Lars ..... 124.30         | Mackey, Joseph Valentine ..... 4.00 | Morrison, John ..... 43       |
| Haigh, Horace ..... 7.92          | Jensen, Frede ..... 75.66         | Lawrence Charles E. .... 6.26    | Madrak, Chester B. .... 11.32       | Morse, Robert B. .... 1.50    |
| Hajek, Fred. W. .... 13.66        | Jessel, Robert E. .... 31.99      | Lawson, Carl C. .... .75         | Mahimer, Mariana ..... 117.50       | Moser, Louis ..... 10.80      |
| Hall, Frederick, Jr. .... 5.25    | Jimenez, E. .... 6.99             | Layton, Willard R. .... 36.26    | Maldonado, Ramon ..... 96.56        | Mull, Lester C. .... 17.06    |
| Hall, Fred. K. .... 6.25          | Johannsen, Sverre ..... 2.25      | Leahy, Wm. J. .... 9.00          | Malloy, James ..... 8.62            | Mullaby, Edward E. .... 2.25  |
| Hall, James ..... 3.27            | Johns, Nichol ..... 1.42          | Leask, William ..... 1.50        | Malone, Joseph O. .... 16.00        | Mullen Lee ..... 4.57         |
| Hall, Kenneth I. .... 4.98        | Johnson, Fred. J. .... 10.53      | Leavell, John ..... .69          | Maltai, Joseph ..... 8.10           | Murdoch, George ..... 3.00    |
| Hall, Lester M. .... 4.71         | Johnson, Johnnie J. .... 35.79    | LeBon, Walter ..... 5.00         | Manning, John ..... 3.55            | Murphy, Michael ..... 3.00    |
| Hall, Luther B. .... 2.25         | Johnson, Larnie ..... 5.69        | Ledo, Bienvenido V. .... 4.27    | Marcoby, Dennis A. .... 117.22      | Murphy, Steven E. .... 4.00   |
| Hall, Russell S. .... 11.32       | Johnson, Orpha ..... 8.53         | Leisure, John F. .... 23.00      | Marcum, Eads Allen ..... 4.00       | Murphy, Tansy ..... 6.15      |
| Hall, Wilford I. .... 3.75        | Johnston, Earl F. .... 3.50       | Leite, Ernesto R. .... 3.08      | Mariani, Arturo ..... 2.25          | Murphy, Thomas A. .... 1.42   |
| Halstead, Harold ..... 15.20      | Johnson, Roy K. .... 12.11        | Leite, Ernesto R. .... .87       | Marone, Salvatore J. .... 2.25      | Myer, Harry ..... 8.75        |
| Ham, Russell N. .... 2.84         | Jones, Buford C. .... .71         | Lemieux, Leland R. .... 18.84    | Marrero, Dorotes ..... 10.53        | <b>N</b>                      |
| Hamilton, Denis S. .... 6.75      | Jones, Charles H. .... 2.58       | Letson, Sethuel ..... 1.60       | Marshall, Ralph ..... 2.25          | Nangle, Charles ..... 10.93   |
| Hamman, Homer B. .... 5.25        | Jones, Chas. S. .... 12.75        | Lewerenz, Jack ..... 4.27        | Marsteller, Wm. F. .... 8.53        | Nash, Albert D. .... 3.14     |
| Hansen, Austen ..... 9.00         | Jones, Charles S. .... 3.95       | Lewis, Joseph, Jr. .... 118.08   | Martinez, Carmdo ..... 4.98         | Nash, Albert D. .... 3.14     |
| Hansen, Howard ..... 1.50         | Jones, George D. .... 12.99       | Lewis, Zac ..... 1.44            | Martinez, Eurilio ..... 18.38       | Neal, John S. .... 4.00       |
| Hansen, Martin ..... 2.13         | Jones, Lamuel ..... .71           | Lieberman, W. .... 26.20         | Mascznic, Frank P. .... 10.66       | Negron, Carlos P. .... 5.15   |
| Hansen, Norman ..... 6.50         | Jones, Okal J. .... 5.69          | Liknes, John ..... 2.13          | Masterson, Patrick J. .... 12.11    | Nelson, C. .... 10.84         |
| Hanson, John T. .... 10.01        | Jones, Richard E. .... 3.75       | Lilly, Elmer J., Jr. .... 33.75  | Mathes, Arthur W. .... 2.25         | Nelson, Eldert ..... 11.32    |
| Hanson, Nils ..... 2.25           | Jones, Walter ..... 23.61         | Linscott, George J. .... 1.50    | Mathews, Charles ..... 2.00         | Newton, William ..... .71     |
| Harmon, Loren W. .... 2.25        | Jones, William H. .... 10.66      | Linthicum, Lloyd ..... 6.75      | Matonis, Leon ..... 10.37           | Nias, Bernard ..... 116.60    |
| Harms, Arthur B. .... 14.22       | Jordan, Jimmie ..... 42.39        | Linton, Thomas ..... .69         | Mattson, Gustav A. .... .75         | Nichols, Thomas R. .... 5.25  |
| Harper, Forrest G. .... 8.53      | Jordan, W. H. .... 9.50           | Lipinski, Leo J. .... 3.95       | Maximo, Joaquim M. .... 11.32       | Nickols, Willie W. .... 2.84  |
| Harrell, Alvin L. .... 15.64      | Jordan, Eric H. .... 11.03        | Lohmann, Geo. L. .... 13.10      | Maxwell, Theodore B. .... 5.12      | Nicolodin, Nick ..... 2.25    |
| Harris, Charles E. .... 4.33      | <b>K</b>                          | Long, George W. .... 1.80        | Meade, Norman ..... 16.00           | Nielsen, G. H. .... 5.13      |
| Harris, John ..... .71            | Kaboska, Raymond ..... 2.13       | Langmore, W. R., Jr. .... 2.59   | Meadows, Avis ..... 4.25            | Nieves, Gregorio ..... 68.87  |
