

SEAFARERS LOG

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

Affiliated with the American Federation of Labor

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

HAnover 2-2784

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

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

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

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The Year 1946

By any standards, the Seafarers has done exceedingly well this past year. 1945 has seen the Seafarers tighten its organization and streamline its structure, so that now it is able to function smoothly and effortlessly. No emergency can catch the SIU unawares, as was proven by the way the Union was able, at short notice, to step into the longshore beef and help that AFL union beat off the union-busting raid of the commies.

1945 saw the Seafarers effectively challenge and beat that time-wasting, bureaucratic set-up, the WSA Medical Program. It saw the Seafarers collect hundreds of thousands of dollars in disputed time for its members.

1945 saw the Seafarers expand its educational program to the point where, while there is still room for further improvement, it need bow to few labor unions.

It saw, indeed, the expansion of the Seafarers on all fronts—new buildings in many ports, fitted out for the comfort and needs of its members; a bigger and better *Seafarers Log*; a bold, confident step into the unorganized field; the securing of better conditions and wages for many of its members; the amazing growth of Seafarers consciousness among the membership.

The list can go on almost indefinitely. The changes and improvements can be seen on every side. But this was in 1945. What has been accomplished is now history, and has come to be accepted as the norm by the SIU seamen.

What concerns all of us now is the coming year. And for 1946 the Seafarers has many plans—resolutions, if you please—that will see as many changes as did 1945.

In 1946, the first aim is to organize the unorganized; to bring into the Seafarers' fold those outfits that are still trodding the old path in their dealings with their seamen.

First on the list, of course, is Isthmian, and there the campaign has already started. With every member doing his share, there is no reason at all why Isthmian should not be under a Seafarers' contract before the year is out.

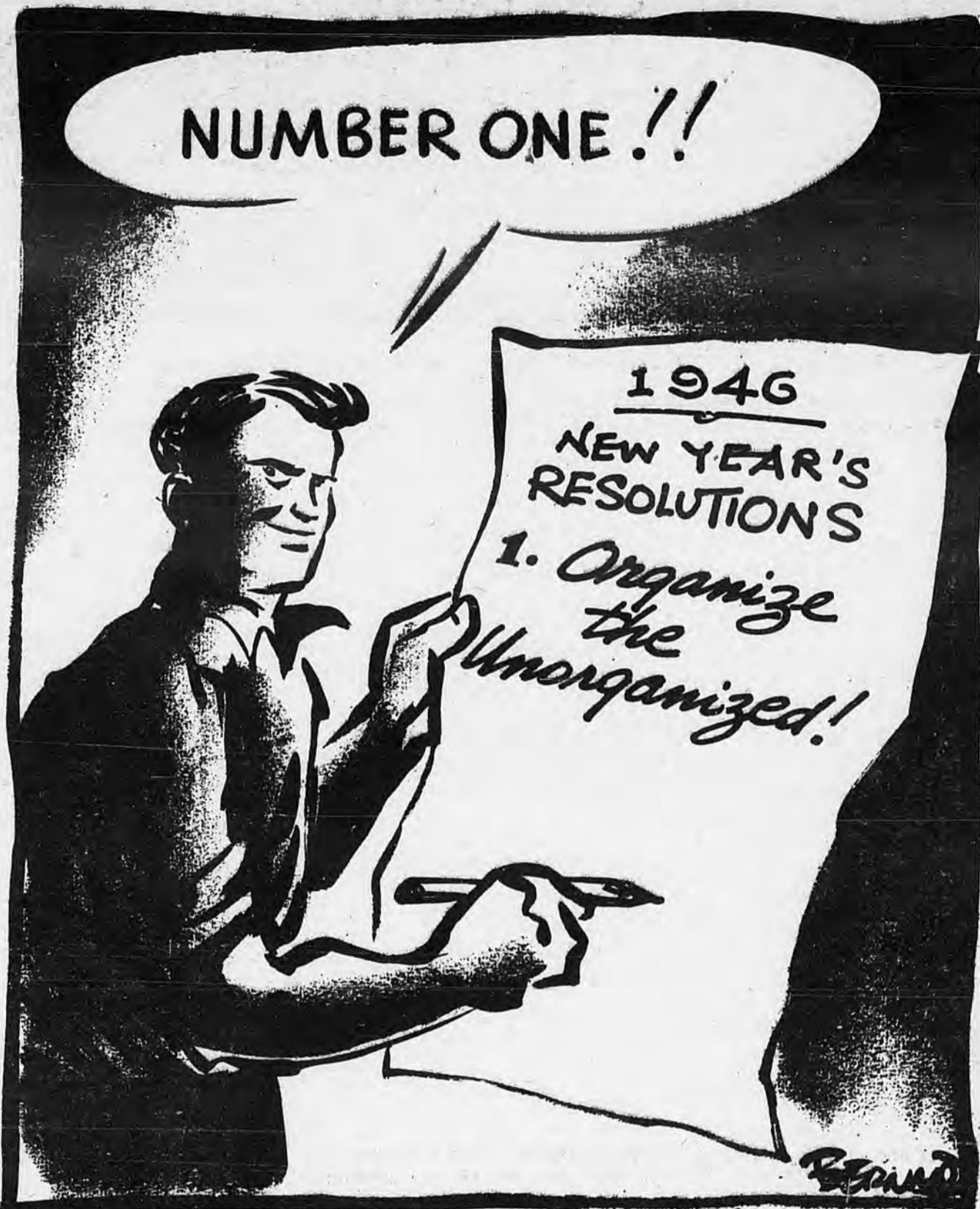
The SIU intends to further expand its educational program, to make it second to none; to put out a still larger *Log* and more pamphlets and leaflets to better service the membership.

The SIU intends to improve still further the conditions under which its seamen work and to raise still higher the wages they now get. The Seafarers' contracts are even now the best on the waterfront, but the SIU will always work and fight to improve them still more.

The SIU intends to continue its fight against the government bureaucrats, who are attempting to make their wartime stranglehold over the seamen permanent.

The SIU intends to fight to keep the waterfront free and democratic, and will oppose the dictatorial aims of the communists and fascists wherever they are raised.

These are part of our program for the year 1946. There are more on our list, for which we shall work with all our efforts. These things can be accomplished. We have the organization, we have the membership, we have the spirit. It can be done, and the Seafarers will do it!



FORE 'N AFT

By BUNKER

Not all of the lads who started going to sea during the war are piling off the ships and heading for that promised land of shore-side happiness and employment.

Brother Johnnie Johnson, for one, doesn't think the sirens call any louder on shore than they do at sea, and he is for making the merchant marine a career.

Says Johnson: "I've spent three years at it now. I've been scared stiff on the Russian run and I've rolled around the North Atlantic in the winter trying to oil a Liberty. I've lost plenty of pounds trying to eat camel stew on the Persian run, and I've spent my time as a rag mechanic—so why quit now?"

Johnnie is currently oiling on the John Lawson which, because a former crew brought her in looking like the city dump, is having a tough time getting a crew.

Cleanest ships he's been on, says Johnson, were the Oriental and the Wallace Tyler, Smith and Johnson Liberty which he rode down to Galveston last summer.

Galveston, according to Brother Johnson, is one of those towns that the army forgot to purify; and the lads who get

ashore there report a good time, with plenty of girls who aren't afraid to give you that "come-hither" look.

The Tyler's black gang that trip also included Bill Frey and Ernie Jergen as Oilers and Fireman Bill Dixen, who is still going to sea after catching two Jerry torpedoes on Murmansk Avenue. Chief Cook on the Tyler was Lenny Olsen, who the boys say gets the best chow and knows how to serve it up after he gets it.

You have probably heard that the Ore Steamship Company is building a fleet of eight super ore carriers, with two already launched and named after SIU ships lost early in the war; namely the Venore and the Chilore.

All these ships will be nearly six hundred feet over all, with beams of 78 feet, and of 24,000 gross tons. If that doesn't impress you, think of walking from your quarters aft up to the fo'castle head in a stiff September hurricane on the way down to Venezuela. In contrast to the days when the rule was "the sailor be damned," the architects that dreamed up these huge ships have provided for the sailor's safety by including fore-and-aft

N. Y. Meetings In Webster Hall

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

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

NEXT MEETING WILL BE ON JANUARY 2nd.

passageways below decks that make travel safe from bow to stern.

At sea these ships look like tankers, with the tanker-type fo'castle, bridge and poop; also because of their lack of cargo gear. They can take on a complete load of ore in one hour with dock-side loading equipment. This doesn't give you much time down in Chile or Venezuela with the señoritas who hold a rum and coke in one hand and go through your pockets with the other. But as that sterling character Frenchy Michelet once remarked: "Who cares about the señoritas if we bring the ships in on time!"

Explains Stewards Dept. Changes

By J. P. SHULER

Business was fair in the Port of New York the past week with 26 ships paying off. The majority of them being troopers, and 22 signing on.

There is the biggest shortage of seamen that this port has ever witnessed and with the holidays here, it is practically impossible to get the ships crewed up. However, there has not been many delays in sailing and there have been some men taking out unorganized ships. The men that sacrifice their conditions to sail on these unorganized ships cannot be given enough praise. They are not the type that live on the past record of what they have done for an organization, but they are still in there pitching to get SIU wages and conditions on Isthmian ships.

In doing this, they realize that they are sacrificing themselves—and to some of them who have never sailed on anything but SIU ships, it is a lesson and making a trip on an unorganized ship, they see the difference. There are quite a few new members taking out these vessels and everyone should give them as much encouragement as possible for they are really doing a good job for the union.

STEWARDS DEPT. CHANGES

The new steward dept. raise in wages and change in ratings has caused quite a bit of confusion as the men are trying to adapt themselves to the new changes. On the Liberty ships, where they carry one Chief Cook, this Chief Cook is the same rating as was the Chief Chef before and his duties are the same. The Second Cook's wages have been raised to a par of what the Chief Cook gets on straight cargo vessels. Therefore, the Second Cook is supposed to perform such duties under supervision of the Chef as cooking meats, sauces, and the general work of a Chief Cook on a straight cargo ship.

The Third Cook's wages have been raised to that of the Second Cook's wages and he should perform such duties as cooking vegetables and performing the same duties as the Second Cook on straight cargo vessels.

ON VICTORY SHIPS

On the Victory type vessels, there will be two Chief Cooks—one should be in charge of all foods prepared and served for the crew. The other should be in charge of all foods served and prepared for the troops. The Butchers and Bakers on the ships would come under the jurisdic-

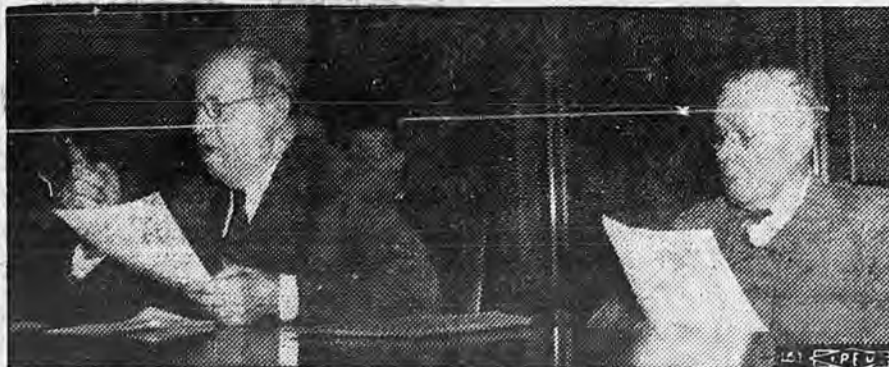
tion of one of these Chief Cooks. The Stewards should try to divide the work of the two Chefs, so that they will have as near an equal amount of work and responsibility as possible.

The other Cook's duties are the same as on the Liberty ships.

Well, Christmas has come and gone and some of the men should be drifting back into the Hall and shipping out so that the board will soon be cleared away. There are no beefs hanging fire in this Port at this time, as the Patrolmen are settling most of them at the point of production.

Here's wishing everyone a Happy and Prosperous New Year.

A DECENT HOME FOR EVERY FAMILY



The big guns of the AFL were turned on the Senate Banking Committee when (l. to r.) Harry Bates, chairman of the AFL Housing Committee, and AFL President William Green testified in favor of the Wagner-Ellender-Taft Housing Bill. A program to enable families of moderate income to buy homes, and to resume the federal low-cost housing projects, would go far toward the nation's goal of jobs for all, Green and Bates told the committee.

New Dock Pay In England

LONDON, Dec. 10—A minimum daily wage of nineteen shillings (\$3.80) for dock workers was recommended tonight by a committee appointed to break the deadlock in the wage dispute that caused a nation-wide dock strike last October. The employers have accepted the decision and union leaders have agreed to place a strong recommendation before the workers Friday.

Boston Is Shorthanded—But Troopships Sail

By JOHN MOGAN

BOSTON — With Christmas only a few hours away at this writing, the situation in the port of Boston is far from normal. For the first time since the beginning of the war we've had several ships hung on the hook awaiting crews. This doesn't mean that we didn't get a number of vessels out also, because more ships were moved out than were delayed.

We're sure to have a couple of ships tied up over Christmas—however, they will be colliers, as we used our available manpower on the troopships. Hence, although there will be no SIU troopships idle in Boston over the holiday, there will be several NMU troopers—which is another slap in the kisser for the "brains" who engineered the phony strike of a few days ago.

IN HOSPITAL

Our patrolman paid his Xmas visit to the following men in the Brighton Marine Hospital: F. Kenfield, E. Johnston, A. Morse, G. Phinney, P. Kogoy, and J. Thoms. We all extend to these brothers, and brothers in hospitals everywhere, our greetings and best wishes for the holidays, and hope that all will be back on the job very soon.

