

SEAFARERS LOG

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

Vol. VIII.

NEW YORK, N. Y., FRIDAY, JULY 12, 1946

No. 28

Operators End Stalling, Talk Turkey

NEW YORK, June 10—The first rays of hope for mutual understanding and an equalitative agreement appeared on the horizon today as the shipowners got down to brass tacks with the SIU negotiating committee and seemed prepared to iron out ocean-wide differences between them.

The murky atmosphere of the previous meetings was dispelled as the committees settled down to working out a hard and fast agreement between the Mississippi Shipping Company and the SIU.

It was the first time that the committee had been bargaining for Mississippi and not the industry as a whole. Previously, the Mississippi Committee, composed of representatives from several major shipping companies, had tried to bargain for all of the Atlantic & Gulf District operators.

The repeated walkouts by the Seafarers Committee evidently had had its effect. Today the committee seemed to be bargaining in good faith for Mississippi and Mississippi alone.

LONG MEETING

Indicative of the seriousness with which both sides were conducting the meeting was its length. Today's meeting lasted from 1 p.m. to 7:30 p.m. It was by far the longest as well as the most constructive meeting so far.

This may have been a reflection, on the part of the shipowners, of the spontaneous rank and

(Continued on Page 3)

SIU Action Forces Changes On Ft. Winnebago

The crew members of the SS Fort Winnebago, Pacific Tankers, had to build a fire under the Skipper before he would agree to okay the minimum improvements necessary to make the vessel fit for human habitation. The fire was militant Union action.

Main charges against the Captain were that he failed in his duties to the men, and that he allowed intolerable conditions to continue without going to bat with the company.

When the boat arrived in New York on June 13, the Steward, Ray Ringo, immediately sent in a requisition for fresh stores. These stores were brought on board, but that was the last fresh food that the crew saw until they

(Continued on Page 4)

A Stab In The Back

In gratitude for the support offered by the SIU-SUP when the member unions of the Committee for Maritime Unity were being threatened by Government seizure of CIO-contracted ships, Harry Bridges has started to try to raid the SIU and the SUP.

This is the type of thanks that honest labor unions have always received from dishonest, Communist-dominated, unions. This is the reward which the ILWU is offering to the AFL Maritime Unions for having made possible the gains, slight though they were, which the CMU was finally able to wring from the shipowners and Government bureaucrats in Washington.

It is a matter of record that the concessions which were made by the operators at the last minute were forced out of them by their fear that the AFL Maritime Unions would tie up all shipping along every coast if the Government tried to operate the shipping lines contracted to the CMU.

At the present time the SIU-SUP is locked in a struggle with the shipowners. And this is the time that Harry Bridges picks to raid the seamen's Unions that came to the assistance of the CMU.

All during the war, Bridges, Curran, and other Communist-inclined maritime union officials did the dirty work of the bosses, because it also coincided with the jobs they

(Continued on Page 2)

Coast Guard Beef Goes Before Senate Vote

WASHINGTON, July 10—The issue of whether American seamen will be perennially shackled to the Coast Guard will be decided on the floor of the Senate within the next five days.

The Senate Judiciary Committee yesterday recommended against the President's Reorganization Bill by a vote of nine to six. Plan 3, Part 1 of the Bill would shift the Bureau of Marine Inspection and Navigation to permanent jurisdiction under the Coast Guard.

The Bill was expected to come upon the floor of the Senate today. It will automatically become law unless the Senate defeats it before July 15.

The House defeated the Bill last week by an overwhelming majority, and the Administration forces are mustering their strength for a last-ditch stand. If they can keep it in debate on the floor until the deadline has passed, it becomes law.

PATTERN SET

But the Administration is not content with stalling tactics to prevent defeat of the Bill. It is using election support action to keep party members in line in the event it comes to a vote. The vote in the Judiciary Committee sets the pattern for the Senate action, since the party line was followed there.

Seven Democratic members of

the Committee are up for re-election. Six of them voted for the Bill, despite personal feelings against certain portions of it. The Administration had promised them support in primaries and elections if they voted for it.

The Administration has promised support for all Democratic Senators in upcoming elections who go down the line for it. Thus, the fight on the floor now hinges on how the Democratic legislators feel about their chances for re-election, with or without Ad-

(Continued on Page 4)

SIU Seamen Burned By Gas; Demand 100 Percent Bonus

MOBILE, Ala., July 10—Nineteen SIU men of the crew of the SS Frances Lee have been burned by German poison gas in the cargo of the ship and treated at the Naval Dispensary here for mustard gas burns. All were released after treatment.

The crew, backed by the SIU, is demanding a 100 percent bonus from the company for the entire time it was exposed to the noxious fumes. The lethal cargo was loaded in Germany.

The SIU already has won for the crew a release from the art-

AFL Picketlines Answer Bridges' Raid On SIU-SUP

NEW YORK, July 10—Harry Bridges and the other members of the communist-dominated Committee for Maritime Unity now know that the Seafarers International Union, and the AFL Unions which comprise the AFL Maritime Council of Greater New York, will not countenance union raiding.

Gibbons Beats Storm, Thieves In Exciting Trip

The first trip that the motor vessel Floyd Gibbons made to the Islands had as much excitement as any ten trips on another boat.

Under the command of Captain Tancred, a veteran of 45 years at sea, 27 being spent as a master, the Gibbons left New York on May 14, bound for Havana, Santiago, and Kingston. On May 18, the boat ran aground off Tennessee Reef, near Miami, and was not taken off until four days later.

The crew members blame this happening on the ineptitude of the Second Mate, but later happenings could not be laid at the same door.

REAL BLOW

Early on Sunday morning, June 8, when the vessel was on the way from Santiago to Kingston, a sudden electrical storm sprang up, and lightning struck the Gibbons three times in quick succession.

Slight damage was done to the foremast, mainmast, and bridge,

(Continued on Page 4)

This was proven conclusively when the New York AFL Maritime Unions threw a mass picketline around the Staten Island docks where there are approximately 10 ships contracted to the NMU and West Coast CIO Unions.

The picketline, which tied up all three entrances to the docks, was manned by thousands of AFL Maritime workers, and their number was continually augmented by the longshoremen who left their jobs, and by members of the Teamsters Union, who joined the picketline when they were prevented from making deliveries to the picketed wharves.

REAL STRENGTH

"This is just a demonstration of what we can do," said Paul Hall, Chairman of the AFL Maritime Council, "but if Harry Bridges doesn't stop raiding us,

(Continued on Page 6)

SIU Leaflet Tells Score On CMU Raid

NEW YORK—In a leaflet, released jointly by the SIU and the SUP, the raiding activities of Harry Bridges, West Coast Communist maritime leader, are analyzed and a plea made for unity of all honest maritime unionists against further raiding and treachery by the communists.

The main theme of the leaflet, which was distributed to waterfront workers, is that Bridges' refusal to allow his ILWU members to load or unload SIU-SUP contract ships in Coos Bay, Oregon, is a deliberate betrayal of the Seafarers at a time when the Union is engaged in a tough struggle with the shipowners.

This, the throwaway points out, is in return for the recent support tendered the CMU when the SIU and the SUP called nationwide stop work meetings to protest President Truman's plan

(Continued on Page 4)

George Swift, spokesman for the SIU crew, said that the crew

(Continued on Page 5)

SEAFARERS LOG

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

Affiliated with the American Federation of Labor

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

HAnover 2-2784

* * * *

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

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

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

267

A Stab In The Back

(Continued from Page 1)

had to do for Joe Stalin. Today they continue in their historic role of betrayers of the workers, and again they serve the shipowners and the Communist Party well.

There is no excuse for Bridges' action at this time. When one section of organized labor is engaged in a fight to the finish with employers, it behooves other unions to help, not hinder. Jurisdictional quarrels should be set aside so that all energies can be expended against the common enemy.

But perhaps Harry Bridges does not want the SIU to win its battle for better wages and working conditions. If we succeed in gaining the conditions for which we are now negotiating, it will decisively show up the bankrupt leadership which Bridges and Curran provided for the CMU.

As true trade unionists we know that there is little use to appeal to the leadership of the CMU, blind followers of the Communist Party line. We appeal instead to the union solidarity of the rank-and-filers of the NMU, the ILWU, the MCS, the IBU, the ACA, the MEBA, and the MFOWW.

All worker know that only the bosses win when unions fight among themselves. The membership and the honest officials of the unions which comprise the CMU must be fed up with the treachery and double-dealing that Bridges has shown himself capable of pulling.

Now is the time for them to strike a real blow for union solidarity against the shipowners, and the labor leaders who are more concerned with doing the bidding of the Communist Party than they are in the reasonable demands and just aspirations of the working man.

As a story in this week's edition of the Log very well illustrates, our cooperation is always available to any union which is fighting for better wages and working conditions. A letter from District 6, United Packinghouse Workers of America, CIO, expresses appreciation to the SIU for the help given them at Carteret, N. J. The letter states, in part, "Your actions are a lesson in labor unity that each of us is learning very fast. In these days, when labor has to fight every part of the way in order to maintain a decent standard of living, we can succeed only by cooperating with each other."

The SIU knows that, as our actions during the CMU negotiations and the UAW strike have proven. It would be very fine for organized labor if Harry Bridges learned the same lesson. In the fight for decent wages and conditions for merchant seamen, there is no room for traitors.

There is still time for the CMU to take its rightful place as an honest organization of trade unions. Additional delay, or allowing themselves to be used in the furtherance of Harry Bridges' grab for power, may lead to the weakening or break up of all maritime unions.

We will not idly stand by while Bridges does his best to wreck the American labor movement. We have fought our way up from economic slavery, and we will not return to the days of bad conditions, hellships, and starvation wages without first putting up an almighty struggle.

And if we have to, we will fight Harry Bridges and any other labor wrecker at the same time we take on the shipowners.



Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing to them.

- STATEN ISLAND HOSP.**
- G. A. SMITH
 - V. HAMMARGREN
 - E. H. ENYART
 - J. E. TUCKER
 - H. NELSEN
 - A. NELSON
 - L. KAY
 - L. A. CORNWALL
 - R. G. MOSSELLER
 - W. B. MUIR
 - J. M. DALY
 - J. L. WEEKS
 - L. R. BORJA
 - L. L. MOODY, Jr.
 - G. P. RAEBURN
 - C. A. MILLER
 - M. J. FORTES
 - W. J. GEIGER
 - W. G. ROBERTS
 - E. WEINGARTEN
 - G. KUBIK
 - C. KUPLIKI
 - E. B. HOLMES
 - R. SAVIOR
 - G. JANAVARIS
 - C. G. SMITH
 - R. MORCIGLIO
 - G. H. STEVENSON
 - C. T. DYER
 - A. M. HAM
 - J. S. SEELEY, Jr.
 - L. L. OWENS
 - M. C. BROOKS

- T. L. KEITH
 - R. A. YOUNG
 - M. FELICIANO
 - T. J. DAWES
 - S. T. PATTERSON
- GALVESTON HOSPITAL**
- R. V. JONES
 - KELFORD
 - SPINKS
 - WEST
 - WALDROP
 - HAYES
 - BROWN
 - LARSON
 - HULL
 - BENAVIDO
- NEPONSIT HOSPITAL**
- E. VON TESMAR
 - P. CORTES
 - B. BRYDER
 - J. SPAULDING
 - J. S. CAMPBELL
 - E. CARRILLO
- SAN JUAN HOSPITAL**
- R. GAUTIER
 - P. PAGAN
 - B. DEL VALLE
 - P. PEDROSA
 - T. C. LOCKWOOD
 - J. VANDESSPOOL

- Hospital Patients**
- When entering the hospital notify the delegate by post-card, giving your name and the number of your ward.
- Staten Island Hospital**
- You can contact your Hospital delegate at the Staten Island Hospital at the following times:
- Tuesday—1:30 to 3:30 p. m. (on 5th and 6th floors)
 - Thursday—1:30 to 3:30 p. m. (on 3rd and 4th floors.)
 - Saturday—1:30 to 3:30 p. m. (on 1st and 2nd floors.)
- ELLIS ISLAND HOSPITAL**
- D. McDONALD
 - J. W. RUBEL
 - M. BAILEN
 - H. KARLSON
- BUFFALO HOSPITAL**
- THOMAS DUFFY
 - J. PEMBROKE
 - ART JEPSON
 - J. LA BONTE
- NEW ORLEANS HOSPITAL**
- HAROLD CLODIUS
 - LAMARR PALMER
 - W. P. FOLSE
 - ROBERT HAUS
 - ROBERT RAMLER
 - MORRIS KERRY
 - EMERY SIMMS
 - JESSE LOW
 - WILBUR MANNING
 - J. W. DENNIS
 - EDWARD CUSTER
 - R. M. NOLAN
 - W. F. LEWIS
 - JOHN R. GOMEZ
 - GLEN CURL
 - JAMES LEWIS
 - WILLIAM BARGONE

GEORGE M. BIBB CREW



These Isthmian seamen from the George M. Bibb were snapped on their ship while docked at Pier 5, Staten Island. Seated (reading from left): Tallberg, Wilkins, Edsvake, and J. White. Standing: Olsen, new Second Cook, Trust, Butch, Steve, Serraga, Bandle, Vazquez, Johnson and Hicks.

Bibb Called Good Isthmian Ship

Paying off in New York on June 27th, crewmembers of the Isthmian Lines ship, George M. Bibb, declared that it was a good Isthmian ship. They asserted that not only was it a good SIU ship, but it also had a good Skipper. That's an unbeatable combination on any ship—a good crew and Skipper!

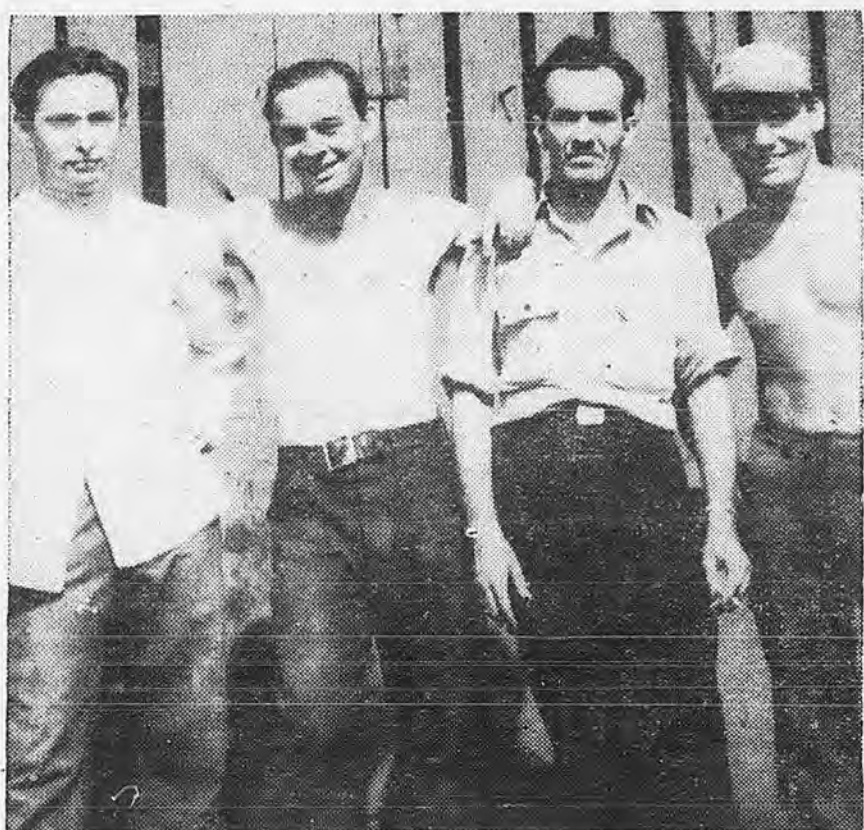
When the Bibb left this country on its last trip, 3 NMUers were aboard. However, Chief Cook Jacobs and AB Clark, with some able assistance from other crewmembers, succeeded in converting them to the SIU way of Union life. Chief Steward Vincente Orencio was one of the NMUers who turned in their books, and he stated that if he'd known how much better the SIU was than the NMU, he would have turned in his old book a long time ago.

Jacobs was forced to leave the Bibb at the payoff, even though he wished to stay, due to his need for hospital care and treatments. Chief Cook Randle, who replaced Jacobs when he went to the hospital, was another new man converted to the Seafarers.

Jake asserted, "The George M. Bibb was the best Isthmian ship I was ever on. It shows how even a non-Union company like Isthmian can have a good ship when they have a swell crew and a good Skipper. We'll make all Isthmian ships like the Bibb when the SIU negotiates a contract after NLRB certification."

HERE TO STAY

Strike news and dispatches from various parts of the country on labor's battle to keep prices and rents from skyrocketing were crowded out of many daily newspapers last week. There was good reason for it. The papers had to find room for the following United Press story from Hollywood: "Fashion focus on the bosom is going out of date, Designer Howard Greer declared today. But he's got something to take its place—the fanny", he says, is the big focal point of his fall collection." There were five additional paragraphs ending with a solemn pronouncement by Greer that "It's a great year for sex."



These boys from the George M. Bibb helped do the job of making the Bibb a 100 percent SIU ship. Left to right: Second Cook Randle, Clark, OS, Chief Cook Jacobs, and Wilkins, AB.

Operators Get Down To Business; Contract Talks Begin To Shape Up

(Continued from Page 1)

file walkoffs from ships in various ports, which tied up ships for various lengths of time. The protest walkoffs were without sanction of the SIU; in each case, however, the crew members expressed disgust at the way the negotiations were dragging along.