| Hart, F. A. .... 5.00             | Kallioma, Vaino J. .... 15.64     | Lonnon, Leroy ..... 8.50         | Meadows, Aero E. .... 31.02         | Nobriga, Walter J. .... 50.52 |
| Hartill, Alfred ..... 3.75        | Kalsnes, Einar H. .... 12.44      | Lopez, Abel ..... 3.00           | Melia, Joseph F. .... 18.85         | Nolen, James ..... 20.69      |
| Hartsell, Roscoe H. .... 4.62     | Kane, L. .... 6.82                | Lopez, Genaro ..... 4.50         | Mello, Manuel V. .... 1.94          |                               |
| Hatcher, W. S. .... .71           | Karavakyros, Thomas ..... 5.75    | Lora, Miguel ..... 2.25          | Melville, Henry H. .... 2.25        |                               |
| Hatton, James ..... .28           | Karkitos, George ..... 7.83       | Lowe, Harry L. .... 8.53         | Mendicini, Alexander ..... 2.84     |                               |
| Hawkins, Charles L. .... 2.25     | Kaselionis, Anthony ..... 2.25    | Luciano, Sergio ..... 112.03     | Metz, Robert H. .... 5.25           |                               |
| Hays, Wilson W. .... 45.50        | Katz, Laverne ..... 3.75          | Lukac, Ludwig ..... 6.20         | Metzler, Harry ..... 13.50          |                               |
| Haynes, John ..... 1.42           | Kauk, Alexander ..... 2.25        | Lukas, C. .... 10.15             | Michelet, Alphonse ..... 13.31      |                               |
| Heavey, Raymond M. .... 9.50      | Kay, Julian G. .... 18.76         | Lund, Donald L. .... 12.11       | Mikalajunos, John P. .... 14.88     |                               |
| Hecht, James ..... 3.20           | Keegan, Richard ..... 26.18       | Lunger, George ..... 2.13        | Mikalajunos, John P. .... 25.38     |                               |
| Hendctgen, Charles J. .... 5.69   | Keenan, Robert A. .... 1.42       | Lutjen, Heinrich ..... 3.75      | Miller, Chas. M. .... 3.50          |                               |
| Henderson, Robert ..... 10.38     | Kehoe, Richard J. .... 26.75      | Lyman, Wm., Jr. .... 22.95       | Miller, Conrad E. .... 12.00        |                               |
| Hendrix, Ira ..... 3.00           | Keim, W. E. .... 13.54            | Lyniard, Elwood O. .... 43.24    | Miller, Conrad E. .... 12.80        |                               |
| Hengstler, Henry ..... 23.00      | Keith, Lawrence W. .... 5.69      | <b>M</b>                         | Miller, Fred. .... 21.33            |                               |
| Henrikson, John ..... 3.00        | Keller, Gibson ..... 1.50         | McAbee, James L. .... 1.50       | Miller, James ..... 24.88           |                               |
| Henry, Charles ..... 1.50         | Keller, Jesse H. .... .71         | McAdoo, Robert ..... 6.75        | Miller, Robert ..... .75            |                               |
| Henry, Sam ..... 10.53            | Keno, James ..... 35.55           | McCabe, Paul B. .... 4.25        | Miller, Wm. W. .... .71             |                               |
| Hernandez, Henry ..... 76.72      | Kescelek, Paul P. .... 3.00       | McCarthy, John M. .... 16.32     | Miller, W. E. .... 9.45             |                               |
| Hernandez, J. .... 13.50          | Key, James ..... 4.38             | McCastline, Paul ..... 10.15     | Minghor, Albert ..... 7.64          |                               |
| Hess, Edgar, Jr. .... 4.67        | Keyes, Lawrence ..... 56.88       | McClintock, Robert ..... 3.75    | Mitchke, Arniel A. .... 3.50        |                               |
| Hicks, Clarence ..... 2.25        | Kiiski, Toivo ..... 2.70          | McComsey, Vernon J. .... 23.00   | Mlicki, Ramon M. .... 27.68         |                               |
| Hiers, Arthur ..... 15.53         | Kimball, William M. .... 1.42     | McConkey, Everett A. .... 6.05   | Moe, Eric H. .... 4.50              |                               |
| Higgibothan, Earl ..... 23.00     | Kimbrel, Chesley ..... 3.75       | McDaniel, Willie ..... 2.25      | Mofene, E. .... 5.00                |                               |
| Higuera, Theodore ..... .84       | King, Ralph A. .... 1.50          | McDonell, Edgar ..... 2.25       | Mokzecki, Stanley ..... 226.04      |                               |
| Hill, Lee W. .... 2.25            | King, Ralph A. .... 30.57         | McDougall, Herbert A. .... 9.00  | Moliauski, Vladimir ..... 12.80     |                               |
| Hillary, Arthur F. .... .71       | King, Wm. A. .... 16.54           | McGillis, Robert A. .... 2.93    | Moline, V. .... 1.42                |                               |
| Hillary, Arthur F. .... 8.75      | Kinney, Karl ..... 5.75           | MacDonald, Donald P. .... 118.75 | Mollberg, Arnie E. .... 2.84        |                               |