We were authorized by the Secretary-Treasurer to present these members with cash gifts from the Union, and it was gratifying to hear their expressions of pleasure at the thoughtfulness of the membership. The day previous all the men in the hospital had received a \$5.00 check also, from the Boston American-Record fund.

LOG-HAPPY

We had an American Trading tanker in Boston this past week, and we paid her a visit. A 30-year-old-Chief Engineer, a guy named Joseph Antolie, was one of the "log-happy" breed, and had logged his Wipers for taking a five-minute blow on deck after working hours in an engine-room where the temperature registered 100-odd degrees.

I took up the beef for the Wipers with the Shipping Commissioner and after a hectic session with all hands in the saloon, the Commissioner ruled in favor of the Wipers. The pseudo-Chief was fighting mad, and his talk sounded like fighting talk also, so I asked him to leave the saloon and continue the conversation on the dock—this was in front of all hands also.

When this character folded up like an accordion, naturally he

looked lousy, even to the Skipper, who up to that time had believed he had a real tough Chief sailing with him. The windup was that several members of the crew, most of whom had been put aboard by the NMU, came off the ship with me and joined SIU. Several more, active workers for SIU, remained aboard for the trip back to the gulf.

There hasn't been anything doing on the Isthmian line for a while here. We had a couple due to come in here, but they just debarked troops and proceeded elsewhere: one to New York and the other to Hampton Roads. Some of our men, who wanted to help in the drive, we sent down to New York where they can be of great usefulness to the organizing campaign.

It looks like a quiet week coming up for a change. And undoubtedly right after Christmas the boys will be coming to the Hall in droves to ship. Well, I guess we'll be able to take care of them.

And now to wish all the members a Happy and Prosperous New Year—and to sign off for another week—and another year!

Protect Yourself

Once again we remind you about the need for protecting your rights in regard to compensation for injuries and medical attention.

Whenever the case warrants it, active seamen should check into a Marine Hospital for medical care. When in doubt about your rights under the law, check with your SIU officials.

Seamen should see to it that any injury or health impairment is recorded by the ship's Master, or your department head, regardless of how small the case may seem to be at the time.

Failure to follow such a procedure often results in financial loss and inferior medical attention if the case develops into something more serious.

Protect your rights!

Anyone who takes ill, or in any other way is unable to sail after taking a ship should notify the dispatcher at the Union hall as soon as possible so that another man can replace him.



By FRENCHY MICHELET

All those fat and sassy seamen knotting around the East Coast with well-fed looks on their pans are easily explained away—Frenchy Michelet has made another trip to sea.

Of course, there's the usual Shuler-inspired gags circulating 'round the halls, like the story about our biscuits being responsible for the little flurry of ships losing their propellers in our vicinity in the North Atlantic last week; but all of you brothers who have been fortunate enough to eat our baking know damn well that it ain't apt to be found floating around the drink as a menace to navigation if some guy is so ill-advised as to heave it over the side.

The trip was such a good one that we feel called upon to touch on some of the highlights. The scow was Am-Range's Cecil N. Bean. Charles Simmons was Deck Engineer. We had a load of coal and didn't use the winches, so Charlie never did find out if they would run or not. Some of the gang went out on deck one day and counted the winches, just so Charlie wouldn't be embarrassed if the Chief asked him how many there were.

SAVONA OKAY

The gang rented a suite of rooms in a hotel in downtown Savona, Italy. It's almost superfluous to add that we didn't exactly hold a convention in 'em.

Savona is a very interesting city. She was old when Christopher Columbus was lushing up on "Dago Red" in her neighboring Genoa gin mills. She has the chariots that wheeled in the

first Caesar, and the guns that snuffed out the last. There's much of interest here for the tourist, but it ain't worth the trouble of walking around to see. If you want to enjoy yourself in Savona just pull up a chair in the Plaza Bar and gaze into the starry eyes of one of the many lovely dolls that frequent the joint—everything worth seeing in Italy is recorded there.

MEET O'TOOLE

Incidentally, the SIU is richer by an honorary member for the trip, because the gang picked up O'Toole in Savona. O'Toole is a snazzy little black mongrel of questionable lineage but every inch a gentleman. The Commissioner in Philly gave him a



discharge and O'Toole obligingly signed it with his paw dipped in ink. He was given an SIU trip card by Blackie Cardulla, and he immediately exercised his Union prerogative by piling off the scow. He got off 'cause he wanted to come along with the gang and not, as Shuler would have it, because he couldn't find any meat on the bones we gave him.

Oh yes, we towed the Henry Ward Beecher into Bermuda when she lost her propeller in a gale. And we still say it was all a coincidence.

For The Duration

Letty—I like your new coat, but it seems pretty short.

Betty—That's what I thought, but mother said it would be long enough before I got another one.

"CLEARING THE DECK"

"Clearing The Deck," by Paul Hall, which usually appears in the LOG each week, is absent this issue, since Brother Hall is touring SIU ports in connection with the Isthmian drive. As well as being New York Agent, Brother Hall is Director of Organizing, and as the Isthmian campaign swings into high gear with the voting commencing very shortly, it is necessary for him to coordinate activities in the various ports, so that all SIU efforts are concentrated on this important Isthmian election.

Home Again After Three Years In Jap Prison Camp, He Wants To Ship Again

A run job to Shanghai back in 1941, when he signed on to take a ship to that Chinese port, ended almost four years later for Earl F. Spear who has just reported ready to ship again after having spent most of that time as a Japanese prisoner of war in the Philippines.

Spear, who was enroute to the United States at the time of his capture on January 4th, 1942, says someone in the Jap command "made a slight error when they told us to take three days' supply of food with us—they should have said 'three years'."

After a week of sleeping on cement floors at San Tomas Prison, the prisoners, some of them women, were finally supplied with blankets and cots by the Filipinos.

For the first year and a half of their internment, the Japs allowed a "package line" through which the friendly Filipinos were able to bring food—and occasional news of the outside world carefully wrapped inside some of the food. In addition to this, the internees were allowed to have a canteen to which German nationals outside would send cold cuts, etc., for sale to the prisoners. Those fortunate enough to have money would buy the stuff, and then share it with the others.

NURSES VOLUNTEER

On May 14, 1943, Spear was transferred to the Los Banos prison which was south of Manila.

"Twelve U.S. Navy nurses volunteered to make the four hour trip with us," he said, describing the railroad box cars, the doors of which the Japs refused to leave open despite the weather. Arriving there they found an open field with but few buildings. "We had to start building a new prison camp, and after several months had passed the Nips allowed us to have a canteen."

Again the friendly Filipinos kept a meager supply of food-stuffs such as fruit, vegetables and fish, trickling in to the internees. And in this way they existed until September 21, 1944, when the Navy bombed Manila.

After that all privileges were done away with, and rations were cut to 500 grams a day (approximately one pound); and a short time later were further reduced to 240 grams daily. Even salt was denied the internees and the only beverage they had was mango tea made from leaves they themselves collected and boiled in water.

STRAFED

On the morning of February 23, 1945, seventy-five Jap soldiers were exercising on the baseball field when American P-38s started strafing, and the 511th Airborne started landing inside the camp. At the same time Filipino guerrillas began knocking off the Jap guards.

In a short and furious 90 minutes the action was over, with 240 Japs dead and the U.S. forces losing two men.

The Yanks had taken the Bilibid prison the day before and it was set up as a clearance center. It was here that Spear was taken with his fellow internees and after two weeks of medical atten-

says Spear, "and there I boarded the SS Admiral W. L. Capps which brought me to Frisco." He arrived at the West Coast port on April 8, 1945, but was hospitalized until a few weeks ago.

OFFICERS BRUTAL

Asked about the attitude of the Japanese towards the American and other prisoners, Spear said "There was considerable difference between the Jap soldiers and their officers. The officers were generally brutal, officious and arrogant while most of the men in the ranks were inclined to be tolerant if not friendly."

"Some of them obviously felt sorry for the prisoners and even stole food for some of us. Others did whatever they could to make life a little easier, but usually they were afraid of getting in wrong with their officers. It seemed to me that the officer caste had been taught their brutality and arrogance as a regular part of their training."

Spears had met up with two old shipmates, Joseph "Champ" Barron and Jimmie Bingham, with whom he plans to ship out.



EARL F. SPEAR

tion received sailing orders for the States.

"I was flown to Leyte where I received an issue of clothing,"

March Of Progress In Baltimore

At a recent membership meeting held in the Port of Baltimore, Brother Sam Watson introduced a motion calling for the drafting of a new SIU program on education, publicity and business coordination. As a result of the motion which was approved, Brothers Elbert Hogge, Robert Keenan and Henry Wykosky were elected as a committee of three to bring back their recommendations.

Their recommended program of action calls for a newly established system of public relations, either under the direction of someone appointed to this position by the SIU Convention in March of 1946, or under the control of an International officer assigned to this job on a full time basis. This is necessitated by the fact that the Seafarers is often placed in an unfavorable position due to the lack of a good publicity program.

Coordination of business setups in all Ports is called for, so that approximately the same business and operational system will be in existence in each port as well as the same general layout for each hall. The resultant efficiency, in the opinion of the committee, would serve to concentrate the union's energy, if necessary, on a specific beef in any and all ports at the same time.

In their opinion, although the SIU is making strides in the field of membership education, it is still far from being in good shape. The Committee feels the urgency of the need for a school for the purpose of teaching basic unionism and associated subjects. Failure to do this will result in the death or deterioration of this union.

The conclusions of Brother Keenan, Hogge and Wykosky are that this entire program must be adopted by the SIU, and adjust-



HENRY WYKOSKY

ed to the Union's specific needs in order to combat the disrupting influence of foreign-dominated propaganda from other "Unions." Seafarers who know the score will fight that much more strenuously to preserve their many gains against any attack.



ELBERT HOGGE

HERE'S WHAT I THINK

QUESTION:—In your opinion, how should a ship's slop chest be operated for the best interests of the seamen?

PAUL SANFORD, Dk. Eng.—Slop chest conditions on over three-quarters of all ships could be improved considerably. Prices, styles, brands and quality should all be uniform. I don't know whether operating conditions can be improved by removing control from the purser and captain, but ship's delegates should meet prior to taking off and see that the proper gear is on board. Quite often winter clothing is not on hand when the ship is sailing on a cold voyage, and the patrolman should be contacted to remedy the situation if the delegates can't.



ROBERT PORTER, AB—Ship's delegates and members should check prices, also make sure that sufficient supplies of the right kind are aboard. Most slop chests don't carry sizes for large men, and are often short on tropical or winter clothing when it is necessary to have them. Slop chests should be operated for the benefit of all the men on ship, not just the captain or purser. It is possible that some plan can be worked out whereby the profits from chest can be saved toward some worthy cause like seamen's homes, etc.



NICHOLAS L. MARK, AB —Cheap junk is the rule in most slop chests. This should be stopped, and the profits should be regulated to not more than 10%. Delegates should check the wholesale costs to see that exorbitant prices are not charged. If the right kind of a crew is on board, some sort of a co-op slop chest can be operated for the benefit of the seamen, and with good value for their money. Otherwise, profits could go for a sick members fund, old seamen's homes, rest homes, and decent waterfront recreation places.



JOHNNIE JOHNSON, FOW —Why should one or two men make all the profits, when a decent plan can be worked out so that all the crew members can share in the proceeds through some profit-sharing system. We could set up a sick fund or other worthwhile fund from slop chest proceeds, if they were operated for the seamen's benefit. Plenty of stock should be carried in the chest at all times in a wide variety of sizes, and they should break out more cigarettes—one carton a week of smokes is usually not enough.



THE MEMBERSHIP SPEAKS



SKIPPER SAYS FINEST CREW IN 41 YEARS AT SEA

Gentlemen.

As Master of this vessel (SS Thomas J. Lyons, Smith and Johnson) I take great pleasure in reporting to you that, on the current voyage from Charleston to Wales and England to Boston, I enjoyed a very fine trip due to the fact that I had the finest crew in my 41 years at sea, 37 of which were spent as Master and Mate.

This was my first trip with an SIU crew and the cooperation, feeding and discipline kept the ship happy and content without any beefs.

Their fine comradeship and friendliness to the 28 enlisted men and six officers of the U. S. Army won a commendation for the crew and myself from the returning GIs and their Officers.

I want especially to commend the stewards department for their very efficient handling of so many men with a minimum staff.

With the best regards and wishes to you all for a very happy Christmas and New Year, and success to your Union.

I remain,

Your truly,
John Johansen, Master

SOMEONE GETS THANKED FOR SPAGHETTI, ETC.

The Editor.

I want to thank several of the brothers for giving me such a hearty welcome while I was in New York recently.

I want to thank them for the spaghetti and meat balls, too. They were delicious.

May I take this opportunity of wishing you all a merry Christmas and a Prosperous New Year.

Thanks once again for a grand time in the great big lonely city.

Percy Boyer

ALL BEEFS SQUARED AWAY ON LOCKSLEY

Dear Editor,

Here's a picture of some ship-



mates aboard the Robin Locksley on its last trip which took us to South and East Africa.

Left to right are: 2nd Cook Patrick McCann, AB Joseph O'Donnell and Bosun Francisco Morciglio.

In Capetown the Master, J. F. Donnelly, died suddenly and Chief Mate Ryan took over for the balance of the trip.

We had quite a few beefs but they were all squared away when we hit New York on December 3rd.