Today's meeting was conducted with Commissioner Maggiolo of the Conciliation Service, Department of Labor, present. This, also, may have had some effect on the shipowners. His presence assured that they couldn't pull any fast ones on the outside without being called by the umpire.

NO STALLING

In addition, previous meetings had been characterized by stalling and wrangling over niggling details by the shipowners and their labor-baiting attorney. Today's ran smoothly. True, there was plenty of batting the negotiational ball back and forth—as there is in every such negotiational conference — but it was a constructive batting, with both

sides trying to reach the middle ground of understanding.

Today, for the first time, the shipowners appeared in the role of businessmen, trying to iron out a business problem. They spoke rationally, and even though they didn't sympathize with the problems of the men who make it possible for them to run their ships, they appeared to be trying to understand them.

PROGRESS

Every member of the Seafarers Committee felt that it was a good meeting and that progress had been made. They felt that the shipowners were on the ball at last, and were awake to the seriousness of the strike threat, posed by the voting going on in every SIU Hall in every port in the nation. They were arguing, true, but they were arguing as man-to-man, not as high-pressure smoothies trying to put something over.

Things may take a turn for the worse, of course, but today's meeting seemed like an auspicious augury to the men of the Seafarers who attended it.

Bridges' Raid Turns Isthmian Men To SIU

Isthmian seamen, who have been expressing their preference for the SIU by a vote of more than 2 to 1, are now convinced more strongly than ever, as a result of the recent raiding attempt by commie ILWU leader Harry Bridges and his CMU affiliates, that the Seafarers International Union is the Union for them.

Numerous Isthmian men com-

mented very unfavorably on the CMU action. Their consensus of opinion was that any Union or group of Unions such as the NMU-CMU which could sink so low as to play the shipowners' game by their raiding attempts on another Union which had recently supported the CMU in their hour of need was certainly no outfit for Isthmian men to join.

In addition, numerous rank and file members of the NMU, MCS, MEBA and MFOW were very strong in their condemnation of Bridges and the other commie CMU misleaders.

Militant action by the SIU-SUP and other affiliates of the AFL Maritime Council quickly showed Commissar Bridges that they accepted the challenge of the commie stooges, and that they would battle his shipowner aiding and Union raiding to the last ditch.

As far as voting was concerned, things were very quiet this past week with 12 Isthmian ships still remaining to be voted. However, 2 or 3 of these vessels are expected in port within the next few days, and will be voted immediately.

LOW ISTHMIAN INCREASE

Dated June 21st, a Western Union wire was sent by Isthmian to all ports where their ships dock, and copies posted on the bulletin boards of various ships as they arrived in port. A copy of this wire, which explains the low wage increase granted by Isthmian and in line with that secured by the CMU, was forwarded to the Log office, from interested parties aboard an Isthmian ship.

According to the posted wire, changes for the unlicensed personnel were as follows:

- "First: Effective June 15—such persons whose basic week at sea is fifty-six hours shall receive overtime for hours worked at sea in excess of forty-eight hours per week.
- Second: Effective June 15—wages are increased seventeen dollars and fifty cents per month.
- Third: Effective June 15—the work week in all ports is reduced from forty-four to forty hours per week, and
- Fourth: Effective June 15—the overtime rate is changed to one dollar per hour."

HOLD TIGHT

Concluding statement in the wire was: "There may be some adjustments in rates to others than those specifically mentioned herein, but we do not know what the changes will be." It was signed by Cresap, Isthmian SS Co., New York.

All Isthmian men are urged to hold tight as these wage and hour conditions granted by Isthmian are similar to those given the CMU Unions. However, the SUP has recently concluded negotiations with the West Coast shipowners for a monthly increase of \$22.50 plus numerous other gains to specific ratings, and the SIU Negotiating Committee is conducting similar negotiations in New York. The SIU is certain that whatever gains are achieved in their negotiations will be won by the Isthmian seamen when the SIU negotiates with that company.

Picketline Proves SIU Strong Outfit

By EARL SHEPPARD

The picketline is the main thing right now and the real organization of the Seafarers has been proven by the 100 percent turnout. The ships that are tied up now is just a beginning unless Harry Bridges pulls in his horns and stops his thieving raids on AFL jurisdiction.

The best feature of the whole action was the complete support given by the Longshoremen, Warehousemen, Teamsters and other AFL maritime workers. Trucks stopped a block away and when the drivers found out what it was all about they let the trucks sit there.

Crews of ships tied up honored the picketlines and the generally noisy and busy Staten Island docks were as quiet as a graveyard.

Every man on the line conducted himself in an orderly manner and the picket Captains stayed on the job. Many a seaman walked more Wednesday afternoon than he has done in many years.

GOOD ORGANIZATION

The picketline and entire action was the result of a well planned campaign. Everything was laid out in advance, and as a result everything moved smoothly. This is the kind of organization that has built the Seafarers, is winning the Isthmian Line, and will make the SIU the biggest, strongest and best maritime organization in the world.

A large number of unorganized Seamen, including a few visitors from the nearby Marine Hospital, visited the scene and were impressed with the solidarity of the AFL maritime unions. These men have expressed the intention of going back on to their unorganized ships to swing them over to the SIU.

TOMORROW ALSO A DAY

This action is just a step in the march of the Seafarers. The end of the first World War found the seamen unprepared and, although belonging to the union, they did not know the score. It is a different picture today. The membership knows why they are in the Union. They know that they are the Union and that their future depends upon organized, decisive action.

They have proven, every time action was necessary, that they will go to town and fight to the finish. This is organization, organization of the strength of the membership in the Union, on the job and on the picketline. This is organization that will win the future battles of the Seafarers, as it has always done in the past.

SIU Leaflet Tells Score On CMU Raid

(Continued from Page 1)

to use Naval personnel to break the threatened maritime strike.

Dwelling further on the West Coast trouble which touched off the present situation, the leaflet goes on to state that Bridges is definitely weakening all maritime unions by his jurisdictional raid at this time.

SHIPOWNER STOOGES

"If the shipowners didn't pay Harry Bridges for this finky stunt," the flyer states, "then he should sue them for money due for he has served the shipowners well."

Right now the SIU and the SUP are fighting for demands that will, in the long run, benefit all seamen. It is obvious that any gains made by the Seafarers in the present negotiations with the shipowners will eventually be passed on to the seamen of other unions.

Therefore, the leaflet reiterates that by bringing up a jurisdictional quarrel at this time, Bridges is playing right into the hands of the shipowners.

The pamphlet bitterly charges that Bridges' intra-union warfare is being waged for his own personal ambition, and has no connection with any economic demands that his union is making.

The leaflet closes with an appeal to the affiliate unions of the CMU to repudiate Harry Bridges' finky activities. It points out that SIU conditions and wages have been won through years of constant struggle, and that in the present fight, the Seafarers will not yield one single inch.

In conclusion, the leaflet calls upon the honest officials and membership of the CMU to take immediate and decisive action to stop Bridges in his attempts to become dictator of all waterfront unions.

Gibbons Beats Storm, Thieves In Exciting Trip

(Continued from Page 1)

before the ship was tossed on the rocks between Port Antonio and Morant Point. Eventually the ship was pulled off the rocks, and she made port safely on the same day.

Captain Tanerel claimed that in his entire experience, this was the worst electrical storm he had ever encountered, and native Jamaicans spoke of the storm as being the worst to hit the island in over 25 years.

CROOKS THWARTED

As if what had already happened was not enough, the crew was beset by a few native thieves while in port in Kingston. In forcing them away from the ship, a crewmember, William Harrison, threw a five gallon paint can and injured one of the fleeing thieves.

This resulted in a logging in the amount of \$50.00. However, when the crew returned to New York, through the work of Patrolmen Ray Gonzales and Salvador Colls, the log was reduced to \$20.00 at the pay off. This money will be used to pay the hospital bill of the injured Jamaican.

VICTORY WAS REWARD FOR THESE MEN



These men touched off the action that forced the Skipper of the SS Fort Winnebago to clean up the ship and provide better food for the crew. Their story is a lesson to all Seafarer crews. Left to right, Walter Addison, FOW, and militant Black Gang Delegate; John Stombaugh, Messman, the man who backed Addison's play to the limit; John Scialpi, Messman, another who saw the fight through to the end; and Ray Ringo, the Steward who wanted to serve good meals and fought to get supplies so that he could do so.



Some of the crewmembers of the Winnebago could be lured away from the chow table to have their pictures taken. The other hands who were off watch were too busy enjoying Steward Ray Ringo's menu of corned beef and cabbage. They'll be sorry when they see this picture.



Here are the militant crewmembers of the Fort Winnebago giving Patrolman Jimmy Sheehan the lowdown on the overtime which the Purser refused to pay, even after it had been okayed by the Skipper. Their solidarity and courage won for them a real victory.

Seafarers Fight Against Coast Guard Control Of Seamen Goes Before Senate

(Continued from Page 1)

ministration support. Republicans can be expected—with one or two exceptions—to stand solidly against the Bill as a matter of party principle.

PRIME HOPE

Thus the opponents' hope of defeating the Bill lies in mustering Democratic opposition to it. If the vote follows strictly party lines, the Reorganization Bill stands virtually assured of passage.

The big stumbling block in the defeat of the Bill is that portions of it are good constructive legislation. The National Housing Reorganization Plan, for instance, would place all housing agencies under one central authority and facilitate homes for GIs, allocation of building material priori-

ties, etc. But under the bloc vote that seems to be upcoming, there is little chance that some parts of the Bill will be defeated and others will survive.

If the vote comes to niggling debate on which portions of the Bill to keep alive, and which portions to defeat, there is a good chance that the whole damned thing won't come to a vote before the deadline.

STRESS DEFEAT

Thus, telegrams or letters to Senators should stress defeat of the Reorganization Bill in its entirety, but should contain special reference to Plan 3, Part 1—the portion which deals specifically with the transfer of the Bureau of Marine Inspection and Navigation.

If the bill is defeated—and

SIU Forces Changes On Fort Winnebago

(Continued from Page 1)

took matters into their own hands.

To add to the beefs, the ship was filthy and crawling with roaches and red ants. The storerooms were cluttered up with condemned and spoiling food, including bags of beans three to five years old. This food was to have been thrown overboard on the way up from Mobile, but the Captain would not give his consent to have this done.

No milk was delivered to the boat after the first shipment on June 14, and the same story held true on bread, fresh vegetables, meat, and other needed foods. The bread became moldy but the company refused to replenish the stock until it was entirely used up.

Matters came to a head on June 27, when the Steward, and Walter Addison, Black Gang Delegate, went to the Master to complain that the food was inedible. The Skipper's classic answer was, "Is that so? I'm eating it, ain't I?"

To which the two Delegates replied, "Captain, what you eat is up to you. The crew will not eat that kind of slop."

Seeing that their own efforts to settle the situation were not meeting with success, four members of the crew came up to the New York Hall to report the horrible conditions existing on the Winnebago. The four were Ringo, Addison, John Stombaugh, Stewards Delegate, and John Scialpi, Messman.

The delegation had other beefs to report. The ship needed fumigation; there had been no hot water for showers for quite some time; the Purser disputed overtime even after it had been okayed by the Skipper; and the company was making no effort to keep the crew supplied with food and milk.

In the person of Johnny Johnston, Patrolman, the Union went immediately to work. Arrangements were quickly made for the ship to be fumigated, and for other improvements to be started. And then, just when everything was starting to move smoothly, the Old Man threw a monkey wrench into the works.

On Monday, July 1, he fired the Steward, without cause.

ON AGAIN

Again Johnny Johnston had to get on the ball. This time he went directly to the Captain, and although the discussion was amicable, he let him know that the Union would not stand for such tactics. The upshot of all this was that Ray Ringo was taken back.

The question of overtime had not yet been settled, and so on July 6, Jimmy Sheehan, another Union Patrolman, was sent down to the ship to discuss the situation with the Purser. He met first with the crew and received a record of all beefs. Then he went into conference with the Purser, and before the discussion was ended, the entire matter had been straightened out to the complete satisfaction of the crew.

So now things are looking up on the Fort Winnebago. The ship has been fumigated; the rotten food thrown overboard; fresh food has been supplied; the overtime squared away; and on Tuesday, July 9, the vessel left for other ports of call.

Johnny Johnston and Jimmy Sheehan say that they don't really deserve any credit. All the credit, as far as they are concerned, goes to the militant men who fought the battle through by themselves, with only a little incidental help from the Union.

Let Us Have 'Em

The Log wants at once the names and addresses of bars, clubs frequented by seamen, particularly in foreign ports, so that they can be put on the Log mailing list. With the postal delivery to ships snafued, this remains the only practical way of getting the Union paper into the memberships hands.

So do it today—send us the names and correct addresses of your favorite places all over the world, with an estimation of the number of Logs they can use.

The CMU Shows Its Commie Hand In Raiding Move Against SUP

By ROBT. A. MATTHEWS

Up until 1942 every steamship company operating on the Pacific Coast was organized with the exception of the tanker companies. As the unorganized tankers were a direct threat to all unions, the Sailors Union of the Pacific initiated a move to organize them.

Harry Lundeberg invited the Marine Cooks and Stewards, and the Marine Firemen to participate in organizing the tanker companies. This invitation was declined by the Cooks and Firemen since, as they stated, they were not interested in expansion, and besides it would cost too much dough.

CONTRACT EXTENDED

Thereupon, the Sailors Union of the Pacific single-handedly went in at great expense, and knocked over every tanker company on the West Coast. Since that time the SUP has held sign-

ed contracts with all the companies, and they are the best tanker contracts in the industry.

On May 14, 1946, one of the SUP contracted companies decided to start operating dry cargo vessels in addition to their tankers, so they changed the company name from Los Angeles Tankers, Inc., to American Pacific Steamship Company.

The SUP immediately went in and extended its tanker contract to cover the dry cargo vessels. About 14 vessels of this company were manned by SIU and SUP crews, and have been loaded on the West Coast without incident.

On June 29, 1946, the SS Mello Franco, American Pacific Steamship Company, went into Coos Bay, Oregon, to load lumber, and lo and behold! the CIO longshoremen, acting on orders from Commissar Harry Bridges, refused to work the ship.

They have told the SIU-SUP crew that it will have to leave

the ship, and that it would be replaced by a crew supplied by the Committee for Maritime Unity member unions.

PURELY POLITICAL

There is no economic issue at stake here—it is purely political.

The reason for the formation of the Committee for Maritime Unity, CIO, becomes increasingly apparent. The Communist Party of America is right now making its bid to take over and control the American Merchant Marine. If it cannot control, it would destroy. Its desire to drive the AFL Maritime Unions from the waterfront is the sole motivating factor in this thieving raid.

Their plan is clear—first, to take over the SUP by raiding SUP-contracted ships. Then, the SIU and other AFL Maritime Unions would be next in line.

Thus, instead of being merely a local beef between the Sailors Union and the CIO longshoremen, this is really a beef between the AFL and CIO. It is, in fact, an open declaration of war by communist czar Harry Bridges and his controlled CMU against all AFL Maritime Unions.

OUST COMMIES

This challenge must be met with all the means at our disposal, and, instead of resting when this beef is won, we must drive the communists from the waterfront definitely and finally. If we are to survive as democratic trade unions, these political parasites must be eradicated once and for all.

What makes this raiding tactic so ironic is the positive position taken by all AFL Maritime Unions in the recent beef of the CMU in their negotiations with the Government and ship owners. When the CMU was striving for increased pay and better working conditions, and the Government threatened use of the Navy and Coast Guard to move struck ships, the SIU, of its own volition, declared that this move would be regarded by us as a lockout, and we threatened to call a general strike to back up the CMU.

This, then, is the CMU's answer to our pledges of assistance to them in their beef. While accepting eagerly our offers of aid, sneakthief Harry Bridges and his commie henchmen are plotting a virtual "Pearl Harbor" on the membership and jobs of all AFL Maritime Unions.

I can only pledge Harry Bridges one thing. He will be a much wiser and sadder Harry when this fight is over.

N. O. Hospitalized Give Their Thanks

From the men confined in the Marine Hospital in New Orleans comes a note this week thanking the crew members of the SS Julian Poydras for their "kindness and generosity."

The hospitalized Brothers also want the anonymous donor of the cigarettes to know they appreciate his thoughtfulness.

The note was signed by the following:

J. W. Dennis, W. F. Lewis, John R. Gomez, Edward Custer, Wilbur Manning, Roy D. Lusko, John "Scottie" Clark, R. M. Nolan, Emery Sims and E. Ladiner.

SIU Seamen Burned By Gas; Demand 100 Percent Bonus

(Continued from Page 1)

had been aboard the vessel nine weeks, since she loaded the 4000-ton cargo of gas bombs at Antwerp, exposed to the fumes. The crew has been living in a gas-contaminated atmosphere 24 hours a day.

Belgian longshoremen who loaded the ship in Antwerp, demanded and received a 100 percent boost in pay after some of them were burned handling the bombs.

Local longshoremen pulled a complete work stoppage when they discovered the lethal nature of the cargo. They went back to work after a 100 percent boost in pay had been guaranteed. They now work, Swift says, in gas protective outfits, which cover their entire bodies. They are allowed to work in the holds only 15 minutes at a time.

DANGER, GAS!

Blowers have been installed in the holds to blow out the noxious fumes, leaking from the gas bombs. These fumes sweep over the decks and into the crew's fo'csles. Swift says he personally has smelled the fumes pouring down the ventilators into the engine room.

"Army officials have told me," Swift says, "that phosgene gas is particularly dangerous, since it gives off little odor. Therefore, when its scent is apparent considerable gas is in the air."

Food stores on the Lee were contaminated by the gas, and Army officials ordered removal of the food.

