

SEAFARERS LOG



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No. 34

Polish Seamen Thank SIU, Face Uncertain Fate

Among the hundred of thousands of Poles who must decide whether to return to their homeland and an undemocratic rule, or become voluntary exiles, are a considerable number of officers and men from the Polish merchant marine.

Despite SIU efforts on their behalf, these men have been refused permission sail American ships and the indirect result of this decision may mean that they will be forced to return to Poland and face whatever fate (and the Kremlin dominated Polish government) may have in store for them there. Many of them, despite their outstanding record in the Allied cause, may find themselves inside concentration camps or worse.

The events that lead up to this situation are as follows: The United Nations' Governments established a joint ship-pool in order to make sure that all vessels were being used to assist the war effort in the best possible manner. This agreement is to expire six months after the war ends but the Warsaw government seeks to have the Polish ships released, to be used as Warsaw sees fit. Prior to recognition of the War-

New Labor Minister



Democratic forces in Spain, Greece, Italy and other nations are hoping Labor party leader Ernest Bevin, above, new foreign secretary of Great Britain, will revamp reactionary policies of the Churchill government.

saw regime, the London Polish government declared themselves at war with Japan. Warsaw does not consider itself bound by this declaration.

The Polish seamen decided, almost unanimously, that they wished to continue the fight against the Japanese and sought assur-

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Wage Freeze Is Lifted But WLB To Continue

Isthmian Crew Favors The SIU

The Seafarers can easily organize Isthmian, says Brother Rex A. Lindley, FOW, if only they are ready to go out to do the job.

"The Isthmian men are all for the SIU," said Lindley, "even the NMU men who ride the Isthmian ships. All we need is for some of our members to ship on the Isthmian scows, and talk to the men while they are on the job, pointing out to them how different their conditions are from the SIU conditions."

Brother Lindley was not talking theory, for he had just signed off an Isthmian ship, taking a loss of \$50 a month in wages in order to do a job that he feels must be done to maintain postwar conditions for seamen.

Lindley feels that for the next few years the Seafarers' conditions will depend on what is done now. Isthmian, he pointed out, was a large peacetime operator, and will remain as strong in the future. Organizing Isthmian will mean removing a low-wage threat to SIU standards. An investment now of time and a little work, he said, would pay big dividends in the future.

Lindley boarded an Isthmian ship. Returning from the European theatre with troops, he signed off in New York.

"I talked SIU to the crew from the day I got on," said Lindley, "and the men listened to what I had to say. She wasn't a bad ship: the food was fair, and the focsles were clean, but—and it's a big but—there was practically no overtime allowed. You could say, 'That's not my job,' but they told you 'Your job is whatever you are told to do.' And that was that. You had no comeback.

"I hung the leaflet, **Here are SIU Conditions For You** in the engine room, and everybody read it. It made a great impression, seeing in action the difference between what Isthmian gave them and what the SIU won for its membership. Everybody in the black gang was favorable to the Seafarers, even an NMU man aboard. Nobody took the leaflet down, and it was still there on the day I signed off. Even the junior officers were impressed by our contracted conditions and said so.

"That proved to my satisfaction

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WASHINGTON (LPA) — The Administration has finally acted to ease the wartime wage freeze. Enthusiasm among labor leaders over this action was blunted, however, by the fact that the relaxation came too late to be as effective as it would have been if it had been promulgated during the war.

As announced by President Truman, the new program calls for:

1. Abolition for all practical purposes of the shackling little steel formula.

2. A green light to employers and unions to negotiate voluntary wage increases as long as employers do not make a claim for price increases.

3. Continuation of the Nat'l War Labor Board for the present, with far greater discretionary authority to approve wage raises than it had during the past few years.

4. Summoning of a national labor-management conference to work out an agreement for peaceful settlement of industrial disputes once the WLB folds up—which is expected to occur in six months or less.

In eliminating the little steel ceiling, President Truman restored to the WLB the discretion it had prior to the imposition of that formula back in 1943.

That will make it possible for the board to dispose of wage disputes on their merits, subject,

however, to the limitation that increases ordered by the board cause employers to demand price boosts, then they are not to become effective until approved by the Director of Economic Stabilization.

These wage increases are to be such as will "aid in the effective transition to a peacetime economy." That authority appears to be broad enough to permit the board to sanction wage raises sufficient to make up for losses in take-home pay due to reduction in hours.

At once, thousands of unions are expected to get into action to demand wage increases. Labor leaders estimate that 70 to 80% of all agreements contain provisions permitting a reopening of wage rates as soon as the national wage policy is revised.

Unions expect to have a tough time in winning such wage increases—and labor leaders feel that a rise in strikes is inevitable if employers remain hard-boiled towards demands for wage hikes. Besides, where employers say "no" and the demands are submitted to the WLB as a dispute, the board's decisions are no longer enforceable through seizure of plants. Thus, strikes may prove to be the only weapon for enforcement where adamant employers reject WLB determinations.

In a statement announcing the

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Operators Hope To Reduce Conditions To NMU Levels

By JOHN HAWK

Due to V-J Day falling on our regular meeting day, the membership decided to take a holiday and not hold the regular meeting. Your officials thought that it would be a good idea to highlight what went on at the Chicago Executive Committee meeting and what is doing in general.

Your Secretary-Treasurer brought to the attention of the Executive Committee the fact that the companies contracted to the Atlantic and Gulf District are desperately trying to reduce the working conditions in our contracts down to the working conditions contained in the National Maritime Union contract. The NMU, as you well know, does not hold a single contract on the Pacific coast. The few contracts that they do have are strictly with east coast operators. The argument that our contracted operators are using in their attempt to lower our working conditions is that they want stabilization. In other words, stabilization downward to compare with the Na-