Edgar A. Johnson

MESSAGE OF GOODWILL TO A CHIEF STEWARD

Seafarers Log:

The crew of the Cornell Victory would like to thank Chief Steward Robert Sanchez for the splendid job he did while aboard this ship.

Because of illness in his family he has requested to be relieved of his duties and it is with regrets that we part with him.

We hope that his family troubles will soon be over and that he will return to us.

Raymond Barwick,
(Ship Del.)

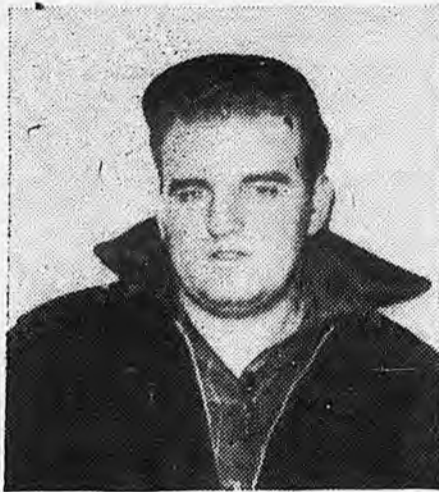
PUT UP OR SHUT UP HE TELLS FLAG WEVERS

The Editor:

Everytime there's a shortage of seamen during some period of national emergency such as the recently ended war, we hear what wonderful heroes we are, what champions of the American way of life we are, and what a credit to the nation we are.

Why in the hell don't some of

these old flag wavers start paying off on their chinwagging and pass a seamen's bill of rights which would give us educational privileges, benefits for injury and some means of financial aid for those who want



JACK PARKER

to quit the sea and start some business ashore.

It's about time these guys put up or shut up. Look at the way they're kicking the GI around, offering him something at other people's expense instead of passing laws which would provide real benefits, it's enough to show what phoney patriots they really are.

Jack Parker

WSA GIRL WANTS CARPENTER WHO CAN HIT

The Log.

A unique system for filling out the complements of ships is being employed in New Orleans at the War Shipping Administration headquarters.

When an order came in for a carpenter to be shipped aboard the SS Antonin Dvorak (Robin Line) the dispatcher (a

refugee from Woolworth's) called out in a soprano voice, "I want a carpenter, I want a carpenter." There was no response.

A little later she called again "Isn't there anyone here who's handy with tools, anyone who can use a saw or something?" Again there were no takers.

Filled with desperation she got her fanny up off the cushioned chair, stood on her toes and with a voice of appeal, belted, "Can't anyone here hit a nail on the head with a hammer?" A few minutes of silence followed, then a small voice chirped up timidly "Do you mean hit 'er every lick?"

"Hell! No," she said in disgust. "Okay then, I'll try 'er, by golly" the timid guy (a laker) announced.

Thus commenced the saga of the Dvorak."

Bad as it seems, it turned out even worse for, as a finale, a coup de grace as it were, little "Chippy" after a month out—lost his hammer.

Dick Cummings

FLUOR SPAR MEN ENJOY TRIP SAYS SIU BROTHER

Dear Brothers,

The crew on this trip of the SS Fluor Spar is one of the most experienced assembled since before the war and consist mostly of old-timers.

Two days out of Baltimore we ran into a gale and from then on it was one gale after another, the peculiar thing being that they were all easterly or northeasterly instead of the usual westerly winds.

In Rotterdam the boys had a gay time with the Dutch girls, the beer and the gin and some of them hated the idea of leaving. We left there on Thanksgiving Day (Nov. 29) although the Skipper had tried to save on overtime by ignoring the Nov. 22 date because we were approaching port and raising gear on that day. He lost his bet with himself, however.

On the homeward trip we enjoyed mild weather but considerable rain, which disappointed the Mate who couldn't get the ship painted, but shortly after entering the Gulf Stream we got radio warning of a hundred mph gale approaching. The hundred miler failed to materialize however, although the wind had full gale force for a while.

The stewards department is just about the best we have ever seen. The Stewards really put it out and the Chef's dishes are the best ever concocted. The 2nd Cook's pies are something out of this world. Thanksgiving dinner was the best I'd ever eaten and the food was just squeezing out of my ears that day.

The Fluor Spar is an Old Hog Island, but she's a god scow especially for the deck gang. Only ten light booms, small hatches

and easily handled gear. Any ABs who feel like taking a rest and getting paid for it, just ship on her.

John McLenore

THE LOG GETS MORE VERSE ON SEAMEN'S ROLE

Dear Brothers,

The following was written by Mark Durham, ship's delegate. It should rate a space in the Log.

Saga of the Merchant Marine

There are strange things seen
By the men who've been
Down to the sea in ships
It was hard to grin
When the subs closed in
Just the words of a prayer
on our lips.

The cargoes were strange
With seldom a change
The trucks, the tanks, the planes
The wind would roar
And she'd roll some more
As we rode the convoy's lanes.

Convoys to Sicily
Beachheads in Italy
While Stukas strafed overhead
Our nerves were strained
And blood our decks stained
And many died in their bed.

Meeting Jap or Hun
On the Murmansk run
Or on the vast Pacific
We met them, blow
For every blow
But the pace they set was
terrific.

In wind and rain
In health in pain
We've always manned our
stations
We've kept them sailing,
Never failing,
The whole United Nations.

So bow your head
For those who're dead
May their souls all rest in glory.
They sailed the seas
In dungarees
The heroes of this story.

Incidentally Brother Durham is doing a fine job as ship's delegate aboard this ship (SS Scotts Bluff). Everything is running smoothly now after he spent a month straightening out the Engineers and the Mate.

C. Stanley

Nice To Know

The soldier and his sweetheart took their seats in the movie theater just as the fire-proof curtain was being lowered.

"I think I've seen this picture 'Asbestos' before," she said, reluctantly.

"Don't be silly," he reassured her, "that's just a Latin word meaning 'Welcome!'"

Salute To The Hog Islander

She may be saggy and disheveled and her keel plates may be beveled

And she may need a dozen coats of paint.
Still there ain't no other like her tho this poet ajnt no piker
At handing out a compliment or complaint.

And brother when you're down and out, following a month long bout

With shady ladies and your pint of booze.
Then she's queen of all the water, she has sisters but no daughter
And to sail her none will e'er refuse.

We'll take her down to Ponce, maybe Rio, maybe Montie,

Or to any other port where she may head.
Oh! Her life has not been easy and her winches now are wheezy
And she's covered mostly with that old red lead.

To the north, south, east or west, we'll damn sure do our best

To stay on course—steady as she goes.
She's called an old rustbucket, ye Gods, if she don't look it,
But she's home for some three dozen seamen Joes.

We may bemoan them and bewail them, yet, bejabers, we all sail 'em

To get the old mazuma for our grog
To be sure some took a "fish" at some sub commander's wish
Still on every sea you're sure to find a Hog.

Is there a son among ya that's ne'er had one that brung ya

To port when nature got a little rough
And so the men who sail her, yes and even those who made her
Salute Hog Islands for they had the stuff.



SHIPS' MINUTES AND NEWS

Crew Votes Not To Sign On If Chief Remains

Plagued with a Chief Engineer who tried to deny them their elementary rights and who cursed the Seafarers International Union, the crew of the MV Coastal Mariner adopted a motion against any members resigning articles as long as the Chief stayed aboard.

Wiper W. Daniel quoted Chief Engineer John O'Neill as ordering the Wipers not to make coffee at coffee time and stating the Union was no good and that Daniel would find out, if he sailed long enough, that the company (Bull Line) did not recognize the Union. He also cursed the Bosun, the Wiper declared.

The Bosun, Manuel Loubriel, stated that he had confronted O'Neill with these alleged statements and the latter admitted cursing the Union but denied that he had used obscene language against him, the Bosun. Daniel stated that the Bosun's name was mentioned because he had requested the Wipers to take turns at making coffee.

It was decided that the whole matter would be referred to the boarding Patrolman at San Juan.

Chairman of the meeting of Nov. 24 was Carmello Fernandez and the secretary was William H. Beckwith. Motions at the meeting included one on a coffee percolator, (made by T. Lockwood) and undermanning of stewards department (made by T. Ruiz).

Steward D. F. Kinnie made a motion, which was adopted, that all members of the crew "take care of their obligations at the payoff," and the meeting then adjourned.

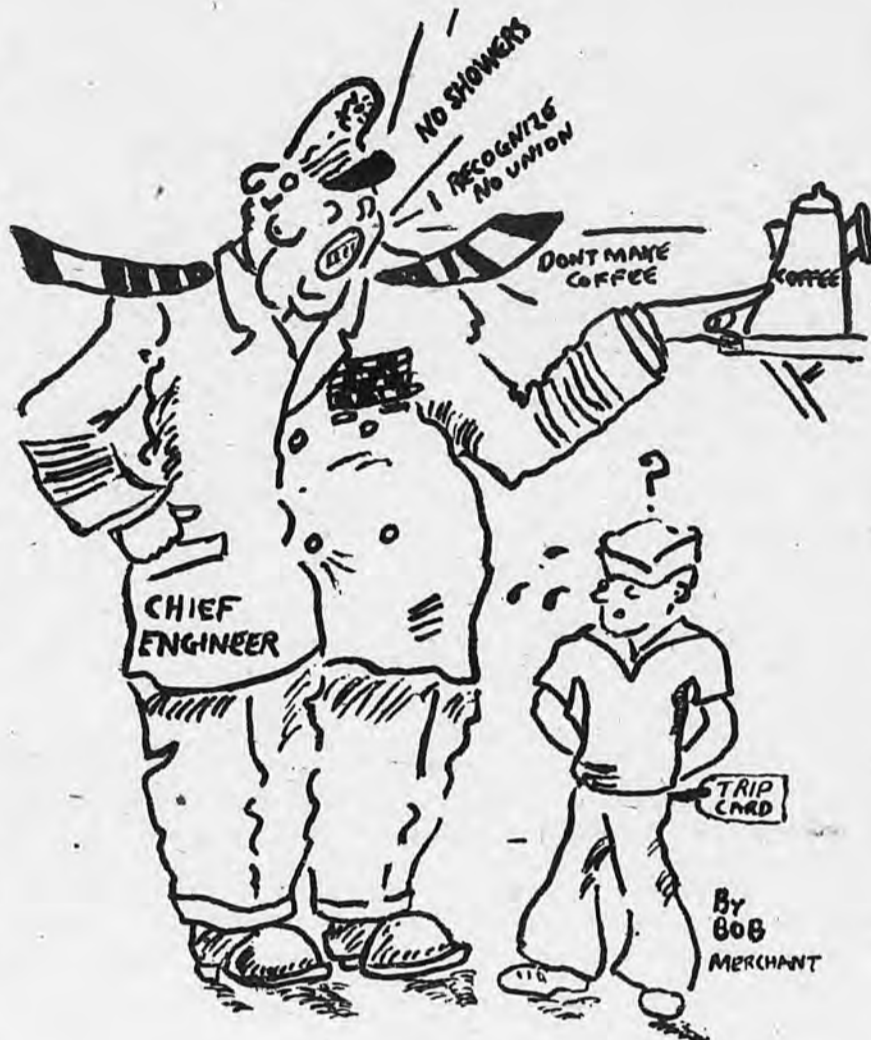
December 14

Robert J. Morgan was elected chairman and the meeting was called to order at 6:30 p. m. Niel Nielson was the secretary.

After Bosun Manuel Loubriel called the meeting's attention to the Captain's practice of interfering with the crew's deck and overtime work and forcing him, the Bosun, to paint alleyways etc., a motion by Lockwood, seconded by Ruiz, demanded that the Skipper confine himself to his own duties and not try to be Master and Mate all in one. The motion was adopted unanimously.

Pedro Nathan then seconded a motion made by Nielson that the ship be supplied with cots, lava soap and a percolator.

Marcelino Santiago moved that the "entire unlicensed personnel refuse to re-sign articles unless the Chief Engineer, John O'Neill, is forced not to make another trip aboard this ship." The motion was seconded by Jacinto Figueroa and discussion disclosed that the Chief had "had a run in with just about every" lower rating aboard.



By BOB MERCHANT

The motion was unanimously adopted.

A motion to adjourn was made by Lockwood and seconded by John W. Lincoln. Delegates were Teodoro Ruiz (deck), W. C. Sanders (engine) and William H. Beckwith (stewards).

When the Coastal Mariner hit San Juan, they report, all beefs were squared away except the percolator question. The Chief Engineer, on being questioned by the Patrolman, admitted making the derogatory remarks about the Union but said he used the expressions during a fit of anger. He apologized for his actions.

The reports from this ship do

not indicate the final result of their beef against the Chief Engineer.

In regard to the stewards department undermanning, the SIU San Juan Agent told the crew that, inasmuch as they had got their figures from the Station Bill, that such figures did not apply because manning was subject to agreement between the Union and the company. However, he informed them, the Seafarers International Union has taken the position that this type vessel is definitely undermanned in the stewards department and that the Union was pressing the matter.

SS Thomas Lyons

Nov. 30 — T. C. Short, Chairman, Joseph Renka, Recording Secretary. Delegates reports were accepted as read. A former NMU man was sailing as dishwasher and was called on to speak. He compared the SIU ship conditions with those of the NMU. SIU conditions are better all around than those of the NMU according to this man. Delegates for the trip were, V. Suhling, C. R. McClure, and Joseph Renka.

ing conditions aboard the ship, poor installation of heat, light and sanitation, etc., and also the matter of the slop chest.

Delegates for the stewards and deck gang were Aubrey R. Hubbard and Anthony A. Fasz-cryk respectively. Hubbard was recording secretary. The chairman's name is unreported in the minutes.