The crew has lived in that atmosphere for 24 hours a day; while they have all been provided with gas masks, it is impossible to wear these continually.

Biggest danger is from after-effects of the gas. It is one of the features of both phosgene and mustard gas that effects do not show up immediately. In addition to breathing the gas, it is not certain that the crew did not eat contaminated food before its impregnation by the fumes was discovered.

The crew has been in port four weeks, and has tried to get paid off ever since it arrived. Until John Hawk went to work on the Seas Shipping Company in New York, the Mobile Company Agent refused to discuss the possibility of the men being paid off. All of the crew members who are released from the ship Friday are expected to go immediately to New York, where they will appear with SIU officials at company offices to press claims for the bonus.

It is significant that the poison gas in the bombs was considered too terrible for use, even by the Nazis, during the war.

Ashtabula Busy With Midland

By CHARLES F. MEYER

ASHTABULA—We finally had a hearing with the Midland Steamship Company and the NWLB, and the election to select a bargaining agent for the men on those ships should take place within the next thirty days.

These ships are pretty well lined up solid for the SIU, thanks to the good work of our brothers from the Coast and the Great Lakes region. We have a great many men from the Coast now on these ships, doing a fine job of organizing the unorganized.

The crew of the Williams, a Midland vessel, signed on in Detroit, and when they got on board, they tried to have the watches changed to coincide with Coast watches. The Skipper and the Chief would not have anything to do with this scheme, so the crew, represented by Brothers Boddy and Neilson, started to walk off.

This action brought the Old Man around in a hurry, and he offered to compromise.

Now that Coast watches have been instituted, he likes the set-up very much. Even the crew now rates tops with him.



QUESTION: What is your opinion on the present Strike Referendum being taken by the Union?

JOSEPH MALONE, Chief Steward:

I think that a strike will probably be needed before the shipowners give in the least bit. We will have to show them that we mean business and that we will not be frightened as was the NMU. Our present wages and conditions prove that we have always fought for the seamen, and if we have to fight again this time, we will win. From what I hear from my friends, it seems that most of the men in the SIU are in favor of calling a strike if no other way can win our points. That's the way I feel about it, also.



THOMAS FIELDS, Chief Cook:

The way prices are shooting up every day, we have to make more money or else we will sit by and watch our families starve to death. I, for one, won't stand for that. Sure, I voted for strike action because it looks to me like the only way we can get the shipowners to stop stalling. Nobody looks forward to a strike, but this one is necessary. If the operators think that we are fooling around, they have another guess coming. They should see the way the men line up to vote, and a big majority of the men vote for strike action.

WILLIAM WURZLER, Oiler:

The companies think that working seamen do not have the right to live decently. At least, they act that way. If that is their attitude, we will have to change their minds by a strike. Certainly we have tried every possible means to settle the question of wages and conditions without resorting to strike action, but if the shipowners are not willing to meet us halfway, what else can we do? We can't be expected to starve without raising some kind of a fuss.



ROBERT YATTY, Messman:

I am definitely in favor of such action. Does that answer the question? How can any one in his right mind be against a strike vote, and strike action, when the operators show that they are waiting for the Government to step in so that we can be treated like slaves instead of free men. If the shipowners really wanted to settle this matter in a fair way, I am sure that the Union would agree to some sort of respectable compromise. But the shipowners want to settle on their terms, or not at all. We seamen in the SIU are just not having any.

AFL Picketlines Answer Bridges' Attempt To Raid The Seafarers

(Continued from Page 1)

we'll tie up every NMU ship on every coast. And we can do it. The longshoremen won't load or unload, and the teamsters won't deliver or remove goods from the piers."

Bridges started the whole situation when he ordered his longshoremen, members of the International Longshore and Warehousemen's Union, to refuse to load or unload any ships of the SIU-SUP contracted American Pacific Steamship Company. He demanded that the AFL crews get off the ships, and be replaced by CIO seamen.

Bridges' treachery was particularly disheartening to the SIU-SUP in view of the fact that they had pledged the two unions to honor picketlines of the CMU, and to walk off the ships if the Government made an attempt to man CIO contracted ships with Navy personnel in the event of a strike.

OTHERS JOIN

The picketline in front of the Staten Island docks formed at about 12:30 P.M. As soon as the longshoremen who were at work on the docks heard about this, they immediately walked off the piers and joined the SIU-SUP on the line.

Arrangements were made for the teamsters to take their trucks off the piers, but no other trucks were allowed to cross the line. And none attempted to do so.

Squads of seamen, with Union literature, giving the reasons for the picketline, ranged the streets near the waterfront, and distributed thousands of leaflets. The solidarity displayed by the members of the AFL Maritime Council was an effective block against any attempt by the police to interfere with the peaceful picketline formed in answer to Harry Bridges' unjustified raiding of the SIU-SUP.

When the line first formed, a few NMU seamen requested permission to cross the line to return to their ships. The reason for the line was explained to them, and they readily admitted that the AFL cause was a just one, and made no further attempt to pass.

NMU GETS SCORE

Said one, before departing, "We didn't know anything about this, but now that we know, we think Bridges is pulling a dirty trick. You guys sure came through for us when we needed help."

Attention Members!

Seafarers Sailing As Engineers

All members—retired members and former members—of the Seafarers International Union who are now sailing as licensed Engineers: Please report as soon as possible to the Seafarers Hall at 51 Beaver Street, New York City. Your presence is necessary in a matter of great importance.

And that was the sentiment on the entire line. The seamen are determined to stop Harry Bridges before he makes himself the dictator of the waterfront. American seamen do not trust Bridges, and they know that his every action and word is dictated by his

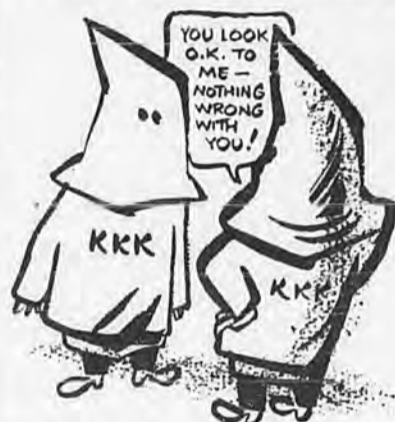
Communist masters. If this is a fight to the finish, the AFL Maritime Unions, and the rest of the AFL is ready to defend the democratic rights of seamen.

AFL seamen think that this time Harry Bridges has bitten off more than he can chew.



By ERIC UPCHURCH

Governor Ellis Arnall did not bother to turn the threats of the Ku Klux Klan against his physical welfare over to the police of Georgia. Well, I agree with our



Governor that it would have been senseless to turn the threats of the KKK over to the KKK for investigation.

The meaning of this is clear if one is familiar with the police tactics in Georgia. For some reason these people have a psychopathic craving for floggings, cuttings and general beatings. Could you call it mass sadism?

It is really a case for a good honest psychiatrist to probe. I'm sure heads and tails could be made of it. And I'm sure, since the police in Georgia don't care for my way of thinking, that I'd be an unwelcome sight down there, especially if some ex-SIU man on the force came across this article.

Unless a man has a legitimate reason for being ex-SIU he shouldn't even be allowed to breathe the purified air exhaled from the lungs of present SIU men. Why, if it wasn't for the exhalation of this pure air, people would be keeling over left and right, what with the NMU and Harry Bridges' gang. The air they so contaminate we sterilize.

It was to be my policy never to toss brickbats at these people publicly, but the impulse is overpowering.

By the way, the cable address of NMU is ENEMU. Change the "U" to "Y", and you have an accurate one-word picture of that conglomeration.

Description of Abnormality: At the mere age of 20 he appeared to be an eccentric old crab, sitting around waiting for someone to speak to him so he could literally snap their head off with his vicious tongue. He had developed an art of insulting that far surpassed all marks of degradation, his language being vile to the point of horror.

He had grown a fuzzy red beard, and allowed his hair to hang loosely across his face. He refused to brush his teeth, clean his nails, bathe, or even remove his clothes. On several occasions he had found cold coffee in the pot, poured it into a cup, and threw it against the wall.

At last, and to the great relief of his poor mother, he absorbed himself into a katatonic stupor, a more or less self-imposed hypnotic state. He failed to acknowledge any attempt toward conversation, turned food away, and wouldn't budge from the chair in which he sat.

This lasted for three days. Then, as sun plays warmth upon the earth after a cold rain, it happened. His mother returned from the mail-box holding a package. At the sight of this his face brightened, he resumed living once again. All was well!

He said to his mother: "I thought they had forgotten me. As a result I leaped into the darkest corner of Hell. I felt as though I was encased in a huge block of hardening cement; or rather, I was standing on a great bar of quicksand, and with my every thought sinking me into the fathomless depths. Thank Heaven, they finally mailed me my first copy of the Log."

(Editor's note: The curative powers of our publication should never be underestimated.)

Canadian SIU Rejects Weak Wage Offers

VANCOUVER—An angry SIU membership flatly rejected the Canadian National War Labor Board's ruling and called for immediate reconsideration of the Union's demands for improved wage, working and overtime conditions.

At the June 25 meeting the Seafarers heard a report of the NWLB's denial of five of the Union demands and a watered down offer on another, which called for wage increases ranging from \$12.50 to \$50.00 monthly. The Government agency granted only a \$12.48 monthly flat wage increase for all classifications.

The Board turned down these SIU demands:

1. Recognition of all legal holidays.
2. Two weeks' annual vacation after one year's service.
3. The eight hour day on all ships.
4. Overtime pay increases from 50 cents to 65 cents an hour.
5. Longshoremen's pay rates for seamen when they handle cargo.

Involved are the men on the 25 passenger-freight vessels operated by the Canadian Pacific Steamship Co., the Canadian National Steamship Co., and the Union Steamship Co.

MEET THE SEAFARERS

Reginald Gooden



The men who have helped to build the Seafarers International Union, and make it strong, are not publicity hounds. In fact, they go to the other extreme and actually shun the limelight. We know what we are talking about because this department is charged with the responsibility of interviewing one oldtimer each week for this column.

Take this week, for instance. It took us three days to persuade an outstanding Seafarer to have his picture taken and to tell his story to the Log. And Reginald Gooden's story is well worth telling.

Reginald, who now sails as Chief Cook, was born in Costa Rica in 1898. He first went to sea in 1917 as messboy and has worked his way up through the years. He has even sailed as Steward, but he likes to cook and prefers to sail in that capacity.

Gooden is a firm believer in the power of organized labor. "A man by himself can't do much," he says, "but a bunch of men, all working for the same ends, can do practically anything they set their minds to do."

WORDS AND ACTION

He puts his words into action, too. The big strikes of 1921 and 1923 found him active on the picketline, doing what he could to better the lot of the seamen. And when the 1941 Bonus Strike rolled around, he was again ready and willing to show the shipowners and the Government that seamen were not slaves, and must be paid for their work and the extreme risks that they are forced to take as part of their normal routine.

Gooden left the sea for a few years prior to 1941. He worked in various restaurants and hotels, and he also found time to get married and sire a family, of six: five boys and one girl.

"When the war started, however," he said, "I answered the President's call for experienced men to sail the merchant ships."

His experiences during the war are echoes of what happened to other merchant seamen. He lost two ships from under him; once when the Penmar, Calmar, was torpedoed off Iceland; and again



REGINALD GOODEN

when the Fairport, Waterman Lines, was sunk off Bermuda.

HEROES, NOT BUMS

"During the war," he recalls, "the best was none too good for us. We were heroes. Now that our country doesn't need us as badly as they did then, they are trying to forget all about us."

"Ask the shipowners for better wages and working conditions," he continued, "and they say no. Ask the Government to give us a decent Bill of Rights, like the GIs have, or to get the Coast Guard off our necks, and they say no. That's no way to treat us."

Gooden has an almost proprietary interest in the Union. He feels that when any of the Union officials say anything, they are speaking for him, and the rest of the rank-and-filers.

"Harry Lundeborg, or John Hawk, or Paul Hall never say anything about Union policy unless we make the decision first," he says.

Like all the rest of the militant Seafarers, Reginald advocates job action or a general strike, if the shipowners show no willingness to come to terms with the SIU in the present negotiations. His attitude is that with prices going up, and wages being held down, the standard of living is sure to suffer.

He doesn't like that, and he is prepared to do something about it.

Abridged Seamen's Bill Of Rights Due To Hit House Floor Soon

WASHINGTON, July 10 —The Seamen's Bill of Rights, in somewhat abridged form from that envisioned by the SIU, is due to hit the floor of the House if its author Rep. Carl Petersen (Dem.-Fla.) is able to push it through the Rules Committee tomorrow.

The abridged Bill, which treats seamen as civilians rather than as military personnel, will face some opposition in the Rules Committee, because ranking Republican members, Welsh of California and Bradley of Michigan, who favor the Bill are absent. That leaves Rep. Weikel of Ohio, a reactionary opponent of the Bill, as ranking Republican member.

Rep. Petersen said Weikel's opposition stemmed from the sentiments expressed by the national commander of the American

Legion. He said he believed that the construction of the revised Bill, which gives seamen civilian rather than military status in all phases except the educational benefits portions, would lessen opposition.

William Hushing, AFL Legislative Representative in Washington, is expected to appear before the committee in support.

The SIU-SUP made many recommendations for revisions in the Bill. The only major victory for the Seafarers was the inclusion of the clauses giving seamen, regardless of age, the rights to the educational benefits provided under it. This will be especially important for seamen who want to attend upgrading schools and will be given Federal maintenance grants while they are attending such schools.

AROUND THE PORTS



Wartime Boosters Now Criticize; Suggestion Made They Get Facts

By LOUIS GOFFIN

JACKSONVILLE—In reading a recent column, by Ed Sullivan, we ran across an item which went as follows: "The Coast Guard is burning at Senator Pat McCarran's attempt to take away the Bureau of Marine Inspection and Navigation, shabby reward for the magnificent Coast Guard war record."

If memory serves me right, I can remember when this same Ed Sullivan, along with other columnists, was praising the merchant marine for its glorious war record. But none of them have complained that our treatment since the war ended was shabby treatment or a poor reward for our sacrifices.

We have never claimed that



the Coast Guard did not have a great war record, although a lot of the brass hats ran up their best scores pulling papers of innocent seamen. We are of the opinion, however, that if the Coast Guard control of merchant seamen was a wartime necessity, the necessity no longer exists. The type of work they did before the outbreak of the war is what they should engage in now. We have no objection to that.

NOT FOR KEEPS

The CG never was given the BMIN for keeps. They were entrusted with it as a wartime measure, and were to keep it only until six months after hostilities ceased. The BMIN was originally under the Department of Commerce, and was to revert back after the war was over.

In this matter the CG officers are trying to act like small-time dictators. They have the idea that they are best equipped to handle peacetime business that really belongs in the hands of a civilian agency.

We wonder whether Ed Sullivan, and the others who are agitating for CG control of the BMIN, know what the Coast Guard did to seamen while we were under their control. Do they know about the kangaroo courts, the spying, the pulling of seamen's papers, and the all around nastiness which made the CG known to all merchant seamen as the "American Gestapo."

SOME REP!

That's a fine reputation for an agency of the Government to hang up!

The merchant seamen played a big part in the winning of the

war. They will play an even bigger part in the postwar era. We hope that Ed Sullivan, being a fair-minded man, will also present our side of the story.

NO NEWS??

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

- BALTIMORE
- NORFOLK
- NEW ORLEANS

Houston Hall Moves Closer To The Waterfront

By CHARLES HAYMOND

HOUSTON—I guess the most important news from this port is that our Union Hall has been moved from 7137 Navigation Boulevard to 1515 75th Street. Now we are situated within three city blocks of City Docks numbers 1 to 5, and right near Longreach Dockgate number 2.

The past week has been slow for Houston, but the two weeks prior were the busiest of the year for Houston and Baytown. Baytown is strictly a tanker port, with the Humble Oil Company operating the major docks of the place. We have had, and still have, several ships from the Pacific Tankers, Deconhill, and Los Angeles Tankers running coastwise and foreign from Houston and Baytown.

WORK APLENTY

This situation should keep us plenty busy although Los Angeles Tankers have reorganized into the Pacific American Steamship Company to operate cargo freighters only and will rapidly withdraw from the tanker field.

The tanker representatives in this area are the most reasonable of the lot, and even if they are WSA General Agents, I don't like to see them go. They are decent to settle a beef with, and most of their ships come in with very few beefs.

One recent beef was on the SS Coquille Hills, Pacific Tankers, and this is a continuation of a situation that has been going on in the past, the present, and we wonder about the future.

The membership here feels that the crew of the Coquille Hills had a legitimate beef, and that other Pacific Tankers crew had good beefs, also. Brother Bill Gries, Wilmington Agent, is down here now to size things up and iron out the kinks. We all wish him loads of luck.

PAYROLL BEEF

In paying off the SS Warrior, a Waterman Company privately operated scow, the major beef was that the crew payroll was not itemized. Not so long ago, in the days when seamen sailed before the mast, a large percentage of seamen could not read or write. One of the duties of the Shipping Commissioner was to see that the proper wage was paid to each seaman for all the time worked, less slops, draws, and logs. It is still one of his duties.

Today, however, although very few seamen have legal minds, most of us can read and write, especially anything concerning our wages and conditions. We

want everything itemized; wages, overtime, transportation, subsistence, lodging, extra meals, and linen money. We will not stand for a rooking from the shipowners or company stooges.

The Waterman Company has only small offices here, and this was the first one of their scows to pay off here classified as a pri-

vate account, so there could be extenuating circumstances. But it better not happen in the future.

Shipping will probably be good in the months to come, and we will need all ratings. If you want to sail in the state where shipowners pay for your back fare when you ship out, come to the heart of Texas.