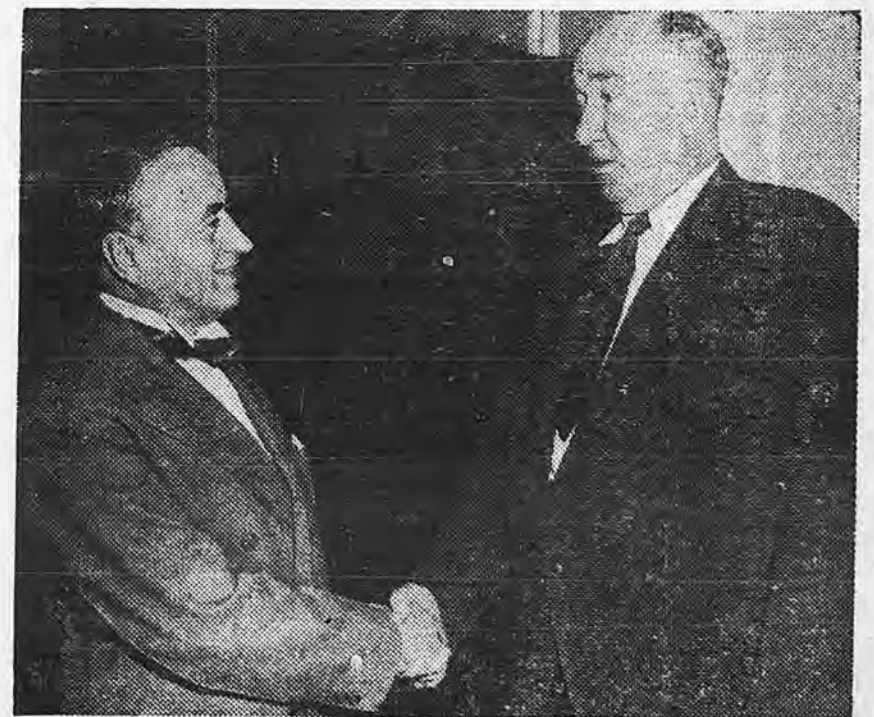
tional Maritime Union contracts, but not upward to meet the conditions in our best contract.

The Executive Committee went on record to have Harry Lundberg, President of the SIU, and myself, draft a letter to Admiral Land of the WSA notifying him that the SIU and SUP seamen on the Atlantic, Gulf and Pacific Coasts would not stand idly by if our working conditions in our contracts are reduced by any Government board or bureau, and that we expect Admiral Land to live up to the "Statement of Policy" that he signed on behalf of the U.S. Government which guarantees that our working conditions would not be reduced for the duration or until the WSA turned the ships back to the private operators.

Your Union officials have been successful in staving off, for one year so far, the shipowners' attempts to reduce your working conditions. The operators have opened the attack again to reduce

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AFL LEADERS GET TOGETHER



AFL 2nd Vice Pres. Matthew Woll (left) shakes hands with Pres. William L. Hutcheson of United Bro. of Carpenters following opening session of the AFL executive council's midsummer meeting in Chicago. Both joined in the council statement warning that V-J Day would find the U. S. unprepared to meet reconversion headaches. (Federated Pictures)

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✚ ✚ ✚ ✚

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

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

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

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The Peace Offensive

NEWS ITEM . . . Thousands storm job offices here—Rush is on in metropolitan area as additional plants announce dismissals—N.Y. Times Headline, Aug. 21, 1945.

Imagine with what surprise big business—yes, and government itself—heard the Japanese wail of "Hold! Enough!" Although at the cost of thousands of lives and billions of dollars we had been fighting tooth and nail to bring them to their "honorable" knees, their surrender offer caught our industrial barons flatfooted. When the moment arrived, when Hirohito asked for terms, all over America the citizenry became aware that the people who were running the country, for better or worse, had been caught with their pants down.

America was not ready, and still is not ready for peace. There can be no peace if the very things we fought for are lost in the postwar period. We cannot possibly drift towards a better world. The future must be planned even as the war effort was.

We heard someone say the other day that "everyone went out and learned a new war job just so that they'd have some kind of trade to be out of work from." And as things stand today, that's about the situation. Everyone will know what kind of a job he should have if he were working.

Caught by the sneak attack of peace, America plunges into worse chaos than it did following Pearl Harbor. The so-called "free press" tells its own story. "On the heels of the Maritime Commission's order yesterday," says the newspaper, "cancelling 425 million dollars in contracts, the Federal Shipbuilding and Drydock Company announced . . . sixteen hundred workers in the company's Kearny, N. J. yard were laid off. The layoff is for an indefinite period."

Another news item states, "As the exodus from the nation's war plants that were working at top speed less than two weeks ago, gained momentum, the USES offices were hard pressed to handle the thousands of applicants they faced yesterday. THIS NUMBER IS EXPECTED TO MOUNT BY LEAPS AND BOUNDS DURING THE WEEK." (Emphasis ours).

It should not be necessary to remind seamen of the very definite relationships between conditions ashore and those afloat. A shoreside unemployment problem will soon find millions of men and women struggling to exist on whatever money they can earn.

Lost production through unemployment means lost cargoes for transportation which will also take its toll upon our seamen. Like it or not, no segment of our people can escape the terrible scourge once unemployment starts to take hold of the country.

One of the answers, besides full production, is to provide adequate unemployment compensation for all those unable to find jobs. Yet, despite the lofty words from the nation's capitol, despite even good intentions on the part of some people in high places, no acceptable seamen's insur-



Pres. Truman Bans Wage Freeze

(Continued from Page 1)

new policy — which had been recommended by the WLB—President Truman declared that "we have had an exceptionally good record of industrial peace during the war" and "we must take steps now to insure a continuation of this record in the reconversion period before us."

To that end, the Chief Executive said he would call a labor-management conference sometime in September. Citing the wartime "no-strike, no-lockout" pledge entered into by labor and industry after Pearl Harbor, Truman declared that similarly a "new industry-labor agreement to minimize interruption of production by labor disputes during the reconversion period ahead of us is imperatively needed."

In the meantime, the President urged labor and industry to renew the no-strike, no-lockout pledge, and to comply with WLB orders voluntarily until after the proposed joint conference reaches an agreement—if it does. The WLB itself will be dissolved some time thereafter.

WLB chairman George Taylor revealed last week that immediately benefited by the new wage policy would be 10,000 applicants on Form 10s—voluntary petitions

now pending before the regional WLBs in cases where employers and unions have agreed on wage increases, or where employers have asked for wage increases, and have certified that no price increase will be requested. Asked how many workers would be involved, Taylor said that a previous study had indicated that about 40% of the Form 10 applicants involved less than 50 workers, but that some of the others involved large numbers.