Marina Meeting Discusses United Seamen's Service

Angry crewmembers at the meeting of the SS Marina on November 20 demanded to know why the LeHavre branch of the United Seamen's Service was selling clothes intended only for shipwreck survivors. It was decided to call the matter to the attention of the SIU when the ship returned to the U.S.

The meeting, which was called to order at 2:45 and lasted until 4, also took up the question of mail delays. Speakers pointed out that the ship was only receiving mail once every three months and the members discussed means of alleviating this condition.

Under Good and Welfare the men took up the problem of liv-

Josiah Parker Men Want Up-To-Date Arrangements

Stating that the sections of the agreements dealing with breaking and maintaining sea watches in port "has been sorely abused throughout the war" members of the Josiah Parker crew, at their October 20 ship-board meeting, urged SIU headquarters to publish new agreement books, "with all new amendments made since the last issue." They asked that the section be made as clear and definite as possible "so that it cannot be misinterpreted by those who try to use it against us."

"We would like this brought up at the next regular meeting in New York" the minutes of the meeting state.

Another matter taken up at the meeting called for all disputed time to be compiled by the department delegates and turned over to the boarding Patrolmen "as soon as the ship docks," so that it may be discussed with them and no last minute rush occurs which would delay the payoff.

Other action at the meeting concerned shipboard conditions and the meeting adjourned after a thorough discussion of the Seafarers Log and the SIU's future actions in regard to working conditions and wages.

Delegates were Briant (deck), Molegus (engine) and McManus (stewards). Briant chaired the meeting and Brother Yarborough was the recording-secretary.

Cape Falcon Crew Want Skipper Removed

Calling upon the Waterman Steamship Company to remove the Captain from the MV Cape Falcon, members of the crew of this vessel, docking in the port of New York, told of a very disagreeable trip to San Juan, P.R., during the course of which several members of the stewards department and the black gang were logged.

The demand followed a ship's meeting during which each member of the crew spoke his piece on the subject.

Also brought to light at the meeting was the fact that at no time did the Captain post on the gangway the sailing time of the vessel. Due to not having posted this notice the crew of this vessel is of the opinion that the crew member left behind in Ponce, P.R., should have his transportation and subsistence paid back to signing on port.

"With such flagrant miscarriage of justice toward crew members it is without a doubt that the company will remove this man, as he is definitely a detriment both to the company and to their crew members." Delegates for the trip were T. Lazenby, R. Schwartz, and A. Huffstadt.

Madaket Water Shortage Due To Negligence

Negligence in obtaining a proper water supply before leaving Calcutta on September 11 was the cause of rationing of fresh water aboard the SS Madaket after the 14th of that month, according to the ship's minutes just received here.

Co-chaired by Brothers Simpler and Severns, the meeting also took up the matter of extra service and attention being given to passengers at the crew's expense. The shortage of fans and inadequate ventilation in the crew's quarters was discussed and members called attention to the fact that some licensed personnel had "from two to four fans in their port holes in addition to regular foc'sle fans."

Adopted unanimously was a motion to bring to the SIU's attention that a few days out of New York one shower in each department was shut off in or-



der to conserve water, leaving only three showers for 33 men. Meanwhile none of the licensed personnel's showers were shut off.

Removal of the steam line for boiling clothes was taken up with the Chief Engineer, who was asked about replacing it. He is reported to have answered "The Captain and I have decided not to replace it." This ended the matter apparently as far as the Chief was concerned but the Union was asked to press the beef further.

Excessive charges for slop chest supplies, inadequate medical supplies, insufficient china-ware and the alleged practice of requisitioning merchant ship supplies when in foreign ports were referred to the Union for investigation and action.

The meeting adjourned at 8:45. Secretary was Morris Sattigast.

Over There

Harry—What was the weather like where you were in London?
Jerry—It was so foggy I couldn't see!

DIGEST OF MINUTES FROM VARIOUS SIU SHIP MEETINGS

SS Robin Locksley

Nov. 10 — Chairman, **J. McCann**, Secretary, **Thomas Walsh, Jr.** No improvement noticed in cooking since last meeting. Change of cooks recommended. Delegates for the trip were, **T. Walsh**, Engine, **M. G. Martin**, Steward.

§ § §

SS Henry M. Rice

Nov. 24 — Chairman, **William Lawton**, Secretary, **Maurice McLaughlin**. Under new business it was moved that a radio and more fans be placed in the mess room. In good and welfare suggestions were made as to obtaining overtime sheets before sailing.

§ § §

SS Park Victory

Nov. 25 — Chairman, **Bush**, Secretary, **Robinson**. Requested that wipers quarters be moved mid-ships from back aft. Moved that a written agreement be drawn up for the clarification of cattlemen's duties.

§ § §

SS Clifford Ashby

Nov. 18 — Chairman, **Flanagan**, Secretary, **Taber**. The delegates reported everything in good order with the exception of an overtime beef in the Engine department. Delegates for the trip were; **Ruess**, (Deck) **Pevvy** (Engine), **Labacki** (Steward).

§ § §

SS Warrior

Dec. 2 — Chairman **Louis Alaimo**, secretary **T. Pelkington**. Delegates' reports accepted. New business discussed many beefs such as, using paint spray gun, working inside boilers, etc. Under good and welfare insufficient slop chest supplies were discussed and that no price lists were posted in messroom.

§ § §

SS Cape Comfort

Nov. 29 — Chairman, **Weber**, secretary, **Parker**. It was agreed to report to the Chief Engineer about fan missing from gun crew mess. It was decided that dishes and silverware would be locked up daily as crockery and tools were disappearing. Also the crew was to refrain from giving night lunch to stevedores. Delegates were **Robert Weber**, **Nelson** and **Carkeet**.

§ § §

SS Buntling Hitch

Nov. 3 — Chairman, **L. Gallagher**, secretary **J. W. Schmid**. Many beefs taken up. Delegates were **L. F. Anders** (stewards), **P. A. Taurvsi** (engine) and **William Bobalek** (deck).

§ § §

SS Buntling Hitch

(Second Meeting)

Nov. 25 — Chairman, **L. Gallagher**, Secretary, **J. W. Schmid**. Many minor beefs were brought up and taken care of with the exception of the one of the steel deck in front of the galley range. Delegates were; **P. A. Tauvai**, **L. F. Anders**, **William Bobalek**.

§ § §

SS Fluorspar

Dec. 9 — Chairman, **John D. McLemore**, **David Bell**, secre-

tary. Delegates reports accepted. One man was reported in bad standing. Vote of thanks to stewards department for perfect Thanksgiving dinner. Discussion of repairs and improvements and meeting adjourned.

§ § §

SS William S. Young

NOV. 18 — Meeting called to order by the delegates. **Dargan Coker** elected chairman and **Charles O. Faircloth**, rec-secretary.

Motions adopted were; that the ship be fumigated, to replace mattresses and repair lockers, additional pipe for drain in deck department showers, that the required amount of linen be provided each week, plus full size pillows for each bunk.

Under Good and Welfare the crew discussed crockery shortages, hot plate which had found its way into the officers mess hall.

A heated discussion followed on the question of the best way to write up overtime in order to ease the problems of the boarding Patrolmen.

Cleanliness of quarters was also discussed widely and the meeting adjourned after a 45 minute session. The only delegate reported is **Faircloth** who represented the deck crew.

Stewards Dept. Meeting

Nov. 19 — It seems that the stewards department aboard the SS William S. Young held a separate meeting with **Coker** holding the dual posts of chairman and rec-secretary.

Motions were adopted that demanded "an assortment of interesting games," improvements in slop chest supplies, additional laundry equipment, improved food quality, repairs to foc'sles and replacement of mattresses and pillows.

Because of incompetence, one member of the dept. (name withheld here) it was recommended, should not be allowed to ship again in the stewards department.

The stewards delegate was **C. A. Newman**.

§ § §

SS Joseph N. Nicollet

Nov. 18 — Chairman **Wayne K. Hatfield**, secretary **Henry Koenig**. Business of the meeting included keeping passengers out of crew's quarters, repair list to be made out by delegates and general cleanliness of the ship.

§ § §

IRVIN S. COBB, November 3—Chairman, **Alton Curry**, Secretary, **William Samore**. Motion was made and carried that a fan be installed in the laundry room. In good and welfare the steward agreed to put out cocoa for the crew and to inspect the messman's work. Also to make a change in the kind of salads being used.

§ § §

WILLIAM PATTERSON, November 18—Chairman, **James Fisher**, Secretary, **Glen MacDonald**. Letter concerning charges against **A. Thomas**, was read. One member stated stew-

ards ration of three pounds of coffee per night was enough. No one agreed with him. A good discussion was had under good and welfare.

§ § §

ALCOA PIONEER, December 9—Chairman, **William Merriman**, Secretary, **Jim Case**. The purpose of the meeting was to secure repairs for the next crew coming on. **E. Mayo**, suggested that P.O. head be opened for the convenience of the crew. **Blacky Mason** moved that the stewards delegate obtain information as to the duties of the stewards department. **L. Brown**, Bosun, moved that the Agent be requested to contact ship previous to pay-off. Delegates for the trip were **William Merriman**, **E. Mayo**, **B. M. Talbetsen**.

§ § §

ROBIN LOCKSLEY, December 11 — Chairman, **William Spencer**, Secretary **Eugene Weingarten**. Several complaints were made in regards to keeping the ship workers out of crew's quarters. Among items listed for repair were: the starboard scupper in main deck passageway, two main deck scuttlebutts. Nineteen book men and seven trip card men are reported aboard by the delegates, **John Van Pamel**, **Thomas Gilham**, **Eugene Weingarten**.

§ § §

ALCOA SCOUT, November 26—Meeting called to order by **Richard Hauenstein**, Chairman, **William Newbury**, Secretary, **Lester Coveri**. Ship's delegates reported that as yet nothing had been done on the beefs. Suggestion was made that a copy of the beefs be made for the Patrolman, the Captain and the new crew. Meeting adjourned with all crew members present except those on watch.

§ § §

JOHN MERRICK, AT SEA—Chairman, **C. Lee**, Secretary, **D. Carroll**. Delegates reports and the minutes of last meeting read and accepted. In new business it was moved to get an electric iron and toaster for the crew.

QUITS CHINA



Maj. Gen. Patrick Hurley resigned as ambassador to China, charging his policy of supporting **Chiang Kai-shek's** nationalist government was undermined by State Dept. minor officials. He is replaced by **Gen. George C. Marshall**.

"JOHNNY THOMAS" FERDENSKY



SIU member Ferdensky aboard the Kentuckian. The story of "Johnny Thomas" appeared in the last issue of the Log, and although young in years, he's had plenty of experience under the Seafarer's banner.

CUT AND RUN

By HANK

With the Henry Ward Beecher in tow, orders are out aboard the Cecil Bean forbidding anyone from throwing any cooked foods overboard under penalty of being put in irons. **Frenchy Michelet** is aboard the Bean and rumor has it that the Beecher lost her propellor when it chewed into some of Frenchy's bread which **Charlie Simmons** had cast overboard on the outbound trip. S'help us.

§ § §

William Taylor, 1st Engineer and long-time SIU brother, paid off the Isthmian ship **George Bibb** last month. Hope he drops in to see the boys at the New York hall.

§ § §

Frank Radzvila, the smiling Chief Cook, hasn't shown his galley-tanned face in N.Y. for some time. Where are you Frank?

§ § §

Aboard the DeAires, Fireman **Thomas Bernsee** used to lead us in those sad songs of yesterday. "Schrozz" **McCormick**, the Cook, would assist **Bernsee** and the rest of us.

§ § §

From a reliable shipmate we get information about a Bosun aboard the **James Swan** who likes to imagine himself the Mate and works the crew bell to bell. Our informant tells us that anyone who objects is promptly invited out on deck for a showdown. You'll get the wrong kind of promotion that way, brother.

§ § §

Grabbing a cup of java the other p.m. we notice a white collar worker pick up a copy of the Log from the stool alongside of him. Obviously thinking it to be the "free press" he started reading. He put it down

quickly then, with a sly look to see nobody was watching, picked it up and started reading some more. As we passed by we heard him mutter "well I'll be damned."

§ § §

Oiler **Johnny Wascheck** and **AB Estes Staib** are aboard the **George Bibb**, helping to organize the Isthmian men. However, we're sorry to hear that 2nd Cook **Johnny Byrnes** left the ship since the stewards department needs SIU men.

§ § §

We ran into this the other pm. Scene: 3rd Deck at N.Y. hall. Chief Dispatcher **Paul Gonsorckick**, interviewing a trip card applicant. "Did you ever belong to a union before?" Applicant: "Yes, for two years."

Paul: "Where's your book?"

Applicant: "I never had one."

Paul: "Two years in a union and no book, what kind of an outfit was that?"

Applicant: "Western Union."



§ § §

Missing from the New York hall these days is the "aroma" of the unmentionable brand of cigars dignified, but corpulent, **Baker Oscar Grimm** smokes habitually.

1946 Will See Victory For SIU

By LOUIS GOFFIN

Brrrrr, the big snowfall we had here in New York set us pining for the sunny South where the only snow you see is in the movies—and ice is something that goes into a highball. But as in the past, we'll have to take it and carry on like the mailman.

"Neither snow nor rain nor heat nor gloom of night will stop the piecards from covering the ships no matter where they lay."

Looking ahead into the coming year we would venture to guess that nothing but the best is in view for the SIU. The tremendous strides our Union has made in the past couple of years will probably be outmatched in 1946, especially in view of the increased union consciousness among the newer members.