The Patrolmen Say...

Seamen Remember

BOSTON—This traveling Patrolman just got back from a jaunt way up yonder to the rocky coast of Maine for the payoff in Portland of the SS Samuel Walker, a Bull line scow.

Everything came off satisfactorily, it is pleasant to report. The boys coming off the vessel took up a collection for the SIU members confined to the Baltimore Marine Hospital. The money is to be distributed equally to those entitled to it. The donations totalled \$28.00.

Ted Thomas contributed \$2.00, and one dollar was received from each of the following Seafarers: Brothers Kennedy, Sinclair, Curzi, Ball, McKenna, Hasse, Flood, Otreba, Walker, Sharp, Anuszewski, Owen, Lanham and Burkitt.

Also Brothers Hicks, Atkins, Hendricks, Pope, Otis, Navarra, Figueroa, Archibald, Curtis, Hay, Schnee and Gomez.

J. E. SWEENEY.



Missing Food Explained

The SS Diamond Hitch, Alcoa Lines, blew into town last week after a 54 day trip to the Islands. The first beef I got was from the company and concerned food which was missing from the store rooms.

The company claimed that the ship was stocked for 120 days, and that she was only gone for 68, but came back with most of the food gone.

When I got to the ship, I called the crew together to try to find out the score. Before I had a chance to tell them about the beef, they wanted to know what right the Chief Engineer had to change the locks on the store rooms, and keep a key for himself.

DIFFERENT ANGLE

Well, this changed the entire situation. I therefore went to the Chief Engineer and asked him by what authority he had acted as he did. He told me that he always carried a key to the

Merchant Marine Laws Are Called Obsolete; Should Be Changed Now

By JOE ALGINA

NEW YORK — The Merchant Marine Laws which govern the lives and actions of the men who go to sea for a living are outmoded and definitely in need of being brought up to date.

With the laws as they stand at present, seamen are punished out of all proportion to the offense committed, and with little or no recourse to the powers that charge them, try them, and then carry out the sentence.

Besides being unfair, this sort of treatment is certainly undemocratic.

Through the years we have im-

proved our living and working conditions by economic action, usually at the point of production. But the merchant marine laws, unchanged since the days of the four-masted sailing ships, still have the last say over the actions of the civilian worker who labors as a merchant seaman.

NO LONGER NEEDED

It may be that when the laws were first instituted, there was a very slight reason for them. Many seamen, still active today, can remember when merchant mariners were a rough bunch of men with little sense of responsibility.

But now things have changed. Today most seamen are respected members of the communities in which they live. They have fam-



ilies, and do not spend their waking hours ashore in a gin mill.

It is therefore not unreasonable of us to want some changes made in the laws.

The first law which cries out for modification is the one concerning desertion. This one has been interpreted by Skippers in such a manner that a man who misses a ship in a foreign port, through no fault of his own, is usually charged with desertion, and made to suffer the full penalty.

According to the law, however, it is supposed to be proven that the man drew all his money, took all his gear, and willfully left the ship with the intention of deserting.

Unless the law is modified so that it can be more generously interpreted, we should have in all our agreements a provision that if a man fails to catch his ship in a foreign port, he cannot be charged with desertion unless intent to desert is also proven.

RAW DEAL

Another law which is unjust is the one giving the master the right to log a man two for one for each infraction of the rules. In no other industry does an employer have the right to penalize a worker by making him forfeit an extra day's pay for missing work, or any other violation of the agreement.

On top of this, the money reverts back to the company, so that they get one day's work at no cost to them. It is easy to see why some company-minded Skippers dish out the logs for little or no reason. And it is easy to see why the companies and the boss-minded government backs them up each and every time. In fact, the Coast Guard goes out of its way to dig up possible reasons for logging members of the crew.

There are many other unjust and unwarranted laws in existence. Now that we have improved our wages and working conditions, it is about time we do something about the "Captain Bligh" laws which makes seamen into virtual slaves.



Boston Seafarers Organizes Excursion Boat Outfit Into SIU

By JOHN MOGAN

BOSTON—Another slow week for shipping and business has just passed. Although there were faint indications of a return to normal shortly, with the SS Thomas Robertson (Mississippi) paying off in Boston, and the Plattsburg (Deconhil Tanker) paying off in Portland, Me. But it will take a lot of ships to make jobs for the number of men now on the beach up this way.

After a couple of days of organizing last week, the Nantasket Steamboat Line Co was signed up with Seafarers. A short-lived strike of one and one-half days aided considerably in helping the owners to make up their minds.

When the boats (two were running at the time) pulled in, the crews made them secure and walked off. The Company scraped up a "crew" somehow or other and sailed one of the boats for one trip to Nantasket; but when she returned to Boston it also was tied up.

GOOD MEN

Worthy of commendation are John Nelson, Captain; James Goodwin, Chief Mate; Elmer Purdy, Pilot; Bill Simmons, Chief Engineer, and Tom Beliar, Asst. Engineer. These men were asked to sail the "scab" ship in unli-

We planned to hold the meeting July 3rd at the new building, and still hope to at this writing; but the plumbing is coming along slower than expected, and unless the "heads" are ready, we may have to postpone our "open house" until the next meeting—after all, there was a motion passed to have some beer on hand for the members!

The outlook for this week is a little better. Presently there is a ship in Portland, the SS Samuel Walker (Bull), which will probably pay off tomorrow. And we hear that a Mississippi and a South Atlantic are also expected to arrive in Portland during the week.

Addendum to the Nantasket Boat walkout: on one of the ships was a certain Captain McGowan and son. Even after the other licensed men walked off with their crews, McGowan took out the scab ship, taking along his son as quartermaster. Then, with everything settled, the son walks into this office to request a permit! M-m-m-m.

WITH THE SIU IN CANADA



By HUGH MURPHY

VANCOUVER—The Coastwise S.S. & Barge Company, James Griffiths and Sons, Inc., has announced the inauguration of a new ship service from British Columbia and Puget Sound ports to ports in Mexico, Central America, Panama and Columbia. It will be known as the Inter-American Line—service will be started by two of the Griffiths Company ships, the James and the Stanley Griffiths, with additional vessels later.

This Company has agreements with the SUP and the new Company will be under contract to the SIU as were the vessels of the Coastwise S.S. and Barge Company.

ILO CONFERENCE

Canadian seamen were fortunate at being represented at the International Labor Conference in Seattle by Brother Morris Weissberger, SUP New York Agent, who is American alternate at the conference.

Brother Weissberger made the only really progressive step at

the conference: the recommendation of world-wide adoption of the wages and working conditions of U. S. seamen. Opposition developed from every possible source, the shipowners, the U. S. Government, European countries, spearheaded by the British. They contend that the standards of living of the Oriental seamen cannot be brought up to that of Americans, and hence oppose any forward step at all.

FOUR HOUR DAY

In a recent speech before the annual conference of the Chemical Institute of Canada, Dr. E. H. Land, President of the Polaroid Corporation, Cambridge, Mass., said that four hours a day is enough on the production line and that the other four hours should be spent in creative activities.

How much we agree with the good doctor, and fervently wish that there were many others in the country with his ideas. Too bad that our members as well as our shipowners did not attend this conference. They would have gotten some good ideas on how to create peace and harmony on the job.

Keep up the good work, Doctor! We seamen are in definite accord with your contention.



By WILLIAM McLAUGHLIN

VICTORIA—The "findings and direction" of the National War Labor Board, made in regard to our application for changes in wages and general working conditions of the British Columbia seamen, has now been duly considered by us all. Their decision, and a bad one it is, comes from men who are not on the business end of an oil can, a fuel valve, or a freight truck.

As a matter of fact, it would give us great pleasure to extend to this group of "finders and directors" an invitation to forsake their comfortable chairs in Ottawa and spend the summer with us who have to keep these ships operating come hell or high water, high slip or low; doubling on excursions; keeping the ship clean; stacking the thousands of

deck chairs; handling the freight; cleaning the boilers; nursing the engines; doing all the jobs from the messroom to the engine room, and from the engine room to the staterooms—by the day, week, month, and year.

HELLSHIP CONDITIONS

We wonder how these men would react to a life confined to the freight deck and whatever space is allowed to us to live in after the automobiles, freight, livestock, baggage, express, dirty linen, etc., has been carefully stowed and secured.

Even the companies agree that the wage scales were set 20 years ago. This proves that we are not an impatient lot, acting prematurely. We believe that this 20 year record of sweat and toil for the same wage level deserves more consideration than this so-called "finding and direction."

Frankly, we think that this board is nothing more than a rubber stamp for the monopoly interests on this coast.

By the record, we are a reasonable bunch of men. For 20 years we have worked at the same wage rate, we continue to do work which as seamen we are not required to do by law, and we continue to remain married to the ship in one way or another. While the rest of the organized workers in Canada are working a forty hour week, we continue to average twice that much, as a general rule.

TIME FOR CHANGE

Our wages are a disgrace, and even the Board's suggested increase of \$12.48 per month is only a drop in the bucket. And add to that the crowning insult. All newcomers are required to pay a physical examination fee of \$2.00 for the privilege of joining us in our dilemma. Rip Van Winkle had nothing on us, but even he woke up eventually.

The membership here is of the same mind—another 20 years at this rate is not a happy prospect.

(Editor's Note: Another story concerning the findings of the Canadian National War Labor Board, and the reaction of the Canadian seamen, appears elsewhere in this issue of the Log.)

Detroit Shipping On Upgrade; Many Beefs Settled In Busy Week

By WILLIAM STEVENSON

DETROIT—We have been kept very busy shipping men and trying to get enough Firemen, Oilers, and Coalpassers for the new schedule on the D and C Lines.

At the present time every ship is completely manned, but to do this we had to supply 22 Firemen, 9 Oilers, 18 Coalpassers, 4 Watertenders, 14 ABs, and 17 Ordinaries, for a total of 84 shipped.

Last week was one long beef. First off, one ship complained that the washing machine motor, sent out for repairs two months ago, had not yet been returned.

We went and got them a used motor, and at the same time

in diameter, and I'll bet they created a windstorm in the small rooms.

MORE BEEFS

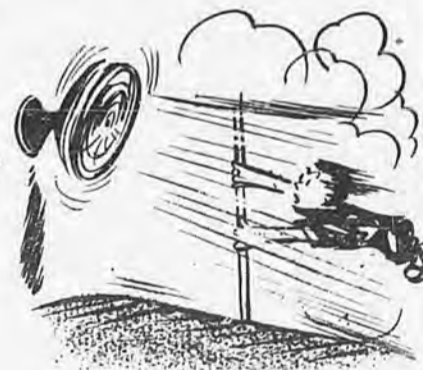
Then the J. P. Wells refused to pay overtime for all time over 40 hours spent in port while awaiting orders. We had a little to-do about this, but it was finally squared away to the complete satisfaction of the crew.

Just as soon as we got settled down from that one, the Chief Steward of the North American was threatened with being kicked off the ship. We had to go to bat for him, and in the end the Company backed water so the Steward is still on the vessel.

And then came the final beef—for the week, that is. The Skipper of one of the moonlight boats at Put-In-Bay would not allow the crew to leave the ship after the moonlight cruise was cancelled. This was a hurry up call so Fred Farnen and I went right down there and found that the Captain wanted to be sure that all men would be on board when the boat pulled out at midnight, and he therefore refused to let them go ashore at all.

We told the crew not on watch to go, but to be sure they returned by midnight. The rest of the crew was warned that if the Captain tried to pull a fast one and sail before midnight, they were to walk off the ship.

So much for our beefs. Shipping appears to be picking up, and if the trend continues, we will be able to use some of the men from other ports. Right now we could use more Firemen, but the situation might change over night. The best bet is to wire us before catching a rattler for this port.



picked up four fans for them. The only fans we could find were 18"



censed capacity by the Company officials; they refused, and walked out with the men.

The contract finally won and signed is perhaps the best excursion line contract on the Coast, with 20 to 30 dollar wage increases—and, for the first time, provisions for the payment of overtime. Formerly the crews worked all day every day, with a couple of moonlight sails a week, without the payment of overtime. Needless to say, the crews of these boats were much pleased with the final result of their action of signing up with the Union.

NEW BUILDING

We have given our present landlord notice of our intention to move not later than August 1.

New Book Club Hits The Scene

NEW YORK—The Progressive Book Club, a new organization that will market worthwhile books which deserve to be read by trade unionists, is this month making its advent into the book publishing field.

The Club will feature low prices for all books selected, and will offer its members an elaborate system of free book dividends. Only important books of significance, stressing an independent liberal slant, will be selected as choices of the Club.

The director, and the top officials of the Club are all well-known figures in workers educa-

tion, and they are making an appeal for support from progressives, trade unionists, and others with advanced social views.

Under no circumstances, says the Club prospectus, will they follow a party-line. A high standard of liberal thought will be maintained, and the Club will not allow itself to be used as a cover-up for Communist or reactionary propaganda.

For seamen who like to read, this sounds like a good deal. The books will be sold at a low price, and one free book will be given for every book bought. The address of the Club is 111 West 90th Street, New York 24, New York.



Alcoa Partner Crewmembers Endorse Maritime Strike Action

Crewmembers of the Alcoa Partner notified Paul Hall, chairman of Strike Preparations Committee, by cablegram, that they unanimously support any necessary strike action to force the shipowners to negotiate a contract suitable to the SIU Negotiations Committee, subject, of course, to membership approval or disapproval.

This cablegram is in line with other favorable expressions of opinion which are coming from Seafarers who are voting on the strike referendum, and who are overwhelmingly in favor of strike action according to those comments.

The message reads as follows:

"Brother members, at recent ship's meeting motion made, seconded and passed by crew of Alcoa Partner unanimously endorsing strike if necessary. Wish complete success to Negotiating

Committee. Steady as she goes. Crew Alcoa Partner."

Contract negotiations are proceeding apace as an article appearing in a different section of the Log will testify. However, the Negotiations Committee needs the strike authority which a favorable referendum vote will give them in order to force the shipowners to comply with the reasonable SIU demands.

Expressions of support such as those received from the Alcoa Partner and other SIU ships show that the average Seafarer is well aware of the problems confronting the Committee, and are backing them to the hilt. For too long, the seamen have been treated as the stepchildren of the labor movement. Now, seamen want what should be coming to them, and are willing to fight by any methods necessary to secure decent wages, hours and conditions.

Isthmian Seamen Learn From Examples; Seafarers Now Planning New Drives

By WHITEY LYKKE

Sailing under about a dozen different flags at various times, I have seen lousy ships and good ships. And I have found out one thing: A real seaman always keeps himself and his quarters as clean as possible. I have seen old rustbuckets carrying coal, where the crew had to furnish everything themselves from mattresses to soap, and where they had to heat their bath water in a bucket on the galley stove. But the men would keep themselves and their quarters clean because they were seamen.

Take a guy who is filthy in his habits, and you will find out soon or later that he doesn't

measure up in an emergency when real seamanship is required.

Here the other day, a new crew boarded a modern ship with all of the facilities for cleanliness, only to find that the quarters they were moving into looked like pigsties. Lockers were broken; all mirrors were smashed; and mattresses, washstands, toilets, bulkheads, even overheads, were splattered with filth. Old linen was left all over the ship; water stagnating in the corners; and old clothes, shoes thrown around with scraps of food and paper.

CREW BURNED UP

The new crew was naturally burned up, and anxious to find what kind of a crew could be that filthy. At first, they thought that Isthmian had picked up a bunch of bums off the street in some port where they couldn't get any seamen to sail a non-Union ship.

To their surprise, they found out that Isthmian had just taken the ship over from some company under agreement to the National Maritime Union. They were astounded that these guys who had turned their living quarters into garbage dumps were supposed to be Union seamen, shipped from NMU halls!

It was plainly evident that these guys had been anything but seamen. And, it occurred to this Isthmian crew that these guys who couldn't even keep their own quarters in shape were, as members of the NMU, able to influence the policy of that Union.

ALL JOIN SIU

This Isthmian crew made the obvious conclusion that any Union, whose members acted so contrary to the traditions of real seamen, couldn't possibly be interested in improving their (Isthmian) conditions.

So, after cleaning up their ship to make it fit for seamen once again, the crew of the Minot Victory unanimously decided to join

the Seafarers International Union.

When she finally sailed from New York, both the crew and their quarters were shaping up in the tradition of the SIU: Clean Ship, Real Seamen.

ISTHMIAN DRIVE

We are now on the home stretch of the Isthmian organizing drive.

About 10 more ships remain to be voted, and then we will start bargaining for an agreement with the company. During this negotiating period, it is of course important that all SIU men stay on the ships, to stop the company and the NMU from filling the ships with disrupters.

Isthmian was the last of the big freighter companies to be organized. In organizing their 100 ships, we proved that the SIU still is THE progressive Union on the waterfront, and that we can take on any company and any dual union and beat them.

With this established, we now have to keep the ball rolling, looking for companies that are most in need of a real Union. What fields remain unorganized?

EAST COAST TANKERS

The most obvious answer is the east coast tankers. All west coast tanker companies but one have been organized by the SIU-SUP during the last year or two. On the east coast, however, only a few small companies have closed shop agreements with the NMU, and even these agreements are so inadequate that the NMU can't get their members to sail the ships. They were the usual sellout deals by the NMU leaders, who don't care about the conditions of the men, as long as they can spread the influence of the communists a little further.

So, the whole tanker field is badly in need of a union like the SIU, and by going in like we did in the Isthmian drive it is only a question of time before every east coast tanker will be SIU.

VOLUNTEERS NEEDED

All hands who want to become active in this drive, volunteer at the organizers' office in the New York Hall, or to the Union officials in whatever port you are in.