Dispute cases, Taylor said in elaborating on the new policy, will still be certified to the WLB by the Dept. of Labor, not on the grounds of interfering with the war effort, but on the grounds they interfere with orderly reconversion. He indicated that probably only the most important disputes would now go to the Board.

AFL leaders have expressed their confidence that they would be able to take advantage of the new policy to hike wages for many of their members, especially in the building trades. Construction workers in normal times number about 2,000,000 men, and during the building boom anticipated in the next few years employment will probably rise to more than 4,000,000.

Wage brackets, Taylor said, will

no longer be used in the Board's figuring.

In lifting the lid on voluntary wage increases which do not require price rises, Truman declared that it is now safe to permit such relaxation because "there is no longer any threat of an inflationary bidding up of wage rates by competition in a short labor market."

That very fact, however, makes the relaxation something in the nature of an "Indian gift." Employers are so much less likely to grant wage increases now, even if they can afford them, since they will count on the pressure of an army of unemployed to keep wages down. Had that adjustment been ordered during the war, the pressure on employers to comply would have been much greater.

As another postwar measure, President Truman revealed he planned to strengthen the Dept. of Labor and bring under its roof labor functions now scattered among other agencies. The Conciliation Service in particular will be expanded, he said.

During peacetime, he explained, "we must look to collective bargaining, aided and supplemented by a truly effective system of conciliation and voluntary arbitration as the best and most democratic method of maintaining sound industrial relations."

ance legislation has yet been discussed, let alone passed, by the Congress

No Unemployment Bill, not even a bad one, covers the men who make their living on ships.

But Washington may well mark this period. They are on trial before the people. The present vacation may delay their appearance before the judge but this is to be a period of watchful waiting. It is extremely doubtful that the people of America will be content to walk the streets while wilful and malicious men defy their will.



CLEARING THE DECK

By PAUL HALL

According to a recent article in the *Journal of Commerce*, the shipowners with whom the Seafarers hold contracts are squawking about the manner in which the SIU negotiates beefs. They complain that the Seafarers use one company against the other to black-jack them into paying beefs.

The part that took the cake, however, was where someone, identified as a company official, stated that SIU representatives took up too much of the companies' time in negotiating beefs after the vessel's pay-off. We are damn glad to hear that the shipowners do not like to negotiate beefs after the ship has paid off. We have told them that as far as we are concerned, there won't be any more beefs to settle after the payoff, because, **We want our membership's beefs settled before any ship pays off.**

Inasmuch as these people are advertising now that they do not have sufficient time to settle beefs after the ships pay off, we will make it our business to see to it that they have the opportunity to save themselves "trouble" by paying all disputed beefs on the vessel at the point of production.

All crews should take notice of this and act accordingly. In other words, when you bring your ship in, bring her in as clean as possible and have all your beefs lined up and have the crew squared away to such an extent that they will be able to take decisive action to assist the shoreside officials in settling all their beefs before the ship pays off.

Now is as good a time as any to show the shipowners that we are not going to tolerate any chiseling attempts on their part regarding contract beefs.

This brings us to another problem within the organization which must be dealt with. That is crew education. No crew can stick together even in a single ship job action beef, much less a big general beef, unless they know the score and act as union men. This makes it all the more imperative that the members of this union who know the score and have been going to sea any length of time must do a job on these young members in this outfit and educate them. This must be done and must be done immediately, so that we can streamline ourselves for the many fights that lay ahead. Not only are we faced with the fight for raising wages and conditions, but we are face to face with the fight of preserving what conditions we have already gained. This can only be done through cooperation of the crew members with their shoreside officials and by immediate action by both on any beef that may arise. **Let's trim the deadwood away now. Let's prepare ourselves for this fight!**

NO DEFEATISM FOR US

I was talking recently to a couple of guys who have been in this business quite a while, although from their conversation, you would never guess they were around very long.

We were discussing our organizing campaign, and one of these fellows said, and I quote his words, "What the hell do we want with any more companies, anyhow? We have the best ships and best contracts in the whole field, and our organization is not overloaded with a lot of members so our membership can be assured of good jobs at all times."

This is a hell of an attitude, and it reveals short-sightedness on the part of this guy. We know damn well that as long as there is even one unorganized ship left in this industry, then that one unorganized ship constitutes a danger to our conditions. We cannot afford to sit back on our fannies just because we do have good conditions and let the rest of the world go by, because eventually we would be in a hell of a fight to hold what we've got.

The Seafarers today is standing in a damn good position. We came out of this war in fine shape and we have managed to buck some pretty tough problems successfully. We are in a position now to expand this organization providing, however, that we do not take the attitude of: "What's The Use?" Just as long as there are unorganized seamen who are used to sailing under non-union conditions, we will always have a threat to our security in the event that we at any time take either job action or strike action. Those men who have been sailing under non-union conditions would take ships out from under us, without, in any way, lowering their standards. By organizing all these unorganized men they are less likely to scab on us in the event of a general or a local strike.

So, to all of you fellows who may have the same attitude as this guy: This attitude, if it were adopted by all hand in the outfit, would eventually be the death of this union. We cannot afford to ignore any longer the necessity of our expanding, and the necessity of eliminating the dangers of unorganized steamship companies from the maritime industry.

Polish Seamen Face Terror

I'm Sure Glad He's On The Committe



HAWK'S REPORT

(Continued from page 1)

your working rules. All we can do at this time is to continue to spar around with them before the numerous government bureaus and boards until the transition period from wartime to peacetime is over, or until they actually try to reduce our working conditions by not paying off according to our contract.

Today the wartime government boards and bureaus are all at sea for they do not know when they are going to be tossed out. War contracts have been cancelled and workers all over the country are being laid off. However, we in this industry are fortunate in that respect, for all the ships will operate full blast for at least a year or two, in my opinion.

The National War Labor Board has not yet handed down a decision on our case, demanding an increase in wages.

The Maritime War Emergency Board did not lose any time. They have called a meeting for August 23rd, next Thursday, which I suppose is to take another cut at the war bonus.