| Hinton, Julius ..... 116.60       | Kinnie, Edgar ..... 2.16          | Mackay, Stewart K. .... 2.25     | Monahan, Edward ..... 3.75          |                               |
| Hinton, Willie P. .... 1.42       | Kirkpatrick, Ellis F. .... 688.03 |                                  | Monaghan, Thomas ..... 4.50         |                               |
| Hipple, Thomas ..... 7.33         | Klinchock, Paul B. .... 3.75      |                                  | Moncho, T. .... 2.23                |                               |
| Hodge, C. .... 7.77               | Koch, Everett ..... 21.12         |                                  | Mondowney, Edgar ..... 118.08       |                               |
| Hodges, Lem ..... 1.50            | Koehler, Vernon R. .... 23.88     |                                  | Montalyo, Augusto ..... 1.42        |                               |
| Hoffman, Frederick J. .... 51.19  | Koelter, G. .... 2.13             |                                  | Mooney, Mills D. .... 21.33         |                               |
| Hoffman, Jack ..... 11.25         | Korhonen, Amos E. .... 66.55      |                                  | Moore, Clarence D. .... 11.97       |                               |
| Holder, Daniel A., Jr. .... 2.49  | Koropsak, Frank ..... 26.75       |                                  | Moore, James A. .... 45.23          |                               |
| Holder, Raymond ..... 43.59       | Koski, John W. .... 5.69          |                                  | Moore, P. .... 51.43                |                               |
| Holmes, Perry ..... 9.00          | Koster, F. Wallace ..... 2.56     |                                  | Moore, Robert ..... 7.50            |                               |
| Horan, Alfred L. .... 19.98       | Kotselis, L. .... .75             |                                  | Moore, Roland J. .... 9.62          |                               |
| Hoskins, W. R. .... 2.87          | Kramer, William J. .... 6.32      |                                  | Moore, Willard ..... 1.37           |                               |
| Householder, Robert D. .... 10.80 | Krieser, Lawrence ..... 1.69      |                                  | Moral, Simplicio ..... 117.50       |                               |
| Hrobuchak, Joseph ..... 12.11     | Krkovich, Steve ..... 12.11       |                                  | Moran, Manuel ..... 2.87            |                               |
| Huebner, Chas. L. .... 118.75     | Krooks, F. P. .... 8.53           |                                  | Morelock, Hubert ..... 6.75         |                               |
| Huff, Conrade ..... 36.37         | Krowl, John ..... 3.58            |                                  | Morgan, Henry ..... 3.50            |                               |
| Huff, Newton A., Jr. .... 3.33    | <b>L</b>                          |                                  | Morgan, Stephen ..... 3.75          |                               |
| Hughes, Franklin ..... 8.53       | Laas, Martin ..... 5.25           |                                  | Morin, C. M. .... 13.50             |                               |
| Hunkiewicz, Frank ..... 12.75     | Lacroes, Pascual ..... 8.70       |                                  | Morris, R. G. .... 5.69             |                               |
| Husein, M. .... 3.66              | Lada, Mike J. .... 2.49           |                                  |                                     |                               |
| Husein, Mohamed ..... 4.50        | Ladmirault, Leon ..... 4.42       |                                  |                                     |                               |
| Hutchins, Robert ..... 2.25       | Lamb, Woodford ..... 2.41         |                                  |                                     |                               |
|                                   | Lancaster, John ..... 5.00        |                                  |                                     |                               |
|                                   | Landron, Jesus M. .... .87        |                                  |                                     |                               |
|                                   | Landwersick, Jos. E. .... .75     |                                  |                                     |                               |
|                                   | Lane, Daniel ..... 11.82          |                                  |                                     |                               |
|                                   | Langford, Ray F. .... 34.13       |                                  |                                     |                               |