We are on the move, and every member should help speeding it up by volunteering.

A volunteer organizer's stamp in your union book is your proof that you have the interest of the Union at heart.

NMU Loses Isthmian, Joe Curran Admits!

Joe Curran tacitly admitted that the Isthmian election was lost to the NMU in his plea for support at Manhattan Center recently.

He said Vice President Black Myers (an avowed communist) had packed the organizing staff with commies to campaign against him in the NMU election. These men were much more interested in organizing commie support than they were organizing the unorganized.

Curran said: "Myers used paid union organizers to campaign for the Communist machine. Organizers were sent even to ports where there were no Isthmian ships."



Three oldtimers who have taken part in plenty of SIU job action discuss the strike vote. Although their vote is secret, they make no secret of the fact that they voted for the strike. Left to right, Charles (Carioca) Benway, FOW; Frank Rossi, Chief Cook; and Thomas Di Fazio, Chief Steward.

Merchant Marine Hospitals Do Not Serve Seamen—Outsiders Seem To Get First Call

(Editor's note: The following article was written by an official of the SIU's New Orleans branch, and originally appeared in The Federationist, official organ of the Louisiana State Federation of Labor, AFL.)

The merchant marine hospitals from their inception in 1790 has in a small measure ministered to the needs of the sea. Each seaman was required to contribute one dollar per month until 1899 when the payments were reduced to fifty cents, or the seaman was privileged to contribute as much as he wanted to. This contribution was voluntary, but if no contribution was made he usually found that he was out of work, from 1899 to 1906 fifty cents of the seamen's salary was used to build other hospitals.

These hospitals were built to fill a long needed service to the seamen; the catch is that from the inception of the hospital a seaman had to apply for medical treatment within sixty days from the date of his last discharge. This is true even today. Many times a man is injured and does

"men of the sea." The Seamen are not protesting the extension of hospitalization to the families of Coast Guardsmen, but do protest the denial of these benefits to the families of the men to whom the hospitals were originally intended to serve.

Many men who lost legs as well as other injuries at and during World War I and II, are denied the right to treatment in marine hospitals. This also applies to men of World War II. We are sure that all fair-minded men and women as well as government officials will have to admit that if a seaman is on the beach sixty days or more he should not be denied hospitalization.

COAST GUARD RATES

It is hard to reconcile the fact that the Coast Guard, their families and civil service employees receive hospitalization, in hospitals established for the men of the sea, and these same men of the sea are denied these facilities.

The following are statements from a few men of the sea.

"I have contributed to the Marine Hospitals and was refused admittance to the New Orleans because of the 60 day clause."—Thomas Gissenno.

"I had the misfortune to lose my seamens papers, and while waiting for their return, or receive duplicates from the Coast Guard, my chances of getting in the Marine Hospital at Staten Island on March 9th were smashed."—Benno Zelinski.

"After being in the drink (water) receiving many injuries in various battle zones in the past world war and on docking at the nearest home port, I went to the Marine Hospital for treatment. The treatment I received was not for my type of injuries, but for a drunk like the one in Lost Weekend."—E. G. Walker.

NO MEDICAL CARE

"During the past world war I lost a leg on the high seas while serving in the Merchant Marine, and because of this injury I am unable to serve again, because of this I am not entitled to medical care, as it has been more than 60 days from the date of my discharge."

"It seems unfair that I should be denied treatment especially since civil service employees, their families, the coast guard

and their families are admitted at anytime."—Henry Snider.

We could print hundreds of letters based on the above, but we feel those mentioned is enough to give the reader some of the reasons for the hardship meted to seamen, because of the 60 day



clause. We ask our readers to write their congressmen, protesting this discrimination to seamen, and send copies to the nearest Seafarers International Union so that something may be done about the grave injustice to the heroes in dungarees (merchant seamen).

Port Of Philadelphia Is Humming With Activity; Future Looks Good

By JAMES "RED" TRUESDALE

PHILADELPHIA—We shipped quite a few men last week, and it looks even better for the future. Plenty of ships are coming here in transit for foreign ports, and the old waterfront is sure humming again.

Most of the ships load with coal or grain and leave as soon as possible, but some stay here for a few days for repairs. This gives the boys a chance to sample and appreciate Philly hospitality.

Speaking about repairs, the time to get them done is before the crew signs on. After that, it is just too bad. If all crews will cooperate, we can clean up all the rustbuckets in short order.

What we have to do is make up a list of needed repairs before the ship reaches port. Give a copy of the list to the Patrolman, and another copy to the Skipper. Then, before articles are signed again, the repairs have to be made—or else.

Last week we had a Captain up on charges, and as a result of a trial before the Coast Guard,

this man had his papers lifted for thirty days. As far as we were concerned, he deserved to be suspended for at least ninety-nine years. But the Coast Guard is the Coast Guard, and they are strictly pro-Skipper.

We all hope that we won't have to put up with the Brasshat,



Brass-brained bureaucrats much longer. If the members keep sending letters and telegrams to Congressmen, we should be able to chase the CG out of the picture pretty fast.

The foundation is already laid, the rest is up to us.



not know that he needs hospitalization under after a lapse of the 60 day period, and when he goes to the hospital he finds that he is denied treatment.

60 DAYS

If a seaman goes to the Charity Hospital in New Orleans he is promptly told that he should go to the Marine Hospital, and if he has been discharged more than the sixty day period he is out of luck. If he should lose his papers he is denied treatment until he gets new papers, and if 60 days lapse he is still out of luck.

In 1941 the Marine Hospital was opened to the members of the Coast Guard, as well as the families of the Coast Guard. The marine hospitals have always been closed to the families of the

SHIPS' MINUTES AND NEWS



Diam'd H. Is Paging S. Holmes

The Patrolman who boards the Diamond Hitch is going to be riddled with some key questions. And if he cracks the case to the satisfaction of the crew, Sherlock Holmes is on his way out as number one sleuth, but quick.

Passed at a recent shipboard meeting was a motion calling on the Patrolman to solve some shennanigans in which the ship's officers seem to have their fingers—right up to the shoulder, maybe.

Steady now, lads. Here's what the Diamond Hitchmen want to know:

1. Why do the Engineers have keys to the iceboxes?
2. Why does the Chief Engineer have keys to the fishbox?
3. Why was the Chief Cook's lock on the fishbox gone?
4. Why did the Chief Engineer put his beer in the icecube maker, and put his own lock on the fishbox?

That's the lash-up, and that



smell isn't coming from the mackerel even if it was locked out of the fishbox.

Right on top of this comes another cry of help from the Diamond—and we mean, Hitch. The minutes almost shout, in an SOS vein, that "Bugs are about to take over the ship."

The piratical pest invasion is practically imminent on all flanks. In a hurried defensive strategy against the threatened envelopment the crew passed a motion urging an immediate all-out fumigation to wipe out the winged enemy.

Meanwhile, all hands to battle stations. And, Henry, for crapes sake, make with that flit gun!



SEAFARERS RELAX ON THE BEACH AT SAN DOMINGO



Crew Of Pillar Helps Islands Stevedores

Chalk up a credit for militant unionism for the crew of the Cape Pillar, with special reference to Bosun Tex Suit, Chief Electrician Frank Bose and Chief Steward Harry Collins.

When the crew of the Pillar went ashore at St. Croix, Virgin Islands, the members figured it for just another good-time port of call. But when they left they were acclaimed as liberators, as men who had opened the eyes of the natives to real unionism.

It was along about May 16 that the crew went ashore. In the course of visiting some of the more inspiring spots on the waterfront, Brothers Suit, Bose and Collins learned that the longshoremen and stevedores were working for 40 cents an hour under an independent union.

UNGOOD

The trio talked to them some more. They found out more about wages and working conditions. None of them good.

The next day the longshoremen called a meeting, at the instigation of the Seafarers, in the market square. Some 2500 men showed up.

Brother Collins gave them the old what-for. He told them what longshoremen in the States were paid, and how conditions were.

Two days later another meeting was held in the same place. Other Seafarers spoke, including Bose. When it ended the longshoremen were ready to march on the Governor's Mansion to protest the dirty deal being handed to them.

Here's why. Dues in the union are 20 cents a week. Yet the "union" is \$16,000 in debt, with 1028 dues paying members. The



It isn't all sweat and soogey, these runs down to the rum and coke islands, nor is it just waterfront bistros and lively ladies—as these photos will attest. They were made by Jock R. Simison on his recent run down to San Domingo, Domini-

can Republic. At top is the gang (no names) of the MV Coastal Stevedore, Bull Lines, at their hotel at San Domingo. The lads sure enough look happy. Lower is a shot of a couple of the boys horsing around on the diving board of the hotel pool.

president, Ludwig Harrigan, is collaborating closely with the shipowners, the Pillar crew members say. He declined to attend both meetings. The vice president, Pedro, and the Bull Line representative attended both meetings as observers, but declined to speak.

The Seafarers see salvation for the islanders under the direction of a Professor Crabbe there,

whom they say is enlightened and is fighting for improved conditions and wages.

Alcoa and Bull run approximately two ships a month, between them, to St. Croix. All Seafarers who hit the port are urged by the Pillar crew to get in touch with Professor Crabbe and help the longshoremen as much as possible to realize real unionism.

Shortages Hit Ships: Burgess

If you slabsided shoreside civilians will stop crying in your beer about shortages of meat and butter, etc., for a minute, we'll tell you about some shortages as are shortages.

This one concerns the SS John W. Burgess, and the revelations of shortages come to light in her May 5 meeting minutes. Turner Blagg chaired the session, and Bill Hahn did the recording of the sad news.

"All ships leaving the USA," the minutes say, "had six months supply. Our Steward put in a requisition for food, was informed that it was on its way; but it never arrived."

There was enough aboard for two months, but the ship was laid up for seven weeks. That would seem to leave about a week's supply.

NO CHIPS

The Captain signed a food order, but when the Steward gave it to the company agent, the agent marked off half the order and gave it back with his "best wishes."

After a couple of days, the minutes say, the Steward received a two months supply from the SS Homer Winslow Homer. That meant that the Homer just barely got by.

The crew charges that the Ship's Chandler could have filled the order, but the Agent refused. The crew decided to get in touch with the Patrolman by cable.

(Pardon us while we snaffle a sandwich before we finish.)

The crew of the Burgess couldn't even fill that empty void where they thought their stomachs were by smoking extra cigarettes between the meals they didn't get. There was a shortage of smokes, too. Rationing. Trouble was, they said, that they weren't rationed evenly. The officers seemed to be receiving more. The crew decided this was a matter for the Patrolman's attention, also.

MORE BEEFS

Under Good & Welfare, the crew had some beefs, too.

There was a little matter of a hole in the deck of the oilers' fo'c'sle. Lost more damned Oilers that way! Anyhow, they want it fixed.

Also in need of repair were the iceboxes. The company had better fix the fans, too. The boys are burned up. The fo'c'sles need paint.

Here are a few other items listed: new supply of linens, electric hot plate, coffee pots, toasters, drainboard for dishes and fumigation of the ship.

In reference to the latter, the boys say: "Thanks for the buggy ride."



Digested Minutes Of SIU Ship Meetings

EDWARD G. JANEWAY, May 1—Chairman Hazen; Secretary W. A. Strahle. A petition of five full book members be drawn up before anyone's trip card is pulled or he is prevented from shipping. Motions carried: to have delegates check overtime accounts with Purser not later than Friday; that delegates inform Purser he's not entitled to disputed overtime and members will not sign back on ship with him aboard. Good and Welfare: the following things are to be procured for the crew: new seats for deck dept., mattresses for unlicensed personnel, stoppers, wringer and washboard for ship's laundry, lockers, toasters, coffee pot and iron. Recreation room chairs to be repaired. Motion carried to contact Union for glass port-holes and new lifebelts.



JOSEPH I. KEMP, April 20—Chairman Bill Silva; Secretary Joseph A. Caldeira. Disputed overtime in Deck and Stewards department for anchorage might be okayed, since it was approved for Engine dept. This is to be referred to Patrolman. Good and Welfare: Motions carried for icebox containing night lunch to be left unlocked and for one man from each department to be appointed to clean library weekly and former gunner's mess to be used for card playing.

ALCOA MASTER, April 7—Chairman Paul Ligtell; (Secretary not noted). Minutes of previous meeting accepted. Motion passed to contact Patrolman to see how many men Stewards department should have when there is a 37-man crew aboard. Good and Welfare: Motions carried: that Steward assign one man to clean toilet 'midships and keep it clean throughout voyage; to repair drinking water system in engine room and messhall; that each member of crew give messman cooperation in keeping mess clean at coffee time and between meals.

JOSEPH I. Kemp, May 5—Chairman Bill Silva; Secretary Joseph A. Caldeira. Minutes of previous meeting accepted as read. Captain disputed overtime for changing quarters in Deck and Steward departments. Motion carried to refer this matter to the Patrolman. Discussion held on the four watch system. An alternate discussion made: a 44-hour week with overtime for Saturday afternoons, Sundays and holidays, both in port and at sea. Motion carried to continue discussion at next meeting.

FELIX GRUNDY, June 15—Chairman Joseph McKay; Secretary Fred Shaia. Good and Welfare: Motion carried to order new elements for toasters. Cups after use at night to be placed in sink. Men to cooperate in keeping messhall clean by keeping butts off deck. Three delegates to see Captain about increasing amount of cigarettes from one to two cartons per week. Purser to post slopchest price list in crew's mess; Captain agreed.

ALCOA PAINTER, May 5—Chairman Jimmie Prestwood; Secretary Hiram Barron. All department delegates to see Purser about pay vouchers not received at Mobile payoff. No disputed overtime. Member of Deck Dept., paid off because of wife's illness. Fireman also paid off suffering with a bad case of heat rash. Passenger overtime cut out. 2nd Electrician bringing charges against

1st Asst. Engineer because of drunkenness in Engine room. Good and Welfare: Keep mess clean and change table cloths twice a week. There is unnecessary noise in passageway. Rooms to be kept neater. Only company officials and guards are to be fed.

RAPHAEL SEMMES, (no date)—Chairman Leon Moore; Secretary Charles J. Hartman. Patrolman to adjust misunderstanding in Deck Department. Good and Welfare: Engine Department to furnish a list of tools needed. Following repairs necessary: Unstop scuppers in Deck and Engine toilets and showers; install steam line and scrub board in laundry; screens and windchutes for ports aft in crew quarters; repair toilets in all quarters and supply spare parts; install awning on poopdeck, towel and soap rack in Electrician's room, mirrors in crew's quarters. Patrolman to be contacted with regard to Deck Engineer being removed from Bosun's room, which is too small for two men.

What They Riding, A Ferry Boat?

We trust you will pardon your editor if he starts off this short story with a "tssk," not to mention a "tush," and maybe a "pish."

No, we have not reverted to second childhood, yet; at least we won't admit to it, though others may have their suspicions. It is merely that we have just come across the minutes of some unnamed ship, on which Brother DeBarroso was chairman and Brother Manning was Secretary.

We offer them without further comment, except the advice that after you read them you take another look at the head.

"Beef: Officers got "Sweet-heart" soap; crew got "Ivory."

CHARLES W. STILES, May 4—Chairman Paul Kent; Secretary William Prince. Election of officers. Reports made by delegates. Good and Welfare: Ship left Philadelphia with insufficient stores for a foreign voyage. Motions carried: Anyone caught throwing debris on deck will be fined, proceeds to go to Log; anyone improperly dressed in messhall will have to donate \$1.00 to Log. Each department to use their respective heads and showers. More cleanliness of quarters heads and library. Repairs to be made on coffee urn and more steam to the galley kettles. Utility man to bring up tea and coffee before meals.

SEAFARER SAM SAYS:



BE ON THE ALERT!

THESE ARE IMPORTANT DAYS FOR THE SEAFARERS. EVERY MAN MUST BE READY TO PROTECT THE SIU AGAINST SHIP-OWNER AND CMU ATTACK. KEEP IN CONSTANT TOUCH WITH THE UNION HALL.



CUT AND RUN

By HANK

We thought we were somebody important last week when Brother Willis Butterfield, Chief Electrician, shocked us with a handshake, a cigar from the half-empty box under his arm, and told us he's getting spliced. Congratulations, Willis, lots of happiness to you and the wife—and smooth sailing to you on those milk-runs down South America, which are keeping you busy right now. . . Hit us with a boom if it isn't going to be some trip to South Africa on the Cape Hibbons with the following atomic Brothers as shipmates: Rum and Coke Willie West, the Seattle Spirit Survivor; Ceaser Ser-rano, George Brown; Rocky Benson as Bosun and Johnny Marciano who will no doubt sit on those rubber winches—wishing for some guys to bend his ears the wrong way. . . Gilbert Huddle just got his Third Engineer's license. Congratulations and good luck, Brother Huddle.

Frank Bose and Tex Suit came in from a short Latin run with the Cape Pillar, arguing with each other who got the most chots—from the heat. . . Harry Collins enjoyed himself electing himself as water-boy when the weather got too hot for the crew—and Frank Hall came back on her after being anchored down on the Puerto Rican beach. . . Marvin Mellvin is now a First Assistant Engineer, we heard. . . Mucho tattooed Joe Wolf is sure glad he's in town with his ship—because he met his two old shipmates, Red and Frenchy. Frenchy kept talking about shipping out soon while Joe and Red, who were hit and soaked in the Arabian Sea, gabbed about someone getting engaged down in Miami.