The Isthmian Line organizing drive was thoroughly discussed at Chicago. Records of the progress being made were exchanged by Brother Hall and Bother Banks who are heading the drive on the Atlantic-Gulf, and the Pacific Coasts respectively. Plans and strategy were laid down for present and future activity in this drive. I can report that progress is being made and will continue to be made if every member gets into the spirit of this drive and helps when and where he can.

So Brothers let's all get into this fight and give our organizing generals a hand to knock over the Isthmian Line. (It means over 3,000 more jobs for you to choose from in your own union hiring halls.)



Job of recruiting thousands of building trades workers for the hush-hush atomic bomb projects was given to WPB Labor Vice Chairman Joseph Keenan, above. The former AFL official reported "100% cooperation among the unions involved."

ATTENTION ISTHMIAN MEN



Remember that there is a Seafarers Hall in all the major ports in North America. That hall and all its facilities are waiting to serve you. Bring your beefs to us—we know how to take care of them.

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ances that they and their ships would not be placed under the control of Warsaw. They expressed a desire to serve on Allied ships rather than sail under Warsaw orders. This was not granted and, now that the war against Japan has ended, probably will never be granted despite the fact that Allied authorities attested time and again to the skill and experience of these seamen.

In an attempt to get these Poles to return to Poland, the Warsaw government appointed a M. Kolodziej whose agents arrived in the U. S. some time ago as members of the crews of Polish ships. Although they seem to enjoy their stay here, the Kolodziej men are supporting the proposal that the ships return to Warsaw's control immediately. Willing to propagandize for others to accept the present Polish regime, these people apparently prefer the safer political aspects of American life.

Incidentally this Kolodziej was ousted from his post as Secretary when the Polish Seamen's Union ousted him and elected another man to the Executive Board. (The Polish Seamen's Union is affiliated to the International Transport Workers Federation as is the SIU.) After his ouster he went to Moscow where he presumably stayed until the "freeing of Poland" by the Soviets.

In a letter thanking the SIU for its aid, Al Adameczyk, Vice-chairman of the Foreign Representation of Polish Trade Unions, comments on the "fine example of ITF solidarity, which will not be forgotten (by the Polish seamen)."

His letter reads:

"... As you already know, the Polish seamen were forced to return to London. The U. S. authorities were unwilling to permit them to remain in this country or be employed on American boats.

"The Polish seamen asked me to express their deep gratitude for the assistance given them by your organization. They do realize that you have done everything in your power to help them and they do know that it was not your fault that you failed in this effort.

"You have shown a fine example of ITF solidarity which will not be forgotten.

"I will be grateful if you will continue to inquire whether there is any possibility of obtaining the permission of the U. S. authorities to employ, on American vessels, the Polish seamen who are unwilling to return to Poland.

"The Polish Seamen's Union is still interested in this question and will be very grateful for a clarification of this matter.

"Thanking you again for your great understanding and assistance."

Fraternally yours,

Al. Adameczyk

Vice chairman of the Foreign Representation of Polish Trade Unions.



Display Of Fancy Knot Work Contributed To New York Hall

Brother Warren Wyman, AB, admits that there might be a few knots that he doesn't know how to tie, but out of the 5,000 knots and designs known, there are only a handful that he hasn't seen and used.

Wyman, who recently did a specimen knot board and a model rope ship for the New York hall, started tying the hemp in New Orleans almost as soon as he could walk. By the time he shipped out in 1935 he knew more knots than an old square-rigger mate.

Rope work, says Wyman, is a

fascinating art, and one which almost disappeared with the sailing ship. Few men nowadays can tie more than a square knot, a bowline, a half hitch and stopper. Many men don't even know these. However, a good week of practice and any AB can tie all the knots needed aboard modern ships, says Wyman. Among the knots every AB should know, Wyman lists the following: Spanish bowline, bowline on a bight, becket bend, sheepshank, sling shortener, short splice in robe, eye splice in robe and the Livrepool wire splice. In addition he should be able to rig

a bosun's chair and make himself fast; also rig and use a stage. As important as knowing how to tie these knots is how and when to use them.

Wyman suggests that the union start a class in rope work so that all SIU men will become proficient in this important branch of seamanship. He believes that no man should receive an AB ticket without demonstrating essential rope work.

The best rope for practice is log line, commonly known ashore as sash cord. Patience, says Wyman, is the prime requisite for

rope work. The ship model which he made required a week of steady work. The ship's wheel, hardest design to make, takes four or five hours when you are "right in trim." When you are in particular fine fettle try the 25 strand Turk's Head Double. After much practice, you should be able to do this one in eight hours. Beginners will take four or five days.

The rope board on display on the third floor of the New York hall contains 34 knots and designs and took a week for Wyman to complete. It includes a wheel, anchor, propeller and such essential knots as the sheepshank, half hitch, half round and half square, garrick bend, figure eight, stage hitch, stopper, splices, sizings and whippings.

Sennett work, the basis of all fancy rope designs, must be mastered before the student can progress to making belts, bags and other articles dear to the hearts of men on long voyages.