NO. 1 JOB

With the war behind us, we can expect many more out and out battles with the anti-union forces in government and among the operators, but after weathering the storm of war, meeting them and defeating their anti-union efforts should be a push over.

Number one on the agenda for the new year for all Seafarers should be the bringing of Isthmian under the SIU banner. With the assistance of all hands this campaign, despite the many obstructions, will end in an overwhelming SIU victory; and when next Christmas rolls around, members of the SIU will be shipping on Isthmian scows under SIU contract.

To make this victory certain,

Attention Seafarers

Word has come to this office that the Seafarer Log is not to be found in some of the seamen's Clubs in foreign ports.

Whenever in a foreign port go to the seamen's Clubs and see if the Log is displayed. If you don't see it, ask for it. Find out why it is not put out, and leave some of your ship's copies of the Log there.

Notify the Seafarers Log of all Clubs where you do not find the SIU paper.

Now Is The Time To Plan For Lakes

By HEAVY WEATHER

DULUTH — Well, the Duluth Hall is a fine resting place. Almost empty and noiseless with only a few guys around. There aren't even enough brothers around to have a good game of cards, since I cleaned it out last week.

The Agent had to either clean house or hire a janitor to carry out the cans and bottles left while he was out on business.

Pleased to find so many young fellows around seeking information about the coast for the winter months. Looks like things have been taking a change for the better with us.

Now is the time to come to the

we must sail these Isthmian ships now, and assist every organizer to the greatest of our ability. This is one job we can't afford to let the other guy do. We've got to pitch in and do it ourselves, each and every one of us.

Another thing to look forward to in 1946 is the extinction of all the wartime established phony government agencies. We can anticipate them being just a bad memory of World War II.

In bowing out the old year and welcoming the new, let us raise our glasses to the only real fighting maritime union in the world, the Seafarers International Union of North America, and wish it success and prosperity, not only in 1946, but forever.

What A Difference Between These Two Ships

By ARTHUR THOMPSON

SAVANNAH—We had another payoff in Charleston last Monday—the Julius Olsen—and in true Bull Line style the ship started to pay off at four o'clock instead of in the morning as most ships do. The payoff was nearly held up on account of some overtime which was disputed. After the Skipper had it explained he agreed that it was good and okayed it. There was no company agent present, and if it hadn't been for a decent Skipper we may have had a beef on our hands.

The Skipper went so far as to straighten out one beef for us before we ever heard about it. There was a lot of overtime coming for security watches, and the Skipper had to contact every branch of the military before he could get a statement to the effect that security watches were necessary. All this was squared away before the payoff, however, and a few other items.

JUST A FAVOR

The Wipers put in for overtime for bringing coffee to the Second Assistant and this was also disputed. The old man held up the Second's pay until this was thrashed out, but it developed that the Second had not ordered coffee but had merely asked the Wipers to bring some down as a favor. It should be understood that the matter of bringing

aid of your Union, as we are engaged in an all-out effort to organize the Lakes. This can only be done by the help of every rank and file SIU member.

We want to see a contract on every ship that sails. A contract not like the one "No Coffee Time" Joe puts out. We work for the interest of the crew, the operators look after themselves, they always have. Now is the time to gather around when we have time to talk business and not running around looking for crews.

The weather is cold up here, but warm in the Hall at all times. Give me a call.



NO NEWS??

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

- BALTIMORE
- NORFOLK
- NEW ORLEANS
- MOBILE
- SAN JUAN
- TAMPA
- JACKSONVILLE

Fish Story—Fresh Out Of Philly

By BILL LUTH

PHILADELPHIA — Old Man Winter is really sneaking up on us here in the City of Brotherly love—were having a beautiful blizzard right now. No wonder we're having such a tough time crewing up these rust-buckets. All the boys are getting to be "Fair Weather" sailors and heading for the sunny south, I guess.

But we can't blame them much for ducking this Western Ocean in the winter time, it's pretty rough.

The shortage of men is really getting bad, boys; the only way we can furnish crews is to get men their seamen's papers and



issue trip cards to them. We have several ships hanging here for crews right now, so any of you salts who would like to spend Xmas on the bounding main come and see us.

Frenchie Michelet brought the Cecil Bean in the other day in his own inimitable way — all beefs squared away and all books and trip cards picked up and ready for the Patrolman. I see that he is going back to piecarding in New York.

FISH STORY

Charlie Worski paid off the Antonin Dvorack in New Orleans the other day and came back to Phila. with a new fish story that I think should be passed on to the membership.

Charlie says they had a Chief Engineer who pitched a four day "wing-ding" at sea and decided to do a little fishing so he borrowed a hawser from the Bosun, Dick Cummings, and started looking for bait—and finally settled for a white Arrow shirt, size 14½.

When he got everything rigged up shipshape, the shirts made so much commotion in the water that he decided that someone should stand by for action. The hard part to believe is this—he paid the Wiper two hours a day overtime to keep his weather-eye on the rig.

I can see its going to be hard to sell you fellows a ship with the holidays coming up, so I'll wish you all a Merry Xmas and Happy New Year and will see you all next year when your ready to do a little steam-boating.

Notice!

To all seamen applying for original or duplicate Seamen's papers in New York City: Beginning December 17, 1945, all seamen's papers will be issued at the Barge office located near the Ellis Island Ferry at South Ferry.

coffee to officers on watch is a matter of courtesy. It's been done for years and probably will continue to be a custom. If, however, the officer who asks for such a favor happens to be a whosis, you can always refuse him any favors. If he then orders you, you can put in for overtime, as he is ordering you to do something which is not your regular job.

There is also another angle to be considered here. If you refuse a favor, the officer in charge could make you work from bell to bell and give you exactly fifteen minutes for coffee time and no more. The Second Assistant in this case was very much disliked, and even the old man had to call him down and advise him to change his attitude toward the crew. The beef didn't amount to much, anyway, and it was all finally dropped—but I believe it's a wise thing to consider every angle if such an incident should come your way; and once you decide on a course stick to it all the way.

DIFFERENCE IN SHIPS

We had a ship here in Savannah which is quite a headache. It's another Bull Line ship, the Henry Lomb. The difference between these two ships is as night from day. The Olsen was spotless. The decks were clean enough to eat from and the quarters and messroom were freshly painted and clean. It was a typical SIU ship.

The Lomb is quite another story. We advised the crew to wait until we could get aboard before they signed foreign articles. We were in Charleston and couldn't possibly be on both ships on the same day. We didn't get back from Charleston until after 9:00 p. m. When we came aboard the Lomb the following day we discovered that the crew had all signed on anyway.

DOING HIS BEST

The ship is in a hell of a mess. Only a half dozen or so have books. The ship left New York short-handed and some of the crew came aboard on a pier head jump. The crew blames the Messmen for not doing their job as they should. We saw evidence to bear this out. But if the crew can't keep them in line no one else can. We certainly can't

put a Patrolman aboard to make the trip.

The Steward left the ship, supposedly for a couple days, but stayed off for nearly a week. There isn't enough food for a foreign voyage and we saw a dozen bags of dirty linen waiting to be sent to the laundry. We couldn't find out how much clean linen was aboard. The cook is doing the best he can under the circumstances, but without the cooperation of the rest of his department he is helpless. The old man is never aboard and the officers who can be found are complaining that the Utility Messmen are not cleaning these rooms as they should.

The old man refuses to let replacements come aboard to look the ship over unless they sign on first. Consequently jobs are go-



ing begging; most of those who signed on are sorry they did so and would like to get off. If they had listened to our advice and waited we could have straightened the ship out. As it is we're doing the best we can.

We have nothing in view for the immediate future but we hope things will come our way again after the holidays. By the time this gets to press we'll probably be starting a new year and we certainly hope for a busy one. If the WSA and the CG will leave hands off we'll have good shipping. Savannah is the home port of the South Atlantic and the Savannah Line.





Tankers Were Lifeline Of Navy

Now that the war has been over long enough to cool things off, we are able to evaluate the numerous piecemeal items concerning tankers and other merchant supply ships which provided the navy's lifeline during the war. The real story behind the courage and patriotism of the men who sailed the merchant supply ships is slowly being revealed.

to operate the fleet during the past war with supply lines stretched as far as 14,000 miles from bases.

A continuous battle of almost three months duration was fought at Okinawa with crews, ships, and guns unchanged. How was this possible?

NEW SERVICE FORCE

What was once known as the Fleet Train has been changed to the Service Force, and is made up of many specialized ships outfitted to carry fresh food, equipment, ammunition, fuel, and stores of all kinds, and also equipped to pass these materials at sea while on the run. Many hundreds of these supply and repair vessels were, and still are, an important part of the fleet. Tankers were, of course, the main

source of supplying the fleet units at sea.

The many types of tankers in use were classed as noncombatant ships, even though they spent most of their time in active combat areas. In the earlier days of the war, one lone tanker went along with several combat vessels on a mission, and only returned for another cargo when its load had been emptied after refueling operations at sea. Later, a group of tankers went along with every task force, or was assigned to one, and given meeting locations near the fighting areas.

HARDSHIPS INVOLVED

Tanker crews sometimes went for months on end without stepping ashore, returning when empty to their bases and refilling within a day or two; then shipping out immediately to keep another rendezvous with some thirsty task force. The meeting place may be compared to a floating base in close proximity to the fleet units which it serves. Many different types of vessels, ranging from destroyers up to huge battleships and carriers, refuel in all kinds of weather.

The refueling operation was done at night when necessary, but usually occurred through the day.



One tanker often refueled a dozen or more ships in a day, and often fueled two at the same time. The entire refueling operation was carried on while the two or three ships involved are under way, and requires the passing of several lines to carry the different types of fuel as well as mail and supplies of all kinds.

Numerous dangers were involved while refueling on the run, such as the sudden parting of lines while pumping fuel in a rolling sea, and the resultant necessity for the tanker to get out of the way of some huge battleship bearing down on her. There was always the danger of some enemy combat force or bombers interrupting, and many merchant seamen lost their lives while performing their duty under fire.

GAVE FLEET MOBILITY

During the Okinawa campaign, the movement of tankers was controlled from Pearl Harbor, and they were directed to forward points which were running short of fuel supplies. When returning in ballast, the tankers were often ordered into Pearl Harbor to take on necessary loads needed up front.

The amazing striking force of the U. S. battle fleets during the closing days of the Pacific campaign was mainly due to the entire system of floating bases of which the merchant tankers were an integral part. No finer tribute could be expressed than a small sign in an area petroleum office at Pearl Harbor which reads: "Thank the tankers."

During the First World War, American destroyers were barely able to cross the Atlantic on one load of fuel. Now, with high-pressure and high-temperature steam turbines operated with oil, they are able not only to cross the Atlantic, but return without refueling. This is in part due to farsighted direction of U. S. naval affairs in the past two of three decades, wherein it was possible

Cruise Of The Cape St. George

Of all the trips that I have made
There's one of which I boast.
And that's the time we cruised the world;
We made most every coast.

Our first trip stop as I remember
Was way down in the tropics.
A place they called ole Panama.
Of which there's many topics.

We sailed again for distant climes
And passed the South Sea Islands,
A stopping place, but not for us:
Just one of those goodbye lands.

Then we met the angry seas
Of the great blue South Pacific;
For days and days we ploughed thru these,
The fight was just terrific.

At last the haze of Southern skies
Shone bright like any dahlia,
And then we came upon the land
Our first glimpse of Australia.

It was after this I must agree
That our trip was more exciting,
For dodging subs and stuff like that;
Made us guys feel like fighting.

Now I turn to ports of yore.
When sailships made their way;
Across the oceans and to the East,
Far places like Bombay.

We stayed here for a longer time
Than any place we'd been.
And to this day I'm grateful for:
The time we spent within.

I'm sure our cruise up to this time
Seems like a picture story,
But when we sailed into the Gulf:
Most ports waved our Old Glory.

Arabia, Iran, Iraq
Were places stifling hot,
And after being there some time;
We thought that we would rot.

I'm glad to state we sailed again
This time to Durban Town,
We reached this port with much ado,
Cause all the girls came round.

After spending several days ashore
We sailed for Montevideo,
And when we reached S. A. my friend;
Senoritas showed us the way-o

We sighted New York Harbor
And our ole girl was there,
Lighting the way for all her friends;
For peace and tender care.

I hope you like this story
Cause it is straight and true,
Perhaps I'll make another trip;
Til then I say adieu.