Looks like Tommy Massey will be sailing many more long years with his old shipmate, "Rebel Melton," who lost his Hollywood mustache in a recent close, dreamy shave. . . Tex Ringold, Baltimore oldtimer, drank a few memorable beers with Andy Anderson—and then took a little landlubbing train ride down to Baltimore, of course. . . One of our friends was asking where Alfred "Whitey" Jutchess, the oldtimer, was right now. Well, as far as we know, he was in Baltimore in February. . . Frank Blues is back from a trip on the William Pepper. . . Richard Taylor just came back from a 11-month voyage over in the Pacific. Bring back any atom bombs or heroic goats, Rich?

A thousand apologies to Vince Kane for misspelling the name of his romantic friend, "Dum Dum." It's really named Dumbo—and she looks like Lena Horne! Vince's shipmate, Woody Lockwood, has an equal friendship with someone named The Headhunter. . . Steward Richard Schwartz says that when he was down in the Land of Rum and Puerto Ricans on the William Harper, Nancy Cruz, who looks like Shirley Temple, was a kind friend to him. . . We notice Dutch Bolz in town—but where is his pal, that Irish Polack, Pat McCoskey? Wasn't he on the same trip with you, Dutch? . . . Claude Gautreaux lost his book in some philosophical cafe recently. Then he inquired on the sixth floor and was he tickled pink when his worn out look was handed back to him—like some souvenir a shipmate had lost, indeed!

Martin O'Connor, one of our best and most humorous pinochle-playing shipmates, said hullo to us recently and will be sailing soon for another hysterically funny trip, indeed.

(Continued on Page 13)

Some New Wrinkles On the William Wirt

The crew of the SS William Wirt is quick and ready when it comes to giving credit where due. So when the Steward turned to in commendable fashion by dishing it out in good and sufficient quantity they put it in the record.

Copy of a recent shipboard meeting's minutes say, in large type, that the "Steward is doing a good job of taking the wrinkles out of our stomachs."

But the Wirt crew is as sudden in its denunciation of inadequacies aboard the vessel. The ship's helm has been in bad need of repair for sometime. So they passed a motion pronto to see that the proper officials do something about this cockeyed course of affairs.

"When you think you have it amidships," the minutes say, "you have it a half or quarter wheel either way."

Sort of like when you want to zig, you zag. And that ain't good.

LAWTON B. EVANS, April 11—Chairman Robert Cartwright; Secretary Earl Douglas. Minutes of previous meeting read and accepted. Good and Welfare: a motion carried calling for more ice cream every Sunday with the Steward agreeing to comply. It was recommended that steaks should be on the menu more often plus more fresh vegetables. Discussed was matter of dishes being left in the messhall; slopchest not being opened in port for sale of cigarettes. Coffee urn and bag are to be washed out by each watch. There should be less pepper in the food, napkins on the table, and the galley boy should wear jacket on duty.



Show your badge!

THE SIU BADGE IS THE BADGE OF A REAL UNION!



WEAR YOUR SIU PIN — THE BADGE OF A FIGHTING UNION... YOUR UNION!

THE MEMBERSHIP SPEAKS



Marine Hospitals: Political Footballs

What is the matter with our Marine Hospitals? Why are these dadblasted Seaman always squawking about them? Are they not supported by our dear Government? Isn't it the richest Government in the world?

Yes, Brothers, seamen are always squawking about the Marine Hospitals and you are dead right they are supported by our Government, the richest in the world. The squawking is at the administration and the way of doing things in our Marine Hospitals—little petty, insignificant annoyances which could be eliminated in ten minutes by the application of a little common sense.

Take the food problem at the Staten Island Hospital, discussed in these columns several weeks ago by Brother Bause. Since that time the food has improved more than 500 per cent. Yet by just a little application of the old rule of common sense it could still be improved some.

One thing that could be applied to improve the food situation, would be a closer supervision of the galley and increase in the manning and pay scales of the Marine Hospital's Stewards Department.

ADMITTANCE

The system of admittance is another beef that you hear from seamen all of the time. When a seaman gets into a condition where he has to be admitted to the Marine Hospital, he has a sense of dread—he thinks of the long dreary hours of waiting and waiting, while young bureaucrats buzz around and ignore his pain and misery, doing seemingly nothing except giggling and ogling the pretty nurses that pass in and out.

We will admit that emergency cases, where a man is about to pass on to the happy hunting grounds right quick, are taken care of immediately. But the average seaman who is able to navigate himself out to the hospital is going to drop anchor a long time before he is finally admitted.

It would be no trouble at all to improve the system of admittance to our Marine Hospitals, simply by designating a doctor or interne to make an immediate inquiry upon the entrance of every prospective patient, as to whether he is in pain and needs immediate attention and the elimination of so much paper work (red tape). The idea is, when a man is sick, get him to bed—anyone with the brains of a ten year old kid can fill out forms anytime. Even if a guy kicks off about all a doctor has to do is to fill out a death certificate.

'LOG ACTION'

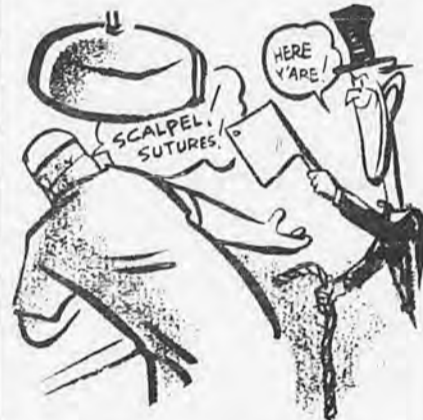
The question has been posed many times by our membership—what can the SIU do about this appalling situation. The fact of the matter is this: The SIU has no contract with the Marine Hospitals and hence is in no position to use "job action". However, the membership may rest assured that the columns of the Seafarer's Log is going to continue to comment upon any conditions af-

fecting Seamen that could be improved.

You also hear another squawk from seamen about are Marine Hospitals filling up with Coast Guard and postal clerks, etc.

Your reporter took this question up with the Director of Special Services of the SIU—Brother Joe Volpian—as to the policy of the Union regarding these Government employees.

Brother Volpian said that the Marine Hospitals is under the U. S. Public Health Service as authorized by Congress and that



this service is instructed to give medical and hospital aid to persons holding certain Civil Service jobs.

UNION BACKS IT

He said that the policy of this Union was not to prohibit any person from receiving medical aid rightfully entitled to it or to prevent them from using the Marine Hospitals so long that giving such services did not exclude merchant seamen.

Our Marine Hospitals are staffed with the most skillful and highly trained doctors and nurses in the world. They have access to every kind of instrument and drug. The fault of the Marine Hospitals does not lie with them, it lies with the political nincompoops who are appointed by the powers that be, that dish out the funds for their operations. The situation will only be remedied when the seamen themselves put up a squawk that can be heard down on "Circus Hill" (Washington) where the clowns that are performing under the guise of being Congressmen become fearful of losing their well paid jobs. Then and only then will there be major changes—**ROPEYARN.**

SEA DAWN

By JOSEPH F. FERREN

The prying fingers of the day send shadows to and fro;
The night, reluctant with its stay—reluctant still must go.
Another day's begun.

Around the edges of the world
The flags of light are now unfurled—
Behold the rising sun!

Across the sky's unending space,
She struts the glamor of her face
And looks not back to scan
Beyond the fringes of her light
The still pursuing, stubborn night
Fall on another land.



SIU STALWARTS ON THE WAYNE



The boys aboard the SS James S. Wayne, part of them at least, lined up to have this picture made at some unidentified port by some unidentified photographer. It was sent in by some unidentified Seafarer. Left to right, standing, are: Wehunt, AB; Miller, OS; Anderson, AB; Dalia, OS; Pasinosky, Bosun; Paulsen, Deck Maintenance; Ramies, AB; W. Gonzalez, Deck Delegate. Sitting are Smitty, Mess; A. Tosado, OS; Espinosa, AB; Nicodemo, Stew. Delegate, and P. Carlino, AB.

ANTINOUS TOOK REAL JOB ACTION AND IT WORKED

Dear Editor:

The militant crew of the SS Antinous took job action in Philadelphia to get rid of the First Assistant. We were aided by Blackie Cardullo who represented us in real Union style.

The First thought our Union was a joke, but he found out differently. He made several cracks to the Philadelphia Patrolman to the effect that he would take his orders from the company. He was going to run things his own way and said that if the Union was going to tell him what to do he would get off the ship.

Right then and there, the action was taken. The whole crew walked off.

Then off went the First Assistant. Back to the ship went the crew. This is the SIU way of taking job action.

John Marciano

BUNKER LIKES RECENT EDITION OF LOG, PICTURES

Dear Editor:

I have just received and finished going through the latest edition of the Seafarers Log. It's good. I think it's one of the newsiest issues I have ever seen.

That spread of pictures on the Aiken were swell. If you could send me the one of the schooner framed in the lifeboat gear, I could probably use it with my Saturday shipping column.

I'll stop by for a cup of jamoke with you the next time I get down.

John Bunker.

HERE'S BROTHER WHO IS REALLY GIVING UP SEA

Dear Editor:

Say how's about installing a full book member on your mailing list. After going to sea for the past seven years have at long last saved enough of my pay (which the shipowners will be sorry to learn) to enter a small business for myself. (If they find this out they will want to cut the seamen's pay instead of a measly 15 per raise.) It took a lot of saving and missing of good liberty ports throughout this world. You know what I mean. So my book is paid up in full, and I shall try this shoreside life for a while. But as you can see from the address I'm not too far away from the smell of salt air. But it will help and keep me informed on the ways of my first love, who said "there may be other loves, but your first will always be the best remembered," which I'm finding to be all too true. So help me along with the paper each issue. And the very best to all the Brothers in OUR fight with the mutual enemy, "the shipowners."

Clifford Albert Rentz
Book No. 68, Pac. Dist.

SICK BROTHERS GIVE THANKS FOR SMOKE DONATION

Dear Editor:

We, the undersigned, wish to thank the Brothers for the kind donation of \$10.00 which we have received. It sure came in mighty handy to us brothers whose sick benefits have expired and are bed patients with no incomes.

We also wish that our Brothers, when they take a ship, would post a notice in the messroom telling all our more fortunate members to remember their Brothers who are down with T.B. at Neponset Marine Hospital.

Thanking you all again and—smooth sailing!

James Campbell
Joseph Spaulding
Harry Edwards

Make Isthmian SIU!

Log-A-Rhythms

All's Well

By S. J. FLAHERTY

Merchant ships are old to the sea
And old to the ports of the land;
Ours was a calling of commerce
Long before navies were planned.
Then came the wars:
The watch was long;
Constructive sailings halted.
But still to us it was daily work;
We didn't look to be exalted.

A consolation we knew as we stood the long watch:
That the day was bound to be
When naval ships would be obsolete
And forever removed from the sea.
The storm is over, the sea is calm;
The final peace is made;
Godspeed to the ship as she makes her way
On the voyage of peaceful trade.

A Union Poem

By B. H. LOWDERBACK

How we do love the SIU.
Few words exist to express
For you are foremost in members' thoughts
And our thoughts shall ne'er grow less.
So let our Union grow just as strong
As the love of God so great
And praise the name of the SIU
And its members, true and straight.

DEAR BROTHERS: WHY DON'T YOU WRITE THE LOG

Here's a chance to do a little loggin' of your own, only nobody is going to get hurt by it. In fact, the 62,000 Seafarers and countless other readers who read these pages every week will probably eat it up. They want to know what you and your shipmates are doing, thinking and saying.

Pictures, poems, stories, letters make good Log material. Ideas for Union action, or trouble-saving tips for your Brothers—send 'em in.

No matter how often it is said, Seafarers and ships—



where they go, and what they do, their laughs and their beefs—
—are news.

So, whaddya say? Let's Log it!

Brothers Asked To Remember Experiences With Coast Guard And Write Congressmen

Dear Editor:

Did you hear that—We are about to Saddled with the COAST GUARD for LIFE. This is about the worst thing that could possibly happen to a bonafide seaman and brother if you have been to sea for just one trip—you are a bonafide seaman.

Before the war our license and certificating was done under the United States Dept. of Commerce, Bureau of Marine Inspection and Navigation. We had real Inspectors to examine us for our various grades of endorsements. They were kind and congenial. These men knew what the score was aboard our merchant ships, because they themselves at one time on another sailed as licensed or certificated men, later advanced to the honor of being the examining inspector. Only this type of man could give us an intelligent examination for our advancement. And only he, would be able to determine whether or not we have shown enough knowledge to gain the endorsement we have applied for.

Have you ever tried for an upgrade in New York? Try it sometime, and you are liable to be examined by a well decorated and abusive Chief Bosun's Mate, for a BLACK GANG RATING. You may answer all of the questions and show a good all round knowledge of the plant, necessary to cover that rating you have applied for. But this guy will have his own ideas about that plant which he has probably never seen or learned anything constructive about. And just because you are a seaman (of the merchant type) he will be bilge you. Saying you don't know enough and should go to school. Meaning of course the Maritime Service school. This is located out at Sh-- Head Bay. This means that they back up the fink joint there and, Brother, if you are dumb enough to go out to that concentration camp—May God Help You.

This Coast Guard was made Uncle Sam's star bureaucrat at the beginning of the war and as of that date they got away with some of the dirtiest deals imaginable against the seaman. Any old-timer will tell you about the kangaroo court affair the Coast Guard held. Lord they must have made our past shipmates turn over in their graves and scream. Your Union had to fight like hell to save some of us and believe me brother without the representation we had, we would be driven so crazy, we would all be up coconut trees, throwing coconuts at each other.

Who brought about that phony physical exam. we were all subjected to before we were allowed to board a ship? Do you recall the kid pharmacist mates that did the examining of your frame work? Remember the long hours you waited, to go through and abuse you had to take going through. Remember all those unnecessary shots you had to take. And most of all, the more unfortunate guys, that these quacks found something wrong with. Nearly all of them had been going to sea for years and were turned down for some little thing like wearing glasses.

Well, they had to go through a whole lot more hell than you can imagine, they were coming back to our various halls in droves, for advice and representation. Sure they eventually got through after several days and a lot of hard work for our able officials. Most of these men needed jobs

bad and wound up busted before they could get aboard ship.

For the sake of our past shipmates and our future—LETS ALL GET TOGETHER—against the Coast Guard in the merchant marine and run them back to their little pigie boats and beach combing. If we don't they will be on our necks like so many crabs or scabies and FOR LIFE. Get yourself a piece of paper and write out a telegram to your Congressman and Senator opposing the idea of turning the Merchant Marine over to the Coast Guard or the WSA in its entirety. Any official at your hall would word it for you. Then see to it that your buddy does the same, and if you have ever suffered any raw deals with the Coast Guard, USMS or WSA and RMO see to it that all of your shipmates know about that deal.

NOW is the time to smoke them buzzards out and lower the boom on them. Our well and able Secy-Treas. Mr. John Hawk has let the House of Representatives Committee understand



that we will entertain no notions of having the Coast Guard on our necks for life. Now its up to us to cinch and close the deal, by letting them hear "directly" from each and every one of us. There is only a few days left SO GET ON THE BALL.

While I am sounding off I'd like to wise you guys up on that Sh-- Head Bay Upgrade School and QMED training as well as the deck training. You will find that if we can get the USMS out of the FINK business, we will be much better off. Take a look around your hall, then the shipping board and notice the number of ships due and operating. Then ask yourself: DO WE NEED TRAINEES? The answer is definitely not. And your taxes are going to remain high, just as long as the appropriation goes through for that purpose.

Before the war, when the training idea first came into effect our union opposed it. In fact many of us spent long hours on the picket line, pacing up and down in front of the recruiting places for these trainees. But our Union was still a baby then and we were fighting politics of the shipowner type. Nothing came of this because the war came about that time. And now that the war is over I would like my name to go on record as opposing the training program of the War Shipping Administration and everything else that office is concerned with. They are all breeding places for finks and strike-breakers. Run them out along with the Coast Guard and may God give us peace and tranquility as long as we sail.

Chas. E. Burns



BROTHER WANTS TO KNOW: 'WHY ALL THE SECRECY?'

Why don't our contracted steamship companies cooperate with our dispatchers by giving more particulars about the ships for which they are ordering crews? On ships marked "Unassigned" half the time you can get the destination by simply calling the company office. It's wasting the time of the dispatchers, not to mention shoe leather of the men dispatched, going out to the ship just to find out where she's going. The war is over. Why the secrecy?

Five to one if these companies want the crews bad enough they will find ways and means to supply this information.

How about serving notice to them, all and sundry, that only companies cooperating with us to that extent can expect to get prompt and satisfactory service. The others will have to take pot luck.

Carl Canel, No. 70006

'TAIN'T SECRECY, BROTHER: COMPANIES USUALLY DON'T KNOW

We did a little checking on this, Brother, and the answer, though negative from your standpoint, isn't shipping companies' soft soap. It is just a fact that when we get a ship on the board marked "unassigned" the shipping company doesn't know where the hell she's going. Later on, after the WSA assigns her, they do know, and that's how you're able to find out when you call.

Sure, the war's over, and there's no occasion for secrecy, but the shipping picture is constantly changing, so that even the WSA can't tell ahead of time where it will assign a ship.

Once all ships are free of Government control and back on their regular runs, you can be sure that destinations will be posted on the board.

CUT and RUN

(Continued from Page 11)

Blackie Cardullo, our ace Philly correspondent, waves his ears in the wind and comes up with the following secret info:

The good old summertime is here and that is an excuse for the boys to wear their new togs. We saw Red Healy wearing a new racetrack-striped suit. He is rapidly becoming the Casanova of Seventh and Markets Streets . . . Jimmy Judge has been picking a lot of good ones and we wish that he would let us in on a winner—we could sure use one . . . P. Stillely is another oldtimer who is getting ready to go back to sea. Or is he being forced back on account of the rings he sells turning green.