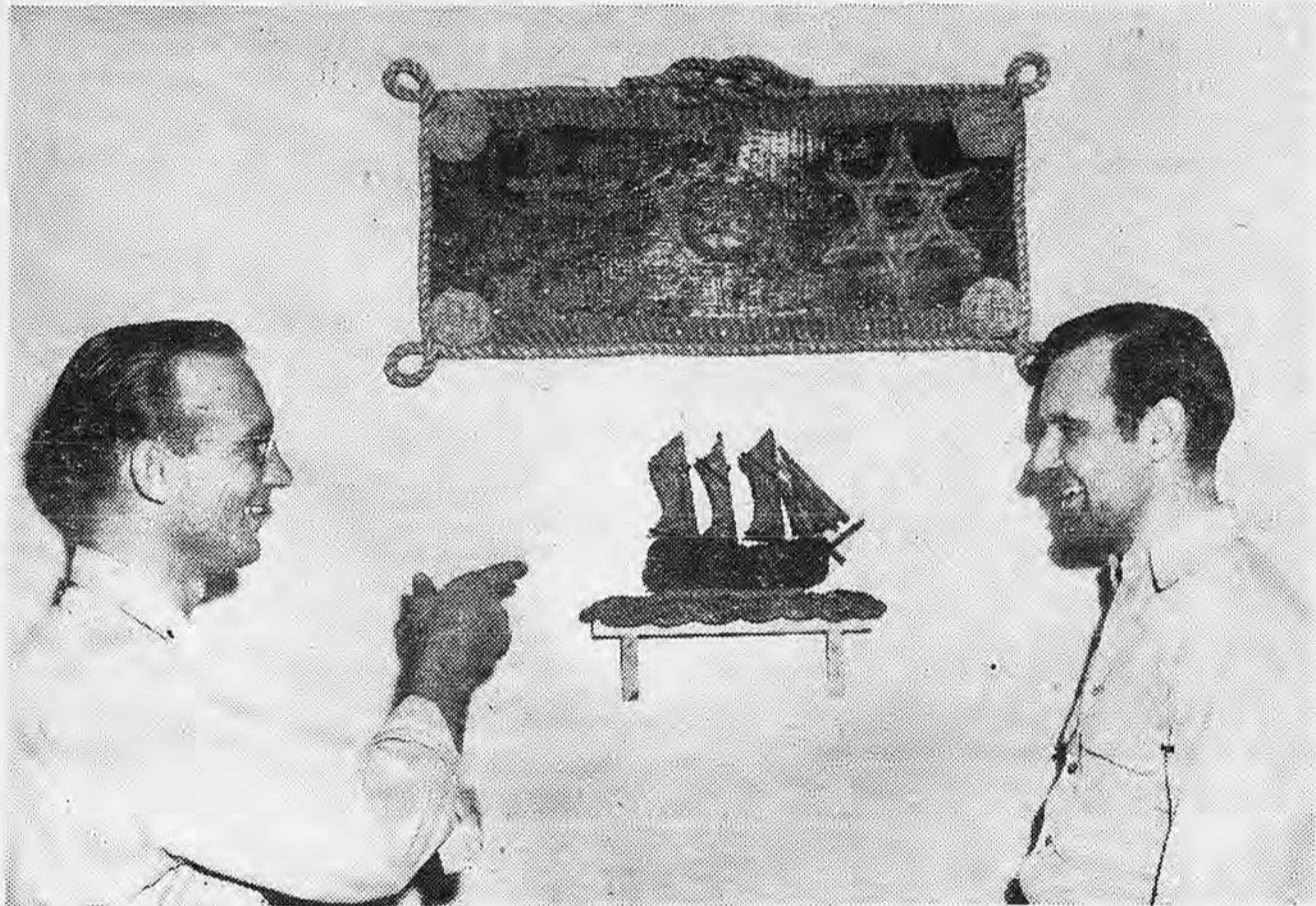
Crew Favors SIU

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that the Isthmian men can be had, if only we are ready to do a job. And the best place to do it is at the place where the Isthmian men are working under bad conditions. Then they are ready and willing to listen."

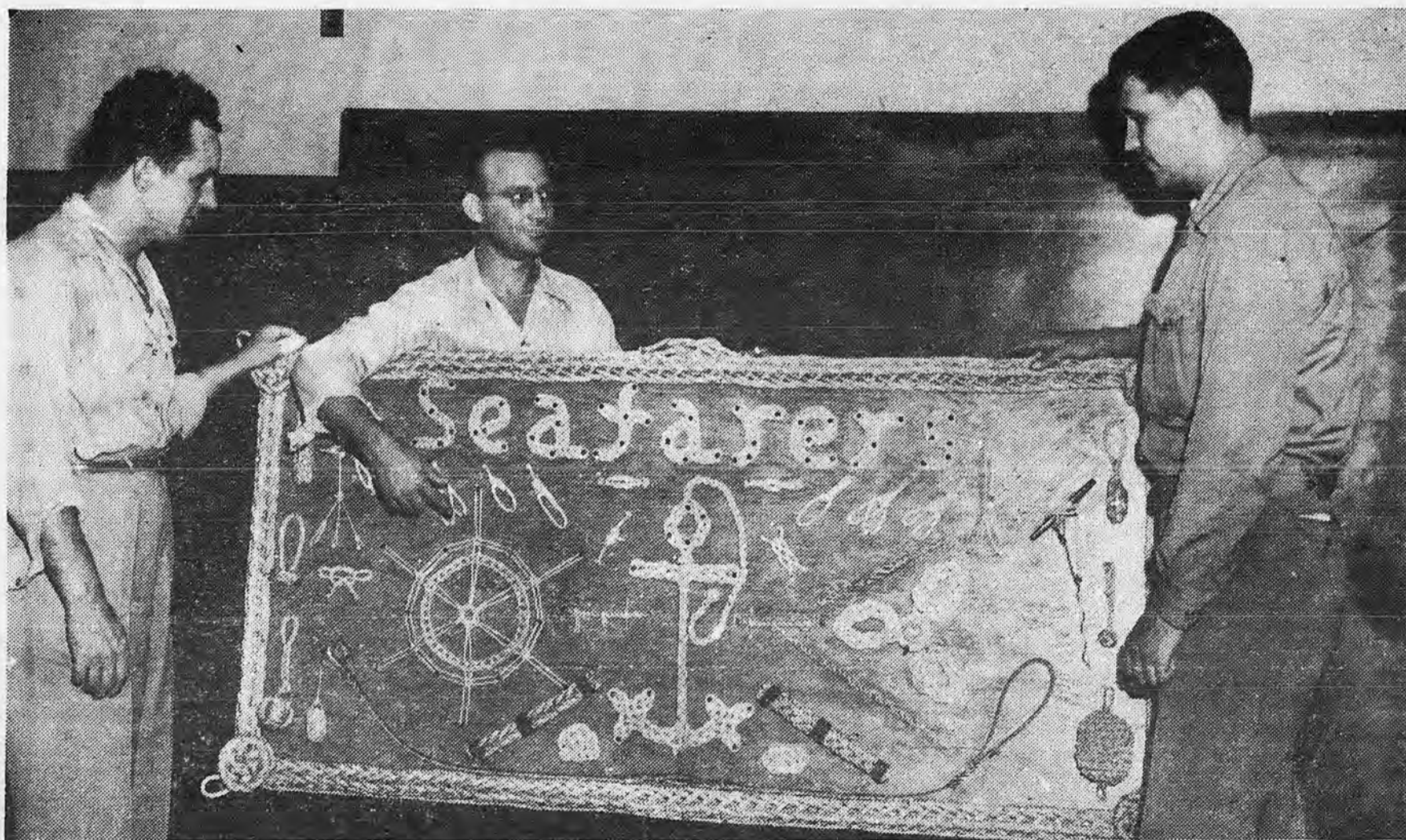
Brother Lindley has done a fine job, and the kind of work that is necessary. Those who are interested in shipping Isthmian to help the Seafarers organize for postwar conditions, come down to the union hall to get further information.