- SS JOHN STEVENS**
(Paid off in New York)
Warren Wyman, \$1. Total—\$1.
- SS MADAWASKA VICTORY**
(Paid off in New York)
James E. Rose, \$1.00; A. Godzik, \$2.00; D. R. Tenk, \$2.00; Joseph Corbo, \$2.00; R. F. Lowden, \$2.00; J. J. Wasyl, \$2.00; W. Sift, \$2.00; R. E. Tenney, \$1.00; C. Wayne, \$2.00; J. Luksewick, \$2.00; A. Marel, \$2.00. Total—\$20.00.
- SS LOUIS JOLIET**
(Paid off in New York)
A. L. Crockett, \$2.00; J. King, \$1.00; G. Boden, \$1.00; W. W. Trent, \$4.00; E. J. Karczewski, \$1.00; M. Lessang, \$2.00; J. E. Sherwood, \$2.00; Chester Crone, \$1.00; A. Talbott, \$1.00; W. W. Matthew, \$4.00; G. W. Tasker, \$2.00; A. Srebrske, \$2.00; F. Thorpe, \$2.00. Total—\$25.00.
- SS GEORGE WASHINGTON**
(Paid off in New York)
J. M. Lundy, \$2.00; J. R. Pagan, \$2.00; E. Lewis, \$2.00; J. B. Brown, \$2.00; C. Campbell, \$2.00; H. Bergen, \$2.00; H. E. Renesz, \$3.00; B. N. Martin, \$2.00. Total—\$17.00.
- SS JAMES CALDWELL**
(Paid off in New York)
P. E. Sorensen, \$2.00; J. A. Pearl, \$6.00; Robert J. Gordon, \$2.00; C. W. Goodspeed, \$2.00; F. Logan, \$2.00; M. Paraschiv, \$2.00; O. W. Moore, \$2.00; T. Forcucci, \$2.00; M. C. Jenkins, \$2.00. Total—\$22.00.
- SS CAPE COMFORT**
(Paid off in New York)
R. N. James, \$2.00; M. T. Tryon, \$2.00; K. W. Robond, \$2.00; G. Gabling, \$2.00. Total—\$8.00.
- SS EDWARD L. LOGAN**
(Paid off in New York)
J. E. Filippowski, \$3.00; T. Pietrzak, \$2.00; V. Grammetres, \$10.00. Total—\$15.00.
- SS J. A. QUITMAN**
(Paid off in Boston)
P. R. Stacoffe, \$2.00.
- DONATIONS FROM THE NORFOLK HALL**
T. McRamy, \$1.00; W. D. Gunnell, Jr., \$2.00; Harry Smith, \$2.00; Charles H. Perritt, \$3.00; Henry C. McKinney, \$1.00; Teddy M. Histt, \$1.00; C. E. Whidden, \$2.00; W. F. Sumner, \$2.00; Julian Royston, \$1.00; C. A. Poland, \$2.00; H. C. Gordon, \$2.00; Homer Whitley, \$2.00; Tom L. Doyle, \$2.00; D. A. Ware, \$2.00; W. P. Smith, \$5.00; Eddie Jones, \$2.00. Total—\$32.00.
- SS BLUE ISLAND VICTORY**
(Paid off in Boston)
John J. Deeney, \$1.00; Mrs. C. Sangille, \$1.00; William P. McAlpine, \$1.00; Michael V. Geagan, \$1.00; Francis Daggett, \$1.00; Emil Burke, \$1.00; V. Billiot, \$1.00; Paul Kent, \$1.00. Total—\$8.00.
- SS SAMUEL GRIFFIN**
(Paid off in New York)
D. A. Ortiz, \$1.00; D. M. Ravosa, \$2.00; J. F. McSleer, Jr., \$2.00; A. H. Carpenter, \$2.00; C. Mayhugh, \$2.00; C. O. Miller, Jr., \$4.00; D. H. Wood, \$2.00; R. Robinson, \$2.00; C. B. Jordan, \$2.00; C. P. Jackson, \$2.00; R. Grady, \$2.00; D. S. Tuttle, \$2.00; M. Trocka, \$2.00; L. M. Cutlaw, \$4.00; J. R. Webb, \$3.00; M. Kittell,

- \$2.00; H. N. Goldman, \$1.00; D. Crabtree, \$2.00; T. R. Glenn, \$1.00; Ivan Lovic, \$18.75. Total—\$58.75.
- SS WOLF CREEK**
(Paid off in New York)
Chester Mason, \$1.00; J. J. Kundrat, \$1.00. Total—\$2.00.
- SS NOONDAY**
(Paid off in New York)
C. Willes, \$1.00; J. Garcia, \$1.00; Francisco Bhaj, \$2.00; E. Palmer, \$1.00; Pat Driscoll, \$1.00; L. Kogma, \$2.00; A. A. Barstow, \$1.00; H. E. Sohl, \$1.00; R. J. Boutin, \$2.00; W. B. Andrews, \$2.00; L. J. Miller, \$1.00; R. E. Rock, \$1.00; W. Grabfer, \$2.00; Wm. J. Schubert, \$3.00; P. J. Ortez, \$2.00; R. L. Kelly, \$3.00. Total—\$26.00.
- SS JAMES JACKSON**
(Paid off in Baltimore)
Earl C. Doty, \$1.00; John J. Artkur, \$1.00; Jack Jamer, \$1.00; Chester Jowers, \$1.00; G. R. Marsh, 50c; L. N. Cirignan, \$1.00; P. Squicciarini, 50c; B. Lipshitz, \$1.00; W. A. Morse, \$1.00; B. Smith, \$1.00; C. Hitchens, \$1.00; M. Nolan, \$1.00; V. Benedetto, \$2.00; A. Lopez, \$2.00; W. Tagliaferri, \$1.00; J. Black, \$1.00; G. Fowler, \$1.00; E. Owens, \$1.00; L. Schuman, \$1.00; G. Hanley, \$1.00; A. Lesinski, \$1.00; J. Probst, \$1.00; A. Brindley, \$1.00; R. Ceffaretti, \$1.00; H. Gilman, \$1.00; B. Wiener, \$1.00; W. C. Chapline, \$1.00. Total—\$28.00.
- INDIVIDUAL CONTRIBUTIONS AT BALTIMORE**
Chester Jantreau, \$10.00; Wm. R. Ballard, \$10.00; Michael Brel-li, \$10.00; John Davis, \$20.00; Theodore Vlinski, \$10.00; M. J. Vanderbider, \$2.00; Sam J. Towson, \$2.00; Robert Brewer, \$2.00; Desmond Dement, \$2.00; Frank V. Burrus, \$2.00; Granville Rut-ton, \$1.00; W. H. Donaldson, \$1.00; W. H. Daniel, \$2.00; J. G. Flint, \$5.00; L. B. English, \$1.00; Roland Town, \$1.00; E. J. Hubbard, \$1.00; D. Jones, \$1.00; W. F. Waldoop, \$1.00; V. C. Lucke, \$1.00; B. Was-din, \$5.00; B. Wheat, \$3.00; D. Barger, \$3.00; C. Francis, \$3.00; G. Pugh, \$2.00; R. W. Hodges, \$2.00; J. Baines, \$2.00; Lex Fan-joy, \$2.00; E. D. Norman, \$2.00; C. B. Pickle, \$2.00; H. Blount, \$2.00; Thomas J. Viciers, \$2.00. Total—\$115.00.
- LOG DONATIONS TURNED INTO NEW YORK BRANCH**
H. Koeller, \$1.00; E. Escaldi, \$1.00; J. Smith, \$1.00; E. Johnson, \$1.00; G. Bogorae, \$1.00; F. Christmann, \$1.00; E. Bibbee, \$1.00; W. Bechtle, \$1.00; C. Stam-gerberg, \$1.00; W. Lindstrom, \$1.00; R. Carmichael, \$1.00; E. Hayes, \$2.00; A. Fills, \$3.00; R. Baker, \$2.00. Total—\$18.00.
- H. Gaudnean, \$1.00; J. Waugh, \$1.00; K. Bozarth, \$1.00; R. Peas-lee, \$1.00; E. Desher, \$1.00; S. Raywood, \$1.00; V. Puerano, \$1.00; A. Leany, \$1.00; A. Shley, \$1.00. Total—\$9.00.
- S. Twarok, \$1.00; D. Stoddard, \$1.00; D. Opatz, \$1.00; H. Dickey, \$1.00; A. Tarquinio, \$1.00; I. Shu-man, \$1.00; R. Young, \$1.00; R. Ranney, \$1.00; H. Beishline, \$3.00; A. Jensen, \$5.00. Total—\$16.00.
- TOTAL—\$422.75.**

THE WEEK'S NEWS IN REVIEW



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

NEWS REVIEW OF 1945

JANUARY—Top Army, Navy officials praise labor for war production record . . . Anti-labor Ball-Burton-Hatch bill denounced by unions . . . President Roosevelt's manpower draft request condemned by all labor . . . Army operates 16 Montgomery Ward properties . . . AFL and CIO carry fight against wage freeze to White House . . . Cutbacks begin to hit war plants . . . All national union conventions for 1945 ruled out . . . Union-busting Christian-Americans spread anti-labor law efforts throughout south.

FEBRUARY — Union opposed slave labor bill passes House 246 to 165 . . . Slave labor bill junked in Senate . . . Labor members denounce WLB report by public members asking retention of wage freeze . . . AFL asks 75c hourly wage minimum . . . CIO and AFL unions oppose peacetime draft.

MARCH — UAW-CIO votes 178,231 to 98,186 to retain wartime no-strike pledge . . . John L. Lewis demands 10c-a-ton royalty on each ton of coal mined and 238,418 soft coal miners vote 8 to 1 to authorize strike . . . Supreme Court finally outlaws sweatshops . . . Labor shocks Congress with OPA figures showing wartime profits up to 5404% of pre-war. Brass hats scheme for passage of new work-or-jail legislation . . . Labor testifies for strengthening of price controls . . . FDR names special committee to study guaranteed annual wage . . . Labor condemns cutbacks coming without adequate warning . . . Union-busting super seniority ideas in midwest plants fought by unions.

APRIL — Labor and the nation mourn President Roosevelt's death . . . Shipyards and auto plants bear brunt of increasing cutbacks . . . Pa. anthracite miners vote 6 to 1 for strike . . . American Legion employment conference emphasizes breach between labor and Legion . . . Unions fight processor's use of meat shortage as excuse to boost prices and profits.

MAY — V-E Day celebrated as labor stays on the job . . . Truman blasts labor hopes for relaxation of wage freeze . . . U. S. seizes 363 strikebound anthracite mines bringing total to 599 . . . V-E Day found War Manpower Commissioner McNutt demanding power to force transfer of workers from one job to another . . . Supreme Court upholds portal-to-portal pay . . . AFL announces no possibility of its joining newly formed World Federation of Trade Unions . . . Labor supports Wagner-Murray-Dingell bill for health insurance and expanded social security . . . Schwel-lenbach named Secy. of Labor.

JUNE—Truman asks Congress to take "emergency action" to hike unemployment compensation to \$25 a week . . . Organized labor will purchase more

OUT ON A LIMB



Labor Secretary Schwel-lenbach further alienated organized labor last week when he told the Senate Labor Committee that the nation was in "critical need" of Truman's fact-finding program which has been denounced as anti-union legislation by all sections of labor. (LPA)

than 50% of nation's 7th War Loan quota of \$4 billion . . . Food shortages still a mess as Rep. Clinton Anderson takes over as Agriculture Secretary . . . Truman, after conference with Green, Murray, refuses to junk wage freeze . . . Federal court approves federal seizure of Wards properties . . . Supreme Court rules against deportation of Harry Bridges, president of ILWU-CIO . . . Take-home pay drops sharply all over U. S. . . . NLRB celebrates 10th anniversary . . . WMC study reveals myth of high wartime wages.

JULY — British labor wins in landslide election . . . Congress passes new OPA bill after labor and consumers battle for strengthening price controls . . . Tax relief for corporations okayed by Senate but wage freeze remains . . . 30% wage hike now needed to meet increased living costs, unions say . . . Congress pulls sitdown strike against full employment and other labor-backed legislation . . . Cutbacks become sharper as government-built war plants become idle . . . Labor launches all-out fight against BBH bill.

AUGUST — V-J Day finds both AFL and CIO unions determined to press anew for wage hike . . . Laid-off workers storm USES offices for new jobs . . . WPB removes most war-time controls, giving industry blank check "to speed reconversion" . . . AFL advances postwar program calling for end of wage freeze, 65c minimum and increase in unemployment compensation . . . V-E cutbacks disemploy countless thousands, hitting armament plants worst.

SEPTEMBER — Labor Day messages from Truman and other

national leaders praise labor's "miracle" of war production . . . Living costs highest since 1921 with 18% rise in clothing prices in 12 months . . . First cutback figures show 2,000,000 laid off . . . AFL President Green declares "we can and must raise American standards of living by at least 50%" . . . Secret OPA study predicts 10,000,000 jobless in 1946 despite industry's highest profits . . . Govt. finds 200% rise in applications for jobless benefits . . . Nearly 5,000,000 workers found earning less than 40c an hour . . . Weakened full employment bill passes Senate . . . Coal strike starts over issue of organizing foremen . . . Economic Stabilization Director Davis fired by Truman after arguing for 50% rise in living standards . . . 60,000 AFL lumber workers strike . . . U. S. workers' living costs have jumped 31% since 1939 and food costs 50%, according to govt. figures.

OCTOBER — Govt. seizes 26 oil properties; 11 were strike-bound since Sept. 17 after companies' refusal of govt. offer to arbitrate 30% wage demand of CIO union . . . Two-thirds of all soft coal production halted as 200,000 miners strike . . . Congress passes 1946 tax bill favoring rich and hitting poor . . . UAW-CIO votes 6 to 1 for General Motors strike . . . White House economists find that industry as a whole could pay 24% wage increase and still make stupendous profits of \$6,300,000,000 after taxes in 1946.

NOVEMBER—Truman tells nation much of industry can afford "substantial" pay increases . . . Smith-Connally Act repeal move brings even worse union-smashing amendments . . . U. S. Steel twice-rejects govt. proposal to arbitrate . . . 235,000 UAW-CIO workers begin strike against General Motors . . . Labor-Management Conference splits on wage issue . . . Truman and labor lose fight against return of USES to states . . . Unions throw support behind Wagner-Ellender Bill for national housing program.

DECEMBER—Emasculated full employment bill passes House over labor objections . . . Labor Management Conference ends in failure after management proposes union-busting laws and refuses to discuss wage issue . . . Workers in steel industry vote 5 to 1 to strike for \$2 a day raise . . . All labor assails Truman for message to Congress asking for fact-finding boards and 30-day cooling off . . . New flood of anti-labor bills hit Congress, and House passes union-smashing Hobbs (anti-racketeering) bill . . . Administration admits living costs jumped 33% since Jan. 1941 . . . AFL and CIO testify against peacetime conscription 30-hour week demanded by conference of state labor commissioners.