Brother Reedy is waiting for a stewards' job. The boat he snips out on will be in luck for he is one of the best around. We wonder if he will make good his threat to make mess boys out of Jimmy Judge and Red Healy . . . Walt Gardner and Charley Wenskie seem to be spending a lot of time in Sonia's. What is the attraction, the food or the two new waitresses? Oh, well, maybe with all these romances, someone will get married and we can all celebrate.

Most of the boys down here are interested in Frenchy Michelet's crab canning business, but we wonder what J. P. Shuler will start canning now . . . Here is one for the book. Last week some fink called up the Union Hall and asked for the telephone number of the non-union shipping hall as he was a non-union seaman . . . It takes all kinds to make up the world, even finks and scabs.

Rationing Of Stores On Long Trips Is Unfair To Seamen, Brother Contends

Dear Editor:

Do we or don't we have rationing on ships? This is the question. About a year ago I heard an official of the Union state at one of our meetings that there is no rationing for ships. This is certainly in conflict with the actual facts of the case. A ship getting ready for a voyage, signs a year's articles, and has its stores put on by the WSA. The WSA determines the stores and the number of days they are to last regardless of how long the voyage is to be. Anyone wishing to check on this as the writer has done will find this to be the case.

So long as the WSA has this authority it is just another way of rationing.

Many ships of the two major maritime unions have left American ports on voyages that lasted for six months and over with only 60 to 90 days' supplies. The fact that ships get supplies in foreign ports is no solution to this problem. The supplies in these foreign ports are limited and inferior and are a source of graft between the Captain and the ship chandler.

This all adds up to the fact that the seamen are made to suffer from this setup. It is naturally the duty of all Union men



when they go aboard a ship to see that they get what they are entitled to but, if they are kept ignorant on the duration of the voyage, how are they to know

whether a ship has enough steward stores and slop chest to last out the voyage. In the light of this situation it seems the remedy rests with the officials of the union once it is brought to their attention.

This situation of sending out ships with limited supplies leads to many blind alley beefs where blame is placed on the wrong shoulders, usually the Steward's. I am not sticking up for the Stewards Department, and I am of that department, but I've seen where members have accused the Steward of not having this or that when the supplies of the ship were definitely prescribed

by the WSA. As one who has had the experience of being on a ship that was short on supplies for seven months I wish to bring this to the attention of the Union as a whole so that it can be dealt with at its proper source.

As to suggestions to deal with this problem I take a stand that we should do away with all rationing on ships, to do away with the WSA authority to supply ships, and to compel every ship signing a year's articles to carry at least six months' stores of those that will not spoil, and six months slop chest supplies. Let's be definite on whether seamen are to be rationed or not.

W. J. Brady

CIO Packinghouse Strikers Hail SIU Support As Example To Labor

Seafarers solidarity and cooperation with other sections of the labor movement was once again shown in the support given by the crew of the Alcoa Master to the striking members of the United Packinghouse Workers, CIO.

In a letter from Meyer Stern, director of District 6, UPWA, the SIU action was hailed as "a lesson in labor unity that each of us is learning very fast."

The letter also states that, "As a result of your cooperation, you have helped tighten the lines of our strikers and build their morale." Here is what the solid SIU crew did to merit such warm praise:

Carrying a cargo of phosphate rock from Florida to Carteret, N. J., the Alcoa Master ran into a strike shortly after docking at the Jersey port on June 5th. Involved in the strike were employees of the American Agricultural Chemical Company, organized into Local 246, United Packinghouse Workers of America-CIO.

These CIO workers—approximately 100 were involved—were sent home after five hours of work because the Alcoa Master didn't dock on time. They were instructed to report for work at midnight, and be prepared to work 12 hours unloading the ship. It was agreed by the company that the men would have time off for lunch at 6:00 a. m., and that they would be paid for that time by the company.

After working the required number of hours, the packing-

house workers were informed that they would not be paid by the company for their lunch time. This brought to a head the Union's accumulated beefs and list of contract demands, and the men decided that they might as well strike to force the company to settle the grievances and negotiate the contract demands. So, leaving the Alcoa Master with only 700 tons of her cargo unloaded, the workers immediately struck.

Deciding that it was a legitimate strike, the SIU members of the Alcoa ship agreed to honor the UPWA picket line, and otherwise support their strike. In addition, crewmembers of the Master saw that the pickets received coffee, doughnuts and sandwiches. They also visited a couple of UPWA strike meetings pledging aid.

When the Alcoa SS Company tried to have the Master moved to another port for unloading purposes, the SIU crew declined to move her. However, they remained aboard so that the company could not try to have a scab crew move the ship.

Despite continuing Alcoa pressure, the SIU crew is holding tight in supporting the striking Packinghouse Workers Union. Certainly, this crew of Seafarers deserves a real hand for proving again that the SIU always supports strikers in their legitimate demands against the bosses.

The text of the letter addressed to Secretary-Treasurer John Hawk from the CIO union follows:

Dear Mr. Hawk:

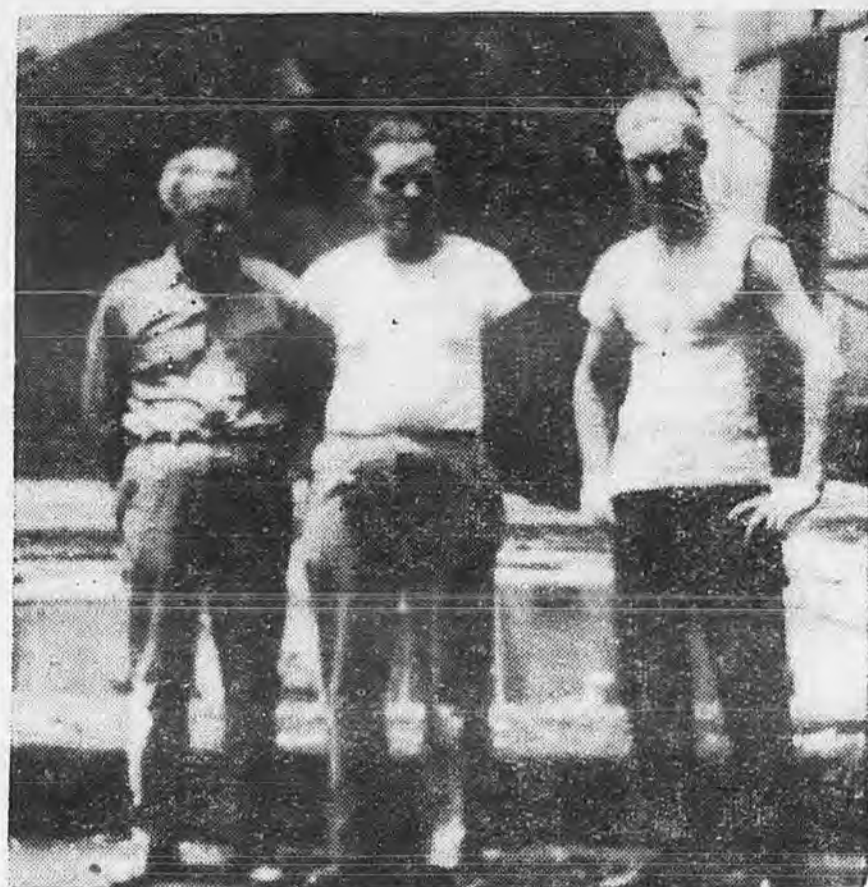
Please accept our deep appreciation for the splendid cooperation you and your members have given our members in Carteret, New Jersey. As a result of your cooperation, you have helped tighten the lines of our strikers and build their morale.

Your actions are a lesson in labor unity that each of us is learning very fast. In these days, when labor has to fight every part of the way in order to maintain a decent standard of living, we can succeed only by cooperating with each other.

Let me assure you that it will be a real pleasure should the occasion ever arise to reciprocate. We congratulate you upon your spirit of solidarity and we shall make that spirit known to all the CIO unions in this country.

Fraternally yours,
MEYER E. STERN,
District Director.

ISTHMIAN SHIP ORGANIZERS



These three volunteer organizers aboard the Cape Catoche have done a good job of lining up their ship for the SIU. They are: T. W. Call, Bosun, (left), Chief Steward John Aydlette (center), and Eric Upchurch who occasionally writes some zany articles for the LOG.



Isthmian Sea Lynx Reports Again, And This Time It's From Manila

Latest report from James M. "Red" Fisher, volunteer organizer aboard the Isthmian Lines ship Sea Lynx, reached the Log from Manila recently, and Red reported fairly smooth sailing aboard that ship.

Aside from signing up a couple of new members in Manila, the NMU has made little progress on the Lynx, and by the time she returns to this country to vote the Seafarers should have a substantial majority of the crew signed up for the SIU.

The Sea Lynx is one of 12 Isthmian ships which haven't as yet voted, but will upon their return to U. S. shores. In fact, there is a slight possibility that she will be voted in Honolulu in the event that she is unable to return before the election deadline.

While at Manila, crewmembers of the Lynx visited back and forth with the men from other Isthmian ships in that port. Both the Bells of the Seas and Steel Ranger were docked nearby, and numerous Isthmian men had an opportunity to exchange notes and compare conditions between various ships.

BELLE FOR SIU

The Second Electrician from the Belle of the Seas was one of the visitors who came aboard the Lynx. According to him, the Belle is lining up fairly solid for the SIU, and with few exceptions the entire crew is pro-Seafarers. That's the way the vast majority of Isthmian ships are lining up for the SIU!

Red wrote, "We are expecting to go to Davao, P.L. and then to Honolulu. If we go that route, there is a strong possibility that the Sea Lynx might be balloted in that port rather than wait until arrival in the U. S."

According to Fisher, "Having just come back from visiting the Steel Ranger and speaking to Deck Engineer Doty as well as several other crewmembers I found out that the Ranger is largely for the Seafarers. They should vote better than 75 percent for the SIU, when they record their choice of a Union to represent them in collective bargaining with the Isthmian Lines.

NEED MANILA HALL

"We should open a hall in Manila," declared Red, "as there is a real need for an SIU Hall in this port. It's impossible to get any Logs at the USS in Manila, as the NMU has complete use of their facilities, and apparently tosses away the Logs which are sent there."

Concluded Fisher, "I have all the faith in the world that the SIU will be the overwhelming choice of Isthmian seamen in the election to select a Union bargaining agent. When the last few ships have voted, and the ballots are counted, then our efforts in organizing this last great unorganized cargo carrier—Isthmian Lines—will be fully rewarded, and Isthmian men will reap the reward in better wages, shipping and living conditions."

Ben Taflewitz of the Belle of

PHILADELPHIA

Waldon, \$3.00; Horcen, \$2.00; La torre, \$1.00; C. Barb, \$2.00; O. Fielding, \$1.00; A. Dziendzielewsa, \$2.00; R. Nagle, \$5.00; C. J. H. Adams, \$1.00; Paul Stille, \$3.00. Total—\$35.00.

NORFOLK

W. S. Watkins, \$2.00; K. H. Price, \$2.00; C. W. Sanderson, \$2.00; E. L. Cope, \$2.00; R. L. Stephenson, \$2.00; T. W. Burnette, \$2.00; M. L. Owen, \$2.00; S. D. Midgett, \$2.00; C. Story, \$2.00; J. L. Hodges, \$2.00; J. P. McCoy, \$2.00; D. Patterson, \$2.00; H. Getz, \$2.00; R. L. Williams, \$2.00; J. W. Phipps, \$2.00; D. Smith, \$2.00; C. O. Saunders, \$2.00; J. Anderson, \$2.00; D. J. Brescia, \$2.00. Total—\$38.00.

GALVESTON

L. C. Harper, \$5.00; E. G. Averson, \$2.00; G. Killgrove, \$5.00; C. G. Ferriss, \$1.00; S. H. Fulford, \$2.00; W. W. Christian, \$2.00; J. A. Hammond, \$5.00; T. L. McCullott, \$2.00; N. J. W. Renninger, \$3.00; A. O. Nall, \$5.00; W. H. Hamby, \$5.00; A. Sawyer, \$5.00; T. M. Holcombe, \$4.00; J. R. Davis, \$5.00; F. J. Yowmans, \$5.00; C. S. Carper, \$2.00; G. Swenson, \$5.00; J. D. Saxon, \$5.00; W. E. Griffin, \$5.00; M. A. Havens, \$5.00; A. D. Henderson, \$2.00; G. Messaries, \$5.00. Total—\$85.00.

T. E. DeMontel, \$1.00; S. R. Jones, \$2.00; P. M. Goldrich, \$5.00; J. E. Naylor, \$5.00; J. F. Socokac, \$1.00; L. E. Walker, \$2.00; C. O. Gross, \$2.00; Wm. Newland, \$2.00; S. Karlson, \$2.00; M. J. Mundine, \$5.00; D. M. Lively, \$2.00; John A. Tonazzi, \$3.00. Total—\$117.00.

BALTIMORE

A. Lorier, \$2.50; R. Ferron, \$2.50; A. Balchus, \$1.00; C. Borman, \$1.00; R. W. Gaither, \$2.00; T. Cumberland, \$2.00; E. Brocedes, \$5.00; E. Sauer, \$2.00; J.

Slater, \$2.00; C. A. Coat, \$2.00; Paul Petak, \$2.00. Total—\$26.00.

HOUSTON

A. R. Roska, \$2.00; A. P. Day, \$2.00; P. W. Driggers, \$1.00; A. E. Taylor, \$2.00; V. S. Riddle, \$2.00; C. C. Hunter, \$1.00; E. L. Gartman, \$2.00; C. I. Wiley, \$2.00; J. S. Thompson, \$2.00; E. L. Koranek, \$1.00; J. Jimenez, \$1.00; W. F. Parker, \$1.00; J. Rankin, \$1.00; Napoleon Clark, \$2.00; I. McCants, \$2.00; M. R. Mills, \$2.00; C. Dollar, \$2.00; C. Brown, \$2.00; B. W. Moore, \$2.00; T. Clavell, \$2.00; O. R. Richardson, \$2.00; J. Hall, \$2.00; R. Rousseau, \$1.00; C. E. Grantham, \$1.00; Earl Sheffield, \$5.00; Harvey Rock, \$5.00; F. Barlizo, \$5.00; F. Unkoltz, \$1.00; V. W. Bryant, \$1.00; B. J. Harris, \$1.00; T. Gonzalez, \$1.00; N. N. Denton, \$1.00; J. W. Marrs, \$1.00; J. E. Lee, \$1.00; C. D. Low, \$1.00; J. M. Skinner, \$2.00; A. F. Nottage, \$1.00; C. C. Richardson, \$2.00; J. D. Denson, \$1.00; J. H. Rlafamme, \$2.00; R. P. Penson, \$2.00; D. J. Leblanc, \$2.00; J. Upchurch, \$1.00; A. Kokowski, \$1.00; J. Randazzo, \$1.00; R. S. Russak, \$1.00; W. H. Nunn, \$1.00; L. L. Sagaria, \$1.00; W. R. Holloway, \$1.00; E. L. Knowles, \$1.00; A. Stepanian, \$1.00; A. Sebastiano, \$1.00; J. M. Morris, \$1.00; R. Romanick, \$1.00; E. E. Howarth, \$1.00; J. T. Rentz, \$1.00; E. S. Lema, \$1.00; E. Kitts, Jr., \$1.00; C. E. Flanders, \$1.00; R. J. Honey, \$1.00. Total—\$93.00.

NEW YORK

SS R. FETCHNER

E. Savastani, \$3.00; A. M. Weems, \$2.00; J. M. Coonce, \$2.00; H. C. Bernard, \$2.00; D. F. McDonald, \$1.00; R. B. McDonald, \$2.00; A. C. Parker, \$2.00; W. E. Sullivan, \$4.00. Total—\$18.00.

SS FALLEN TIMBERS

P. J. White, \$5.00; D. F. Wilson, \$1.00; J. Kerrigan, \$2.00; G. Noonan, \$1.00; Fred Lane, \$3.00; J. Bolz—Crew of SS Fallen Timbers, \$11.50. Total—\$23.50.

SS COASTAL LIBERATOR

J. Burke, \$1.00; M. Joao, \$1.00; B. Stalsworth, \$1.00; G. Bareford, \$2.00; W. Roberts, \$1.00; J. Dale, \$1.00; F. Nowakowski, \$1.00; E. C. Kroll, \$2.00; A. B. Bryan, \$2.00. Total—\$12.00.

SS AIKEN VICTORY

H. C. McClain, \$1.00; C. Osinski—Crew of SS Aiken Victory, \$6.00; A. G. Mazzone, \$2.00; J. Korosac, \$1.00; J. F. Clavitch, \$1.00; L. W. Brickman, \$1.00; P. J. Jablonski, \$1.00; H. L. Drung, \$1.00; U. R. Witainoja, \$1.00; William J. Moise, \$1.00; D. A. Scripa, \$4.00. Total—\$20.00.