A MODEL SHIP OF ROPE



A three master under full sail is now on display in New York, a gift to the union by Brother Warren Wyman. Made entirely of rope, it took Wyman a full week to finish the model.

HOW MANY OF THESE CAN YOU TIE?



Specimen rope board is being explained to two admiring SIU men by Warren Wyman who made it for the New York hall. On display in New York on the recreation deck, the board contains such fancy creations as a wheel, anchor, propeller, splices, sizings, whippings and the more essential knots used aboard ship. Across the top of the board is the word "Seafarers" spelled out in fancy braid.



Men In Marine Hospitals This Week

STATEN ISLAND HOSPITAL

- MARTIN T. COLLINS
- FRANK NERING
- JOHANNES HEIKKURINEN
- S. ANTOINETTE
- WILBERT CAILLET
- J. FELLOWS
- C. S. INMAN
- E. T. O'MARA
- LOUIS F. LEDINGHAM
- PAUL V. MADISON
- FREDDIE R. KIDD
- LESTER M. WYMAN
- JAMES F. CLARKE
- W. B. MUIR
- J. M. JOHNSON
- SALVATORA BIONDA
- EMIL VON TESMAR
- L. M. MOODY, Jr.
- K. E. OLSEN
- B. B. LENOIR
- L. C. KATES
- BERTEL BRYDER
- J. A. SPAULDING
- Z. W. CULLISON
- L. L. LEWIS
- L. R. BORJA
- RAMON BURGOS
- J. S. CAMPBELL
- R. A. BLAKE
- E. V. FERRER
- H. W. E. FREDERICKSEN
- ROBERT POWELL
- H. S. TUTTLE
- DAVID NORDSTROM
- SALVATORE LACORTE
- JOHN NEAL
- A. R. (ONE ROUND) KING
- S. ANTOINETTE
- E. DI PIETRO
- WILLIAM OATES
- J. F. CLARKE
- L. MINGAUD
- E. J. JOHNSTON
- C. W. WARD
- ELLIS ISLAND HOSPITAL
- H. DE FORGE
- J. LAWLOR
- D. MC DONALD

BALTIMORE MARINE HOSP.

- JOHN SARTOR
- LAWRENCE HEALY
- J. E. HART

SAVANNAH MARINE HOSP.

- VINCENT SAN JUAN
- JOHN CAIL
- B. R. PETERMAN

BRIGHTON MARINE HOSP. BOSTON

- AMOS BUZZEL
- PETE KOGOY
- JOSEPH ELIE
- J. HINES
- JOHN DUFFY





QUESTION: Some of the new veterans' organizations are taking in merchant seamen—Do you think seamen should join?



WAYNE CAMPBELL, AB — No. I don't think we should. Although the average seaman has come into contact with the enemy—and don't forget that at one point the merchant marine had a higher rate of casualties than any of the armed forces—he is still a civilian in my book. If a merchant seaman put the same time and effort that he would spend in a veterans organization into union activity, he would gain much more. He could get as much in benefits and preferences as he would the other way, and he would have a much stronger union to get him conditions on the job.

NORBERT ROGAN, AB — I certainly think a seaman should join a veterans' outfit; especially those men who do not want to follow the sea after having served during the war. A vets organization would help get him back into shoreside life, after having been away from contacts and job leads. A veterans' group is like a union—an organization can do more for an individual than an individual can do for himself. Even for those who intend to keep on shipping, such an organization can be very helpful in getting for seamen what the servicemen have already got in the way of benefits.



WILLIAM MURPHY, Bosun— No. I don't think we should. While merchant seamen have received high praise, and have been put on an equal footing with the armed forces by those who know of the job we did, we are essentially civilians. I do not think we have a place in an organization composed of ex-members of the armed forces. However, those who continue in the merchant marine should attempt to get for themselves and their shipmates the benefits given to those who were in the armed forces—and should try to get these things through an organization already set up—the SIU.



RICHARD HOFFMAN, AB — I think it's a very good idea for seamen to get into an organization like that. We would fit in very well, indeed. Having served with both the Army and the Navy, we know what the boys have been through—and conversely, they know what we have been through. The boys in the three services together can exert a powerful influence toward making a more prosperous America. We were in the same boat together, and we have the same interests now, and together we have a chance of getting what we need.



WITH THE SIU IN CANADA



By HUGH MURPHY

In an effort to have the various unions in the Maritime industry join together in united action, we recently sent a communication to them urging that they meet with us in Victoria, B. C. for the purpose of establishing a joint council.

The letter, which was addressed to the National Association of Marine Engineers, Mates and Pilots Guild, International Longshoremen's Association, Blacksmith's Brotherhood and the Railway and Steamship Clerks Brotherhood, called attention to the success and failures in our common struggle to better the conditions for our memberships.

BITTER STRUGGLE

"The experience of all Unions within the Maritime Industry up to the present time," states the letter, "has been one of bitter

struggle in the work of organization, and in obtaining agreements covering the working and living conditions for their particular memberships.

"We have all been striving to reach the same goal in devious ways, and according to the wishes of our respective memberships, sometimes meeting success, sometimes failures.

"It has often been the silent wish of many of us" the communication continues, "that closer cooperation between the various maritime groups could be attained for the purpose of moral strength in making demands upon our employers.

"We all realize that acting as separate entities, or units, in our relations with our employers, is responsible to a great extent for our present conditions, (which are not all that could be desired), and of course are taken advantage of by our employers, whose favorite pastime has been to play one group against the other, at the expense of all... such a condition must cease!