(LPA)

SPORTS . . .

As 1945 comes to a close, it brings to a close with it the last of four years of sports under the shadow of the war specter. Surprisingly, the overall sports picture was not much affected by wartime restrictions, and for the most part fans and players alike disregarded those little occurrences which were war-necessitated.

With the panorama moving before our watchful eyes, we see the Detroit Tigers winning the World Series by taking 4 out of 7 from the Chicago Cubs in a Series which might be termed a "Comedy of Errors." It had everything; magnificent pitching and lousy pitching; good hitting and no hitting; grandstand plays and schoolboy errors; and will probably go down in the record books as one of the most peculiar World Series ever played.

GREENBERG NEWHOUSER STAR

Homer Hank Greenberg and Hurler Hal Newhouser were outstanding for Detroit, and even in defeat, Hank Borowy of the Cubs, Claude Passeau and Phil Cavaretta were stars. But enough of baseball; let's move on to other fields.

Cleveland's Rams copped the National Pro Football crown by whipping the Washington Redskins in a close game, 15-14. Ram rookie Waterfield gets the nod as outstanding rookie pro of the year.

Bo McMillin and Earl Blaik were the outstanding football coaches during '45, and both completed their season with unblemished records . . . Race track fans pushed over two billions of shekels through the betting windows to establish another first . . . The ancient game of golf witnessed a great year with Byron Nelson scoring an amazing string of victories . . . Army was the Football team of '45 as well

as last year, and looks like the team of the year in '46 as well.

WALKING THE PLANK

With Bowl season just around the corner, ye old sports ed walks the plank by predicting the outcome of the various Bowl games held on New Year's Day.

In the Rose Bowl game at Pasadena, we find Alabama pitted against Southern California. Although Southern Cal has improved by leaps and bounds in the past few weeks, we are forced to pick Alabama by one or two markers.

Sugar Bowl at New Orleans—St. Mary's of Cal. takes on Oklahoma A. and M. with two star backs fighting it out in Fenimore and Wedemeyer. Our favorite from here is Oklahoma by a one touchdown edge.

At El Paso's Sun Bowl, Denver and New Mexico tangle with Denver getting the nod from this prognosticator.

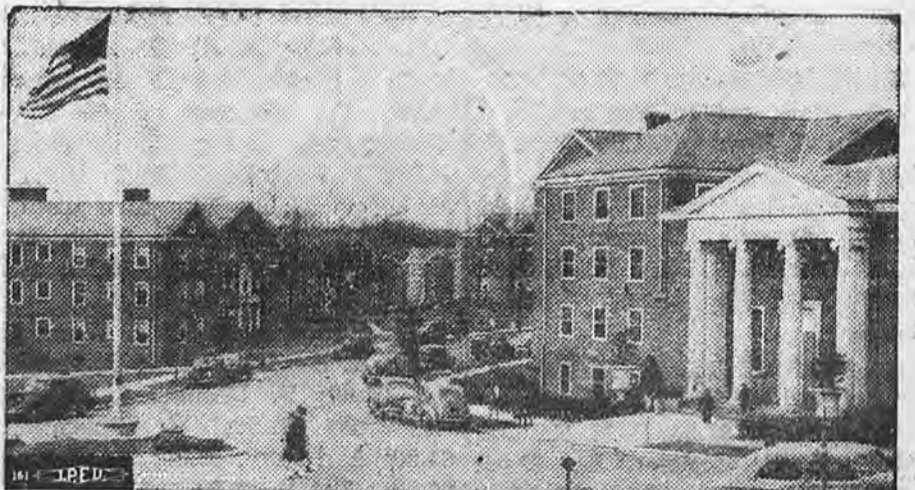
Miami's Orange Bowl finds Holy Cross and Miami U tangling in a real close one. Each team has lost only once this season, and we like the looks of Holy Cross—it's a tossup, really.

The Cotton Bowl at Dallas has Missouri and Texas fighting it out. Texas is a little too good for Missouri, and ye sport ed is forced to choose Texas by two counters at least.

At Houston in the Oil Bowl, Georgia and Tulsa tangle in a humdinger. Trippi of Georgia should star in this one, and although a lot of wise money is riding on Tulsa, we're going out on a limb to pick Georgia. This is our treat.

Last but not least is the Gator Bowl at Jacksonville with South Carolina and Wake Forest meeting to play off an earlier 13 to 13 tie game. We like South Carolina to win this one, and don't say we didn't tell you. "So long for '45."

VETS ORGANIZE CO-OPERATIVE



150 veterans of World War II, fed-up with the housing shortage have banded together to purchase the government-owned McClean Gardens in Washington, D. C. They will bid for the \$11,000,000 housing project with the idea of turning it into a cooperative to provide homes for veterans who are sick of hunting for a place to live in the capital. (LPA)



BULLETIN BOARD

SS THOMAS B. REED

Paul Drensho	\$ 4.00
John H. Diehl	3.25
John Smith	4.00
Nicholas Montes	7.19
Arthur Hayston	7.19
William Slattery	4.79
Joseph Bourgeois	7.19
Marcel Couture	3.20
Roy Burbar	7.19
J. Blais	4.00
Arthur K. Mack	12.96
Paul Viveros	12.39
Tom McMullen	9.59
Jack Bannacker	15.18
Glendon Reed	3.20
Clyde D. Higgins	9.59
Roy Liljadehl	9.59
Raymond Hines	9.59
Donald Webber	9.59
Charles Holland	3.35
James Dutsch	58.49
George Tibbetts	11.10
C. J. Collins	19.08
J. Udeljock	14.60
W. Worsley	4.92
J. Rehan	4.92
A. E. Hayston	4.92
K. A. Sargent	4.45
R. McCromley	16.29
Paul A. Santa	19.10
P. Agtuca	5.37
J. Albanese	6.71
L. W. Cornwell	4.03
W. B. Brown	2.01
J. H. Desmarsis	5.37
James Passeri	5.37
James T. Browne	5.37
Charles Demais	5.37
Paul Aras	5.37
Frank Doherty	5.37
G. Boyce	7.39
George Holliday	4.03
J. Albanese	5.37
Carl Robinson	5.37
William Taylor	2.01
Arthur Haypton	3.69
Charles Cartwright	2.01
John W. Lincoln	2.01
C. F. Bennie	2.01
Le Mar Nelson	14.85
Forrest Leeson	8.56
Hugo F. Strike	10.44
William F. Egan	1.34
Charles Jones	2.01
Lawrence Rowe	1.01
Chester Govoni	1.01
Wm. Sutherland	1.01
James Garrison	1.01
Eugene Richardson	1.01
John Sexton	1.01
Manuel Licarda	1.01
George Waurzynick	1.00
Ernesto Serantes	1.03
D. Grunnys	16.25
Louis Manzi	6.19
Joseph O'Connor	4.45
Charles F. Leslie Jr.	5.94
Joseph H. Smith	4.45
Rocco J. Barba	5.94
Jack E. Gill	5.94
Bronislou Zagorda	5.94
Placido Aldierrera	4.45
Earl Drazton	4.45
Ronald M. Maston	4.45
George Brown	2.25
Jack Rosenblatt	8.45
William Barker	3.37
Benjamin E. Herwick	6.73
Carl E. Hughes	14.71
John Knoblauch	1.27
Herbert Kennedy	4.63
James S. Milford	19.16
John Knoblauch	3.79
Albert Woodford	3.79
John Hoyt	3.79
Rahn J. Rathbun	1.50

**—Unclaimed Wages—
Calmar Steamship Company**

Porfisis Romero	10.66	David Miller	3.36
Allen Henderson	4.81	S. A. Zalewski	.67
SS EDWARD SPARROW			
J. Wagner	\$ 8.08	Norman Ward	5.37
P. Bufkis	4.60	Robert Green	2.69
J. Egan	6.00	William Sliva	.67
R. Reynolds	6.38	Donald Copeland	.67
R. Litelford	5.83	Lorenzo Brigida	2.69
H. Cuthbertson	4.30	Henry Johnson	2.69
W. Rutz	1.34	William Davis Jr.	2.69
G. Betholsen	6.38	Henry Smith Jr.	2.69
C. Crawford	2.82	Herbert Lewis	3.36
W. Lee	2.82	Henry Johnson	4.43
A. Maples	3.52	William Davis	3.82
E. Rood	1.06	Lorenzo Brigida	4.33
George McGee	4.03	Herbert Lewis	2.73
A. Fabrizio	4.03	William Davis	7.25
John Gibson	1.82	Herbert Lewis	3.84
Milton Doetch	1.18	Claude Scriggs	3.84
Edward Shymanski	4.03	Carlton Byrum	3.84
John J. Hammelbacher	98.75	David Gould	6.50
Jack E. Gervais	98.75	Theodore Irwin	6.50
Joseph Repianzi	98.75	Robert Mollingshead	6.50
Pierre Driessens	20.57	John Kapas	6.50
Joseph Griffin	6.43	Jurace Gayette	6.50
Norman Cramer	6.39	Walter Bauman	5.25
Omar Richard	13.10	James E. Bell	5.25
Neil Churchill	13.10	Ralph E. Berg	5.25
John Knapik	9.08	William A. Bristol	5.25
David McEwen	7.05	John W. Brodie	5.25
Guy Walter	1.34	Leonard Marcus	5.25
John O. Twyman	1.34	Wendall A. Spencer	5.25
Ellis Gaines	2.84	David K. Stevens	5.25
Joseph Repianzi	1.25	George C. Horning	4.87
Carlton Fulton	10.67	G. L. Newman	3.13
Jose V. Gonzales	1.90	Paul P. Souza	1.22
A. Calderon	43.79	Mario Francoise	1.22
J. T. Lisi	42.03	Arthur J. Reed	8.46
H. Schjeveland	64.21	Willie Graham	1.38
C. R. Fulton	44.34	Erwin Bradley	.74
J. R. Bryant	42.03	Erwin Bradley	7.42
John T. Lisi	5.94	Pete E. Bartnett	3.37
John Totty	6.00	Forest Edginton	18.30
Zelma H. Wright Jr.	5.94	Clarence H. Parrott	.84
Julius Horwat Jr.	5.94	Edward Bialon	3.37
Joe Roache	7.92	Nicholas Fiola	4.21
Melvin Chastain	7.92	Frank Misakaricz	.84
Edward Lovato	7.92	R. Cavanaugh	7.98
Hunter Davis	7.92	Henry Galant	15.58
Hunter Davis	2.69	SIU HALLS	
Edward Lovato	6.71	NEW YORK	51 Beaver St. HANover 2-2784
J. Knapik	1.39	BOSTON	330 Atlantic Ave. Liberty 4057
Francis Sapere	6.65	BALTIMORE	14 North Gay St. Calvert 4539
William F. Disharoon	2.58	PHILADELPHIA	6 North 6th St. Lombard 7651
George E. Lee	7.57	NORFOLK	127-129 Bank Street 4-1083
Albert T. O'Sol	6.73	NEW ORLEANS	339 Chartres St. Canal 3336
Philip M. Zanienski	10.94	SAVANNAH	220 East Bay St. 3-1728
George J. Tomasik	4.31	MOBILE	7 St. Michael St. 2-1754
Lloyd Short	2.52	SAN JUAN, P. R.	45 Ponce de Leon San Juan 1895
Andrew Matyas	8.66	GALVESTON	305 1/2 22nd St. 2-8043
Glade Wright	6.73	RICHMOND, Calif.	257 5th St.
George Woolford	20.54	SAN FRANCISCO	59 Clay St.
Philip J. O'Sol	4.21	SEATTLE	86 Seneca St.
Melvin O. Moore	12.93	PORTLAND	111 W. Burnside St.
SS ARTHUR DOBBS			
P. Syrax	\$ 16.80	WILMINGTON	440 Avalon Blvd.
H. Atkins	1.34	HONOLULU	16 Merchant St.
R. Aikens	1.76	BUFFALO	10 Exchange St.
Arthur Robinson	98.75	CHICAGO	24 W. Superior Ave.
Glen Pugh	98.75	CLEVELAND	1014 E. St. Clair St.
Theodore Lindwood	98.75	DETROIT	1038 Third St.
Burton Noel	3.02	DULUTH	531 W. Michigan St.
Raymond Daly	.67	VICTORIA, B. C.	602 Boughton St.
Robert Mitchell	.67	VANCOUVER	144 W. Hastings St.
Samuel Schmidt	3.36	TAMPA	842 Zack St. M-1323
Gerald Mitchell	2.01	JACKSONVILLE	920 Main St. 5-1231
Wilmot Spicer	.67		

Eastern SS Company

SS WALTER E. RANGER (Voyage No. 1)	
Harold J. Lynch	\$.46
Eustachy Bulik	.56
SS ELIPHALET NOTT (Voyage No. 1)	
John A. Duffy	\$ 31.37
SS ROBERT TREAT (Voyage No. 2)	
Joseph Benjamin	\$ 4.62
SS EUGENE E. O'DONNELL (Voyage No. 1)	
Joseph Ouellette	\$ 13.62
W. Smallwood	.67
Curtis R. Krenzer	1.34
Charles Chronister	1.34
William F. King	13.25
Bobby L. Messerall	10.88
John Germano	8.06
John W. Phillips	10.62
Max Siegel	4.03
John Germano	2.69
Bobby Messerall	9.08
J. Mullen	2.69
E. Barcomb	2.69
E. Ross	2.72
J. Ryan	.67
F. Wright	.67
C. D. Brown	.67
J. Robeson	1.34
A. Souza	1.34
L. Wolf	1.34
Eric Hill	3.17
Jesse J. Scott	2.62
Abel Lopes	9.12
Arthur Pena	.84
George C. Taylor	.84
John R. Weber	3.75
Nicholas F. Arbuiso	3.75

MONEY DUE

SS FLOYD GIBBONS Voyage No. 4	
W. M. O'Connor	\$5.16; Kenneth A. Leonard, \$3.41; Louis Salvator, \$1.39; Charles H. Jones, \$14.12; Hubert G. Britt, \$2.41; Walter J. Peterson, \$1.72; Abraham Marco, \$5.85; Gerald W. Bowman, \$9.63; Eldon C. Etchison, \$27.54; Melvin Stonewall, \$2.41; Mose H. LaCount, \$2.75; George Powell, \$4.18; Walter Nikonowicz, \$3.79 G. G. Smithers, \$4.65; Peter F. Spencer, \$3.10 John P. Hill, \$6.55; Eric J. Sheehy, \$18.01.