SS CLAYMONT VICTORY

C. A. Cavallo, \$1.00; G. F. Camp, \$1.00; C. Allen, \$1.00; W. C. Hogan-camp, \$1.00; S. DeMarche, \$1.00; J. M. Schierenbeck, \$1.00; M. Ochs, \$1.00; P. Winisnczyk, \$1.00; A. Cariello, \$1.00; E. Gatmaitan, \$1.00; J. J. Nagler, \$1.00; B. Viano, \$1.00; V. Romolo, \$1.00; D. L. Trickle, \$1.00; J. Torres, \$1.00; J. J. Newcomb, \$1.00; R. J. Yatty, \$1.00; P. Squicciarini, \$1.00; W. J. Newhoff, \$1.00; J. L. Swawn, \$2.00; E. Pfommer, \$1.00; S. A. Weiss, \$1.00; O. M. Martinson, \$1.00; F. Paul, \$1.00; J. E. Teehan, \$1.00; Otto Sarkan, \$1.00; C. Dobrovolsky, \$1.00; H. R. Yates, \$1.00; T. J. Rezevete, \$1.00; J. Zahil, \$1.00; T. Wohilled, \$1.00; J. F. Whitehouse, \$1.00; J. E. Barringer, \$2.00; I. H. French, \$1.00; Harold S. Irwin, \$1.00; J. Lukas, \$1.00; S. Zavadson, \$1.00; W. T. Ashmore, \$1.00; M. G. Whale, \$1.00; F. T. Moore, \$1.00; S. Maggin, \$1.00; D. Wagner, \$1.00; L. D. Rollock, \$1.00; R. Price, \$1.00; J. Toro, \$1.00; J. A. Rosa, \$1.00; M. Cordova, \$1.00; E. A. Bishop, \$1.00; N. M. Nomicos, \$2.00. Total—\$52.00.

SS EMERSON

C. Barker, \$2.00; W. McDonald, \$1.00; B. Wigfall, \$2.00; D. Warters, \$2.00; W. Edwards, \$2.00. Total—\$9.00.

SS CAPE FORDA

G. Rivera, \$2.00. Total—\$2.00.

SS CECIL BEAN

Henry Patton, \$2.00; SS Cecil Bean, \$28.00. Total—\$30.00.

SS B. RODMAN

Ossie D. Drawdy, \$1.00; B. Kulikowski, \$1.00; George A. Thompson, \$1.00; Donald G. Snive, \$1.00; Howard E. Rice, \$2.00; Charles Kull, \$1.00; D. Markell, \$1.00; C. R. Begley, \$1.00; J. F. Bergstrom, \$2.50; Juan Mariano, \$1.00; W. Smolinski, \$1.00; C. Owens, \$1.00; V. Makko, \$1.00; R. Thompson, \$2.00; R. Roales, \$3.00; E. Stockman, \$2.00; D. Boyne, \$2.00; V. DeTomasso, \$2.00; F. Johnson, \$2.00. Total—\$28.50.

SS R. JONES

E. Malstrom, \$1.00; F. X. Keelan, \$2.00; Thomas Byrnes, \$2.00; George Marcia, \$1.00. Total—\$6.00.

SS PICKENS

A. Simmons, \$1.00; P. Bron, \$1.00; P. L. Shanger, \$2.00; B. Rebolledo, \$3.00; R. H. Drake, \$2.00; F. Cessario, \$1.00; E. B. Jensen, \$2.00; G. E. De-Greve, \$2.00; R. C. Cavender, \$3.00; L. Schulte, \$1.00; C. X. J. Majewski, \$4.00; H. Carbone, \$1.00; E. J. Ronan, \$1.00; C. W. Price, \$2.00; E. Huff, \$2.00; H. C. Callahan, \$2.00; P. R. Eastman, \$2.00; E. Gross, \$2.00. Total—\$43.00.



BULLETIN BOARD

—Unclaimed Wages—

Mississippi Shipping Company, Inc.

This list comprises unclaimed wages as of December 31, 1945, some of which may have already been paid. If you still have a claim, write to Mississippi Shipping Company, 339 Chartres St., New Orleans, La., enclosing your z-number, social security number, date and place of birth and present address.

Gilligus, Churchill E.	12.88
Gilligus, Churchil Ed.	103.12
Gillis, Leo	1.84
Gillis, W. H.	2.00
Gilmore, Steven L.	2.25
Gichesko, Matthew	.33
Giordano, Guiseppe	98.75
Gioretti, Louis A.	5.15
Girnuis, M.	6.20
Gibson, Michael	7.44
Gjerpen, Kaau A.	1.42
Gladin, James F.	8.26
Gladstone, John E.	5.92
Gleason, John J.	.74
Gleghorn, James T.	8.02
Gliesche, Julius	6.93
Glignni, H.	4.50
Glover, Joseph B.	53.86
Gluck, Murry B.	.41
Graham, James F.	4.90
Graham, James J.	1.48
Grajalis, Eladia	.59
Grenade, Louis	52.44
Grande, J. D.	4.26
Grani, Oliver P.	14.74
Grant, Donald Lamb	3.96
Grant, John	3.62
Grantham, Carl E.	.69
Grauer, Alan M.	.89
Graves, John T.	.35
Graves, W.	2.25
Gray, Edward C.	1.24
Gray, Gladstone J.	1.98
Gray, Gordon H.	12.37
Gray, Homer W.	9.90
Gray, Jackson D.	50.97
Gray, John V.	33.47
Gray, Lawrence	1.46
Gray, T.	1.19
Grayson, Alvin J.	11.75
Graer, Edmond G.	2.23
Green, Alexander	1.63
Green, H.	5.49
Green, Oscar	1.53
Green, Roy J.	1.98
Green, Vincent P.	2.64
Gribin, Morris	.89
Greenbaum, Joseph G.	9.24
Greenlin, C. R.	.50
Greentree, C.	4.27
Greenway, Kenneth	4.57
Greenwood, Chas. O.	5.16
Green, James M.	69.27
Gregory, Benjamin F.	8.95
Gresham, Robert L.	9.60
Grey, Erdmann, W.	25.60
Griffin, Chas. L.	5.37
Griffin, J.	8.95
Griffin, Ralph	4.55
Griffith, Cecil R.	2.56
Griffith, Claude G.	7.13
Griffith, Phonzo E.	12.78
Grohmann, Harvy F.	6.88
Gronidin, Lorenzo J.	11.57
Gronemeyer, Frederick C.	1.34
Grose, Chester G.	4.21
Groth, Carroll Clayton	6.20
Grout, Quentin N.	3.12
Grover, Bruce C.	.59
Gruckel, J. L.	6.75
Grundmeyer, A.	15.33
Guarascio, J. C.	2.25
Godrey, Edmer	14.25
Godhemmer, C. V.	6.75
Godin, Robert	.59
Gogg, Roger A.	1.37
Gogue, L. O.	1.80
Godsey, Joseph	3.56
Godwin, Edw. B.	3.23
Godwin, George Ed.	2.23
Godwin, James A.	3.29
Goes, Dewitt W.	6.91
Goetting, Paul K.	5.08
Goff, John Jr.	7.65
Goldsborough, John	11.88
Goldsborough, F. S.	1.22
Goldstein, David	1.98
Goldstein, Robert	4.90
Goldsworth, J. F.	18.07
Goldyn, John	1.37
Golen, Alfred J.	1.04

Gomes, R. J.	3.00
Gomez, Aurelio	4.18
Gonzales, Alphonso	10.52
Gonzales, Antonio	3.03
Gonzales, George W.	2.82
Gonzales R.	.45
Gonzales, S. M.	3.33
Gonzales, Wm.	2.23
Goodner, Leon P.	.71
Goodrich, Matthew J.	8.21
Goodwin, Esker M. Jr.	115.59
Goodwin, W. P.	3.76
Goodwin, William R. Jr.	4.13
Gordins, Marino	3.22
Gordon, Brownley C.	24.79
Gordon, Robert E.	44.88
Gordon, S. B.	1.75
Gorgai, John	2.23
Gorham, Arthur J.	7.09
Goriup, Erminio	1.82
Gosselin, Louis C.	1.65
Gottshall, Robert M.	7.42
Gould, Thomas E.	14.93
Goulden, Bernard	117.50
Gourdain, L.	16.32
Gouen, Louis	2.47
Grabasik, Marion	.63
Grabbe, Maurice R.	8.91
Grace, James	1.24
Grace, Robert B. Jr.	.75
Grady, James H. Jr.	3.12
Graham, Austin P. Jr.	5.94
Guaron, Leo	5.00
Guerin, J. T.	73.64
Guidry, Albert R.	3.23
Guill, Chas. M.	2.25
Guke, D. L.	2.25
Gulbransen, Thorleif	12.32
Guliett, Flint C.	.40
Gumren, Ed. Gregory	2.77
Gunderson C.	.45
Gunning, W.	25.25
Gunuge, Walter	6.75
Gupton, George R.	9.26
Gurganus, Jay	1.34
Gusskie, Alexander	44.59
Gussies, John H.	15.47
Gustin, Joseph	1.65
Guthrie, J. P.	2.23
Gutdeg, Calvin	16.50
Gutzwiller, William A.	10.66
Gutzwiller, Clyde	3.75
Gwathing, G.	4.50
Gwartney, I.	2.23
Gwiadrinski, C. F.	16.50
Gwisdala, Andrew J.	5.16
Gwyn, Robert L.	4.62
Gynikisnya, S.	3.23

Hall, Gene V.	.45
Hall, John O.	4.94
Hall, Lawrence J.	.89
Hall, Mason	.89
Hall, Nimrod J.	1.98
Hall, Robert A.	.69
Hall, Sam P.	.01
Halle, John F.	9.40
Hallebough, Charles	1.42
Halleran, John A.	3.65
Hallett, Walter B.	1.63
Hallman, Hugh R.	7.90
Hals, Johannes	1.42
Halsey, G. K.	29.00
Halstead, Chas. F.	1.78
Ham, Alvin M.	.59
Hamby, Clyde	8.77
Hamby, David M.	.34
Hames, Joseph H. Jr.	2.64
Hamilton, B.	.94
Hamilton, Harry A.	1.48
Hamilton, Harvey D.	1.48
Hamilton, Paul E.	1.48
Hamilton, Ray	4.50
Hamm, C.	35.53
Hamm, Frederick J.	1.42
Hammitt, F. A.	41.00
Hamot, Eugenid, J.	4.13
Hand, James M.	5.10
Handley, B. F.	7.24
Hans, John	6.09
Hang, Tam	3.53
Hanlon, Edmond F.	13.68
Hannah, Chas.	6.76

Hansen, Austen	3.77
Hansen, A. H.	64.00
Hansen, Erling A.	5.92
Hansen, Harold J.	1.91
Hansen, Helger	41.35
Hansen, John W.	19.23
Hansen, Joseph Le Roy	27.97
Hansen, E. B.	.14
Hansen, Carl B. D.	1.32
Hansen, C. B.	.88
Hanson, Nikolai M.	1.27
Hanson, Roger M.	8.81
Hardeman, Earl T.	1.58
Hardeman, Stanford	9.90
Hardgrove, Lloyd H.	5.79
Hardy, Bob J.	8.26
Hardy, John E.	3.63
Hardy, Merwyn C.	1.79
Hare, Frederick P.	4.78
Hare, J.	30.11
Harkens, Paul	2.25
Harm, M.	11.25
Harmand, J. J.	.43
Harmon, Arlhie	33.00
Harmon, Daniel J.	18.03
Harrell, James M.	7.60
Harrell, Paul	20.00
Harrigan, Milton J.	7.11
Harris, C. H.	3.33
Harris, Elwyn	2.93
Harris, Howard R.	.89
Harris, James E.	1.48
Harris, Morgan A.	5.94
Harris, M. D.	2.25
Harris, Robert	11.25
Harris, Robert S.	6.68
Harris, T.	.79
Harris, Theodore F.	5.69
Harris, Warren C.	10.50
Harris, Walter H.	2.39
Harrison, Bonnie	2.47
Harrison, Edward	.84
Harrison, John H.	13.11
Hart, Harry	32.27
Hart, James	6.34
Hart, Ralph W.	33.19
Hart, Robert S.	2.89
Hartenstein, L. L.	1.98
Harth, R.	.45
Hartley, Jack	.69
Hartline, James G.	4.95
Hartmann, Walter G.	2.75
Hartnett, Michael J.	.59
Hartsell, T. E.	2.23
Hartsuiker, Aveno	10.45
Harvey, George	4.13
Hartwig, John E.	3.17
Hartz, J. J.	42.00
Harvath, M.	2.25
Harvey, Zol b.	3.71
Harzold, Henry Joseph	1.48
Hassard, Howard Wm.	2.75
Hassen, A.	4.20
Hatch, Clifford	3.31
Hatch, Henry D.	1.72
Hatcher, John A.	.69

NOTICE!

When in New York please bring your book to Headquarters, Sixth Floor.

William Blakley	1235
E. Judy	2944
Andrew Robbins	3419
Harry Lacy	23390
James A. Winn	30783
J. Guerra	204
Rex Manley	30875
George Bates	G230
George Nutting	50052
John C. Elliott	37452
Jose Garcia	720
William Jenkins	4041
James V. Forden	26183
Arthur Mansfield	1679
George Vikery	33369
Ignacio Montanez	28702
William Stephens	45929
Robert Phillips	37138
Raleigh Ballard	39691
Henry Pruitt	2275
A. Jennings	4336
Emil Auslad	27253
Miles McGhee	36104
Jas. Downie	3112
Hack Osse, Jr.	21952
J. R. Trawick	45522
James C. Campfield	31410
James A. Frutton	7019
Henry Rowe	50112
Ira Van Wormer	23518
John Smith	29933
Thomas H. Buban	29437
G. F. Clark	42816
Julio Evans	7573
Edwin N. Hooke	G7
Clarence Herman	24616
Paul Arthofer	7537

PERSONALS

PETER F. HUME
A letter from your sister, Mrs. Robert J. Sharp, states that your Mother passed away on June 30. Burial was on July 2. Mrs. Sharp would like you to know that the rest of the family was at home at that time.

SIU HALLS

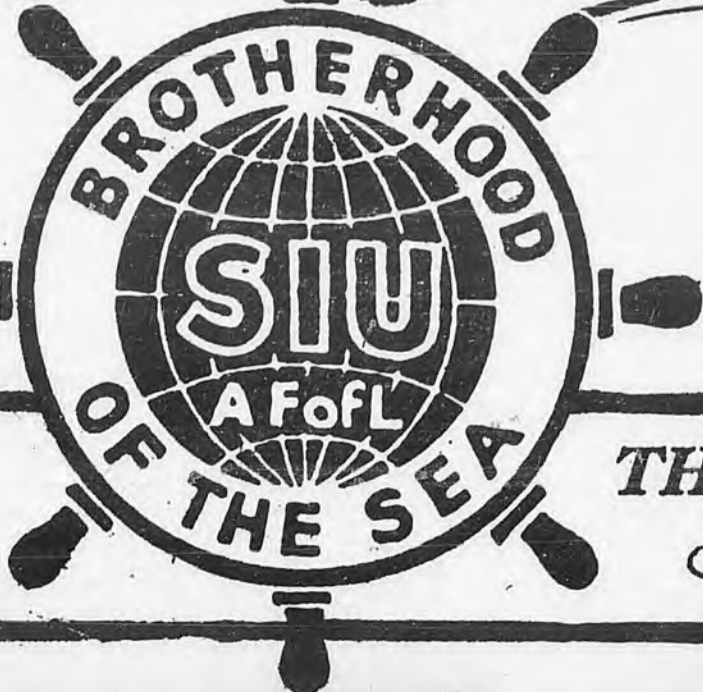
NEW YORK	51 Beaver St. HAnover 2-2784
BOSTON	330 Atlantic Ave. Liberty 4057
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	9 South 7th St. Phone Lombard 7651
NORFOLK	127-129 Bank Street 4-1083
CHARLESTON	68 Society St. Phone 3-3680
NEW ORLEANS	339 Chartres St. Canal 3336
SAVANNAH	220 East Bay St. 3-1728
MOBILE	7 St. Michael St. 2-1754
SAN JUAN, P. R.	45 Ponce de Leon San Juan 2-5996
GALVESTON	305 1/2 22nd St. 2-8448
TAMPA	1809-1811 Franklin St. M-1323
JACKSONVILLE	920 Main St. Phone 5-5919
PORT ARTHUR	445 Austin Ave. Phone: 28532
HOUSTON	7137 Navigation Blvd. Phone Wentworth 3-3809
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St. Garfield 8225
SEATTLE	86 Seneca St. Main 0290
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair St. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
CORPUS CHRISTI	1824 N. Mesquite St.
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.

Hatton, L. A.	2.25
Haukeland, Ingold S.	2.67
Hauptman, E.	.45
Haussell, John C.	2.64
Hauter, Dale W.	.89
Hancock, Alfred A.	1.69
Hawkins, G. R.	3.46
Hawkins, John	8.03
Hawks, D. E.	5.25
Hayden, Dan W.	5.50
Hayes, Geo. R.	4.58
Haylock, Claude	6.59
Haymond, Chas. B.	52.47
Haynes, C.	.01
Haynes, Herbert B.	15.34
Haynes, Woods M.	3.94
Hayta, Lewis	1.37
Hayton, W. N.	10.03
Healy, Eugene	6.49
Healy, Timothy	24.98
Heard, Fred G.	5.15
Heard, J.	4.21
Heath, Charles G.	.22
Hebert, W. L.	7.50
Hedges, Gaines	3.55
Hedler, Clarence F.	25.60
Heider, John F.	10.82
Heil, Clarence E.	.59
Heimbrecht, L. J.	6.75
Heitmeyer, Henry Donald	9.40
Hellum, Kenneth	5.00
Helvin, Milton S.	2.82
Hemstead, William	7.13
Henderson, Donald	19.28
Henderson, F. W.	5.32
Henderson, Gordon B.	3.38
Henderson, Leland B.	19.28

Money Due

SS COUNCIL CREST
Members of crew of the SS Council Crest who paid off in New York on May 24th, 1946, can collect disputed overtime and unclaimed wages by writing to the American Pacific Steamship Co., 265 W. 7th Street, San Pedro, Calif.

ISTHMIAN IS GOING SEAFARERS!



THE SEAFARERS INTERNATIONAL UNION
 OF NORTH AMERICA . . . A. F. of L. . . .