"It is with this in mind, that we the membership of the "Seafarers International Union of North

America" have arrived at the conclusion that a joint Council of the maritime groups should be established for the purpose of working in closer harmony with each other, to acquaint each other fully, on our individual problems, for the purpose of concerted action where required. It is only when we have achieved a unity of purpose within our own ranks, that we can hope to achieve a standard of living for our respective memberships second to none."

The letter closes with... "We would therefore request that your organization elect at least two Delegates to attend a meeting to be held at the Victoria Trades and Labor Council, Victoria, B. C., at 10:30 A. M. Friday, August 10th, 1945, for the purpose of establishing this joint Council of all maritime groups."

Preliminary discussions have already taken place between ourselves and the National Association of Marine Engineers who have pledged their support to a plan of UNITED ACTION. This column will report further progress.

From The Assistant Sec'y-Treas.

By LOUIS GOFFIN

Now that all the shooting is over, the question is: what do we do now? Plenty of guys now in the industry will be leaving, having done their patriotic duty, and those that are left will be faced with the problem of sailing the ships with short crews. It stands to reason that the reconstruction period will be a long one, and it is very doubtful that any ships will be laid up.

After the first World War we were faced with crimp joints, Shipping Boards and a phony training school. Today we are faced with practically the same situation. We have the WSA, which is the same as the old Shipping board. We have the Sheepshead Bay and other training schools, which are the same as the school they had in Norfolk in 1919; and to top it off, we have the NMU, which is practically the same as the crimp joints which gave the old ISU quite a headache around 1919 to 1921.

The difference is that today we have a strong Union in the SIU to combat all these fakers. I'm sure that the men who stay in the industry are the type that will make it very tough for these phony outfits, and that by sticking together we can keep up the tradition of the SIU, to get nothing but the best in the maritime industry for the union seamen.

We must realize that we have a tough road ahead in the post-war period, but good union men never have to worry. The road that we will take will be the right road, and with the backing of the membership and officials we are sure to succeed, notwithstanding the opposition from the above mentioned outfits plus the hungry shipowners who will try to break up our conditions.

When we stuck together after the first World War we were successful in keeping good union conditions, but when we fell apart we lost everything. Let's make sure that it doesn't happen again.



By FRENCHY MICHELET

The narrow, populous streets of Puerto Cabello, Venezuela, seem like a bit of the old world transplanted lock, stock and barrel to the shores of the new. The architecture is predominately Spanish and the Spanish artisans who built the houses apparently labored in their off hours to provide the people to live in them because the blood of old Spain flows freely in the veins of almost all who live and labor here.

The narrow streets of the city remind one forcibly of the galley on a Liberty ship — seems like they built the city and then found that they had forgotten to leave room for the streets, so they crowded them in as best they might.

Puerto Cabello boasts a population of 24,000. It should be a cinch to take the census. A guy could stand on a corner on the main drag at six o'clock in the evening and count the people elbowing their way into the gin mills—no use bothering to count anybody who isn't here, because they are so damn sick that they're gonna die anyway.

People don't shake hands in Venezuela. When friends meet they embrace one another by placing the left hand in the small of the back and the right on the left shoulder and shaking each vigorously. We are thinking of introducing the custom to a cute little blonde number back in the States. With a few minor variations it has infinite possibilities.

There's an adorable little dark-eyed darling who frequents the better bars of this town and who probably never went to school a day in her life who knows more about psychology than most guys

who spend years at universities. She's usually to be found at one of the modern bars sipping a delicate liqueur and accompanied by her "husband." She wears her lovely hair shoulder length with a tiny white ribbon prettily enmeshed in the cascaded waves for all the world like some pretty school girl out for her first taste of night-life. Her dresses are invariably of a white flimsy material that blend well with her air of wide-eyed maidenly innocence. Half the officers on the Del Rio are proud of the neat way that they outwitted the husband by getting him lushed up.

Verily, verily, brother, it was written: "Yet the fruit were scarce worth peeling

Were it not for stealing, stealing."

There's few of us who follow the sea for a living who are not a fugitive from some haunting shoreside memory; for,

"A fool there was and he made his prayer

(Even as you and I) To a rag and a bone and a hank of hair

(We called her the woman who did not care)

But the fool he called her his lady fair—

(Even as you and I)

So some of him lived but most of him died—

(Even as you and I)

And it isn't the shame and it isn't the blame

That stings like a white hot brand—

It's coming to know that she never knew why

(Seeing, at last, she could never know why)

And never could understand."



SHIPS' MINUTES AND NEWS

Fine Crew, Good Officers On T. B. Reed

An otherwise pleasant trip, with good officers and one of the finest crews afloat, was completely ruined for the boys who shipped on the SS T. B. Reed, Calmar Liberty, when she arrived in New York after a 2½ months voyage to Belgium and England.

The unpleasantness started when the Calmar Line, following its usual chiseling tactics, arbitrarily chopped overtime pay from almost all hands. In contrast to the ship's officers, from Skipper Purdy down, who were "swell during the whole trip," the company's "dry land sailor-lawyer-stooges" took delight in giving the men trouble at the payoff.

Most of the beefs were created through Calmar interpretations of SIU, SUP and Marine Cooks agreements, but all beefs were finally settled. Deck Delegate Frank Betz (SUP Book) gave the men a able representation and handled his union responsibilities well despite the company's run-around. There were many trip carders among the crew, mostly Baltimore men, and almost all took SIU books.

BEEFS ABOARD ALEX. G. BELL

Beefs and more beefs were the order of the day as the Alexander Graham Bell, So. Atlantic Liberty, paid off on Aug. 10. Outside of overtime and other money adjustments, the boarding Patrolmen were presented with a sizable list of repair and maintenance beefs which included shower room scuppers, broken lock handles, deck surfaces in crew quarters, wringer in laundry, poor ventilation in crew mess rooms, ice box in navy mess room and guard rails on crosstrees.

All beefs were settled aboard, according to the Patrolmen's reports, and a letter to the Log concerning the chief mate appears on page 7.

William S. Young Steward SS Julius Olsen Payoff Dept. Commended By Army Costs Freeloader \$75

The SS William S. Young had an excellent Steward's Department according to the Armed Forces aboard her, making their return from the battle fronts of Europe. Chief Steward Arthur J. Lomas displays the following letters of commendation from the Commanding Officer and the Transport Surgeon.