Write to: Accounting Department, South Atlantic Steamship Line, P.O. Box 670, Savannah, Ga.

PERSONALS

Will the brother who signed himself "Stormy Weather" get in touch with the Log Editors. This time use your right name.

SS FITZHUGH LEE

Will steward leave the money due me in New York Hall, as I am leaving town for holidays—Samuel G. Surface.

MORTON TREHERN

Your seaman papers and SIU book were found and are at the New Orleans office.

SS GEORGE H. PENDLETON

J. Ryan	\$ 2.60
F. Grancha	1.84
A. Gresham	2.11
P. M. Bufkin	14.10
William Colella	6.42
H. H. Fletcher	8.00
Virgil I. McMichael	34.67
Carter Keane	13.43
Fortonato Constantino	2.01
Marvin G. Wirth	24.81
Edward R. Brielmaier	98.75
Vincent J. Zemaitio	98.75
Manuel Guerreiro	98.75
Robert England	98.75
Carter Keane	98.75
Odell B. Blass	98.75
Marvin G. Wirth	98.75
Gerald R. Meyer	98.75
Virgil McMichael	98.75
J. H. Anderson	2.72
S. Buda	1.34
L. Jacques	2.01
W. Honnaker	.67
J. Trowbridge	1.34
Joseph F. Arpino	3.86
Clyde H. Parker	1.79
Ralph W. Nolan	2.88
Charles J. Spohn	1.68
Thomas E. Abbott	44.74
Lee Heffner	95.25
James S. Swahn	92.50
William A. Springel	92.50
Paul L. Edwards	99.55
John W. Swenson	98.75
Thomas E. Abbott	92.60
Joseph Tejodo	28.25
John W. Corns	17.42
Earl O. Carpenter	15.74
John W. Gunter	11.14
Peter P. Nesly	1.27
Henry R. Dombrowski	2.11
Steve A. Karlak	6.73
Charles W. Goodspeed	6.73
Stanley Staszowski	10.00
Irvin Michalak	10.00
Francis Mercer	10.00
Charles Locke	10.00
Evell James	10.00
Gerard Feeney	10.00
John Wallace	10.00
Jesse A. Shonts	1.03
Jesse A. Shonts	24.12
James Antoniadis	14.36
John F. Chafatelli	5.00
SS JOHN MERRICK	
O. K. Swanson	\$ 3.46
E. B. Smith	3.50
C. M. Cummings	3.46
H. Ross	19.24
D. V. Alvis	4.46
H. B. Lea	12.87
C. Higgenbottom	15.21
H. Scheveland	3.50
C. J. Johnson	19.83
J. B. Madin	3.50
C. H. Matthews	24.88
W. Connors Jr.	6.82
R. E. Blitch	17.22
J. F. English	2.23
F. W. De Hany	7.16
C. D. Dawson	2.23
C. V. Kidd	7.15
C. A. Becka	3.46
J. H. Hays	11.52
W. W. Odenhal	2.23
A. Johnson	5.49
J. Christopher	1.34
Robert Stone	1.34



ISTHMIAN SEAFARER



Only SIU Will Take Care Of You, He Finds After 14 Years At Sea

Fourteen years at sea, half of which he spent on the same Isthmian ship, have taught Brother Fidel Lukban to ridicule that company's paternalistic claim of taking care of "its family of merchant seamen."

During his many years Lukban has served in all ratings, belonged to the NMU for a short period, and now enjoys Seafarers conditions aboard SIU contracted ships.

He likes to tell of a shipmate named Harry Gapac who, after seventeen years with Isthmian aboard one ship, was fired "when he couldn't account for 42 prunes."

Recalling his years of peacetime sailing, the SIU brother says that the "only overtime we got was a very pleasant 'thank you' after feeding the Skipper's guests late at night."

DOLLARS AND CENTS

His experience with the National Maritime Union, Lukban dismisses with the simple statement of "When I was sailing NMU I had no bank account, now I've got a good one." Questioned further he attributed this to the practice of that CIO union of "collecting dough every time we saw a piecard. They always had another reason for separating us from our bucks."

The Brother said he joined the SIU because he liked the orderly way they got beefs settled. Putting the whole question on a dollar and cents basis, he declared that the simple fact was SIU men earned more money and enjoyed better working conditions than did men sailing in similar ratings on NMU contracted ships.

SS Poland Victory Run Like Union Ship

The effect of union education on an unorganized ship was demonstrated clearly recently, when the crew of the Isthmian Line SS Poland Victory held its first shipboard meeting. The meeting was called to order by the Chief Bosun, and SIU volunteer organizer, Roland Strom. William Steward was elected chairman and William Wiebel recording secretary.

As the first movement toward effectuating shipboard democracy, the crew elected three of their shipmates to represent their own departments aboard the ship. Wayne Nelson was elected to represent the stewards department; John Slykstra for the deck, and Gloris Brekk for the engine department.

A motion requesting the reading of the constitution of the Seafarers International Union and its By-Laws, so that the men could become more familiar with the organization they favored was passed.

A discussion on messhall sanitation followed, and suggestions were made for greater cooperation among the crew in keeping the messhall clean and orderly. Then the men turned to a discussion of overtime for painting the foc'sles, after which the meeting was adjourned.

A note accompanying the minutes declared that the crew was getting good cooperation from the ships' officers and that "the ship has been running almost exactly as though it was a union ship."

He's A Fighter, So He Joins SIU

Another welcome addition to the fighting ranks of the Seafarers is Jack Terry Dillon, former heavyweight champion of California (1937-1938), who in addition is an AAF veteran of the 8th Air Force with more than twenty



JACK TERRY DILLON

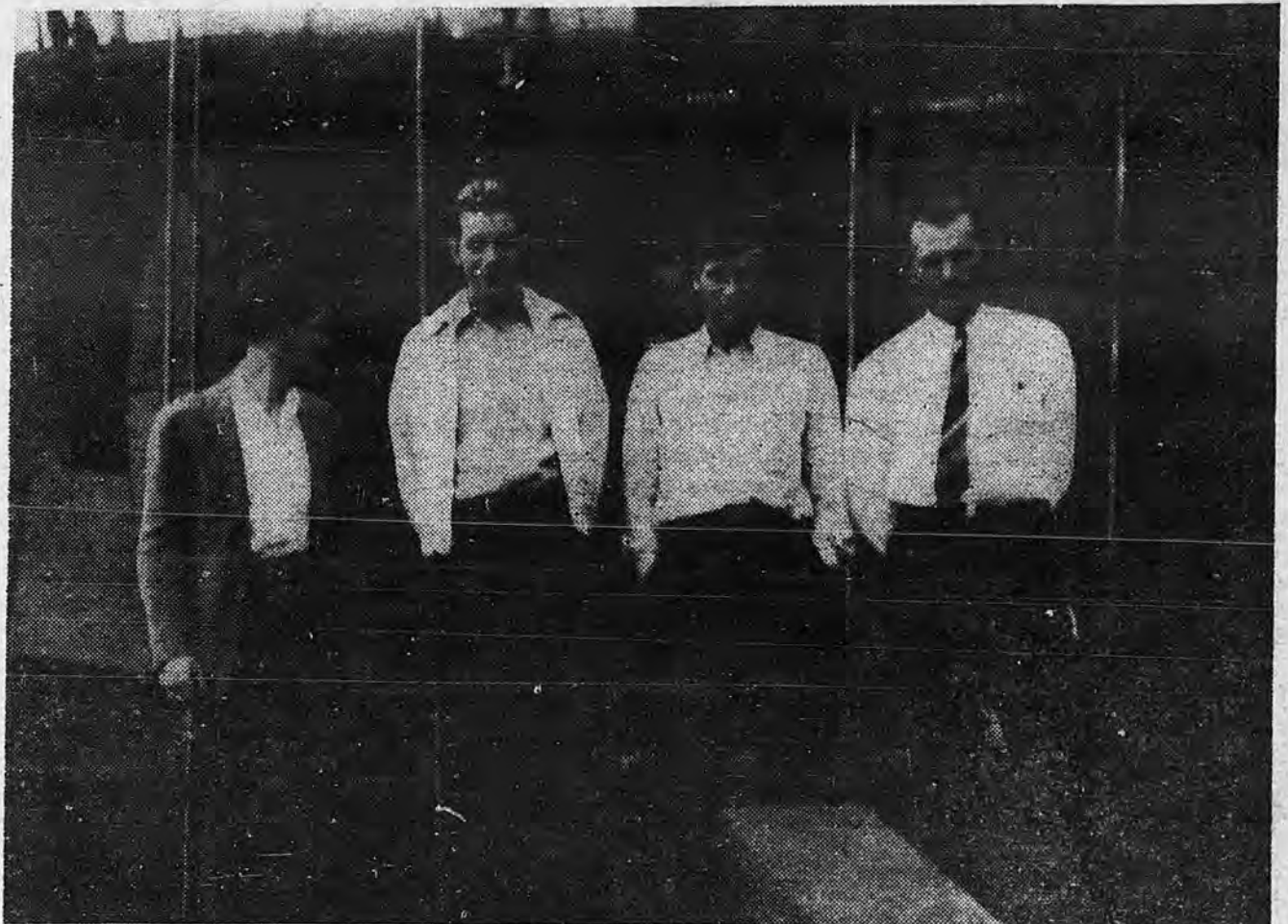
months service overseas in England.

Jack amassed quite a fighting record while in England, and did it against the cream of the crop in fistiana circles. In February of 1944, Brother Dillon, weighing only 195 pounds, took on Tommy Farr at 230, and gained the decision over Farr in fifteen rounds.

Taking on Eddie Mills, the English heavy champ, the following month Dillon whipped him in two fast rounds, and then lasted through a 4 round exhibition bout with the world's heavyweight champion, Joe Louis, in June, 1944.

Brother Dillon liked England so well that he married an English girl at St. Stephens Church, London, and now has a young son, Paul, who is eight months old. At this writing, Jack is sailing aboard the SS Roy K. Johnson of the Calmar Line bound for—yes, you guessed it—Merrie Old England!

TELL US ANOTHER



We get them all the time—pictures of SIU crewmen, but with no accompanying identification. We don't even know what ship they're on. Do you know them? Send us their names.

The Patrolmen Say—

It is up to the oldtimers to teach the newcomers the Union way—their rights, their privileges... and their duties. Cooperation aboard ship is essential, but most cases of lack of cooperation stem from a lack of knowledge, and not from malice. A little cooperation will go a long way.

~ ~ ~

Ship delegates must not only cooperate with the boarding Patrolman—which they have been doing—but must also, since they know the crew best, help in lining up the trip carders for the Patrolmen.

~ ~ ~

WARNING: Men within draft age who have been overstaying their leaves are being reclassified into 1A by the WSA. There are no Patrolmen in the Army.

~ ~ ~

The Dispatchers have a beef. Some men are taking jobs, and never leave the Hall, and then turn these jobs down. Not only do they make twice as much work for the Dispatchers—who have plenty to do these days—but they are doing another member out of a job he may want.

~ ~ ~

Each man is entitled to Union benefits if he is hospitalized. But you can't get the money if we don't know about it. So notify the nearest Branch when you are laid up.

Bosun Reports That Cape Martin Crew Is 100% For Seafarers

From Okinawa, the Bosun of the Isthmian Line SS Cape Martin sends word that his department is "100%" for the SIU. In his letter to the Seafarers Log,

Bosun T. W. Call asks for instructions regarding voting procedure in the Isthmian NLRB conducted balloting.

His letter reads, "Very glad to hear that the Seafarers International Union is about to collar the Isthmian Company. And I'm also very glad to let you know that upon our return the SIU can count one hundred percent on the deck department of the Cape Martin."

Included in Call's letter was the following poem, apparently composed by one of the crewmembers:

THE QUEEN IS SIU

A proud sea queen is the Cape Martin, As she plows through the water blue. And many a tide she'll surely ride. For she answers her rudder true.

The Skipper smokes, laughs and jokes, As he pilots his proud craft through. For he's sure as hell she's handled well. By a crew pledged S.I.U.

Bosun Call is one of the many men aboard Isthmian ships who are convinced that the SIU is the answer to their wage and working condition problems. For the past few weeks the Log office has received many such letters from Isthmian men and will publish them as space provides.

Calling All SIU Men

Now is the time to come to the aid of your union. We are engaged in an all-out effort to make Isthmian a union outfit. This can only be done with the help of every rank and file SIUer afloat. When you tie-up along side an Isthmian ship, board her and give the crew the score on waterfront unionism. Show them a copy of our contract, tell them how we settle beefs, prove to them that unionism, the SIU way, means more pork chops for them.