**MONEY DUE**

**SS OREMAR**  
J. Sakero and Ester collect division of wages for the 4-8 watch, 16 days' pay. Collectable at the Calmar SS Company office.

**SS GEORGE W. ALTHERE**  
A. Metzler, G. Sexauer, Anthony Korsal, N. Hanson, 94 hrs. overtime due you. Collect at Mississippi SS Co. office in New York City. (Submitted by Galveston Branch).

**SS GILES**  
Joseph P. Brennan, Wiper, who paid off in New York on July 26, report to the union hall in New York to collect 35 days' pay on account of work-away carried on this trip.

**SS WILLIAM B. GILES**  
Irvin Underwood, Cook, has 35 hours overtime coming, which he can collect at the Mississippi office in New York.

**SS JOHN J. ABEL**  
P. T. O'Sullivan, 5 hours.

**SS EDWARD SPARROW**  
M. Moore, 20 hours.

**SS BEN CHEW**  
B. Carmon, 4 hours; J. Blanco, 5 hours.

**SS ARTHUR DOBBS**  
L. Wyner, 37 hours.

**SS ROY R. JOHNSON**  
C. Martin, 21 hours.

**SS F. DAU**  
Disaro, 32 hours.

**SS J. H. B. LATROBE**  
D. E. Kaplan, 12 hours.

**SS J. MERRICK**  
E. Duncan, 22 hours.

**SS WM. PACA**  
S. H. Cooper, 7 hours.

The above Maintenance Men can collect their money at the Calmar office, 44 Whitehall St., New York City.

**SIU HALLS**

|                  |                      |
|------------------|----------------------|
| NEW YORK         | 51 Beaver St.        |
| BOSTON           | 330 Atlantic Ave     |
| BALTIMORE        | 14 North Gay St      |
| PHILADELPHIA     | 6 North 6th St       |
| NORFOLK          | 25 Commercial Pl     |
| NEW ORLEANS      | 339 Chartres St      |
| CHARLESTON       | 68 Society St        |
| SAVANNAH         | 220 East Bay St      |
| TAMPA            | 842 Zack St          |
| JACKSONVILLE     | 920 Main St          |
| MOBILE           | 7 St. Michael St     |
| SAN JUAN, P.R.   | 45 Ponce de Leon     |
| GALVESTON        | 305 1/2 22nd St      |
| HOUSTON          | 6605 Canal St        |
| RICHMOND, Calif. | 287 5th St           |
| SAN FRANCISCO    | 59 Clay St           |
| SEATTLE          | 88 Seneca St         |
| PORTLAND         | 111 W. Burnside St   |
| WILMINGTON       | 440 Avalon Blvd      |
| HONOLULU         | 16 Merchant St       |
| BUFFALO          | 10 Exchange St       |
| CHICAGO          | 24 W. Superior Ave   |
| SO. CHICAGO      | 9137 So. Houston Ave |
| CLEVELAND        | 1014 E. St. Clair St |
| DETROIT          | 1038 Third St        |
| DULUTH           | 531 W. Michigan St   |
| VICTORIA, B. C.  | 602 Boughton St      |
| VANCOUVER, B. C. | 144 W. Hastings St   |

**PERSONALS**

**JOHN UGGEDAHL**  
Who made Voyage 9 on the SS Robin Sherwood, please get in touch with Lawyer Richard M. Cantor, 51 Chambers Street, New York City.