"Dear Sir," reads the first letter, "General sanitary conditions, particularly of the mess, during this voyage was of the highest degree of excellence.

"The menus were always palatable, and the food was served in a very appetizing manner. The cooperation of the Steward in all matters pertaining to his department making for the increased comfort of all who participated in this voyage is especially appreciated by the transport surgeon.

"I hope that it will be my good fortune to renew this pleasant relationship at a future date."

The letter is signed, Walter B. Kreutzman, Captain, M.C., Transport Surgeon.

The second, from the Colonel, says, "I want to take this opportunity to commend you for the splendid work done by you and your department on our trip from Antwerp to the United States.

"I have noted particularly the keen interest you showed at all times in the discharge of the services of your department and the constant expenditure of energy in any direction to add to the welfare and enjoyment of the men aboard.

"The full cooperation between your men and members of units aboard assigned KPs was evi-



denced by the manner in which all meals were prepared and served with a minimum of confusion in spite of the overcrowded facilities.

"My warmest thanks to you for your part in making our trip a pleasant one, and all of us will remember with pleasure the fine eating we did aboard the SS William S. Young."

(Signed) Clarence K. Darling
Colonel, Cav. (TD)
Commanding.

"It is commendations like these" writes SIU Agent Ray

White, to whom we owe this report, "that brings pride to our members, and it is good unionism when a man performs his duties in the traditional SIU fashion. I want to extend my congratulations to Brother Lomas on the excellent performance of his duties as Chief Steward aboard the SS William S. Young, and also to the members of his department who so ably assisted him."

Although they had expected a clean payoff aboard the Bull Line Liberty, SS Julius Olsen, SIU Patrolmen had their hands full when they found that the port purser had red penciled about two-thirds of the legitimate overtime and that no company representative was available to settle the dispute.

The crew decided that it would be safer to remain on articles until their beefs had been squared away and the company was so notified by telephone. It was not until thirty minutes after the shipping commissioner had given up in disgust and left for home that Port Captain Swensen came dashing down to the ship, breathlessly announcing that he was there to take care of the disputes.

However, he claimed, he was without authority to settle the overtime beefs created by the port purser and this beef dragged out through Saturday and Monday.

It was not until 3 p.m. Tuesday that all beefs were finally settled to the satisfaction of the crew.

One of the outstanding beefs was an hour a day overtime for the 3rd Cook for pumping oil up to the galley. This amounted to approximately 75 dollars and was collectable. The money was divided between the other cooks in the galley because the 3rd Cook, a trip card man, failed to appear for the payoff. Such is the folly of free loading.

SS Henry Lomb Mate Proves Uncooperative

A non cooperating mate provided the stumbling block to the efforts of a good union crew aboard the Henry Lomb, Bull Liberty, in improving the below par working conditions.

Although Deck Delegate Jack E. Gervais reported an uneventful trip, the SIU men held a shipboard meeting at which they draw up a list of beefs.

The mate refused an invitation to attend the meeting and further refused any cooperation in getting the beefs settled.

Good Feed Ship The Thomas Sully

The Thomas Sully, Calmar Liberty, pulled in last week after a ten week's voyage from Galveston to Messina and Naples with wheat. According to O. Fleet, FWT, this was a good feeding ship, with okay officers topside and below. Good weather all the way helped the Sully do the long stretch from Galveston to Messina in 23 days, more evidence that Liberties can chalk up some fair runs now that convoy delays are a thing of the past.

The crew were almost all book men, with only three trip carders on board.

Steward on this trip was Brother Joe Faulkner, Gulf oldtimer.

Raphael Semmes Men Hold Joint Meeting Aboard Ship

A joint meeting of all departments of the unlicensed personnel aboard the SS Raphael Semmes, Waterman, is reported by the Recording Secretary elected by the members.

The meeting, which was held on August 11 was called to order by Deck Delegate W. J. Brady who was then elected chairman of the meeting by acclamation.

Also elected by acclamation, to act as Recording Secretary, was J. D. McLemore and by the look of the reports this brother turned in, it would appear that the members made a sound choice in both cases.

Steward Dept. Delegate Hans Nicoleason reported five full books, three probation books, and two trip cards, John Keeley, Engine Dept. Delegate reported five full books, five probation books and one trip card and Chairman Brady, speaking as Deck Delegate reported seven full books and six probation books. All delegate reports were accepted.

Under new business the meeting passed motions on the following:

(a) To present the Patrolman with a request to contact office asking for a radio to be installed in crew's mess.

(b) Request Patrolmen to ask for water and steam pipes in laundry (the piping has been removed because the ship's former gun crew was allegedly wasting water).

(c) That the company install a wall clock in the crew's mess room.

(d) That the company install port holes and improved ventila-

tioning system in crew's quarters.

(e) That the company be urged to rearrange the recreation room because as it is presently situated the noise keeps the watch below awake.

(f) Recommendation that the Patrolmen obtain keys for the forecabin in order that the doors may be locked.

(g) Recommendation that the Log print the information that members must wear their union buttons when going ashore at Bremenhaven (See box.)

The Steward announced that anyone who needed a new mattress and pillow would have them changed at the port of New York. Meeting then adjourned.

HOME PORT

We'll sail to distant shores again, be it wartime or in peace,
And drink a toast to maidens fair out in China or in Greece.
We'll ogle all the dusky girls as they do their tropic dance,
Then go back again to Africa to see the natives prance.

We'll go ashore in Italy and eat their spicy food,
And go romancing with the maids to put them in the mood.
The next leave will be in Egypt the land of mystery,
Veiled dancers hold you spellbound as you watch in reverie.

You waken then, somewhere in Spain, where señoritas are a dream,
Where courting is tradition, 'til they see the wolfish gleam.
We're off to sail the sea once more where ancient history lurks,
And drop the hook at Istanbul to see those shapely Turks.

Then out again to Ireland to a blue eyed Irish lass,
To roam the hills and valleys plucking shamrocks from the grass.
We're bound again for Boston, the port that I call "home,"
And the nicest girls in all the world, no matter where I roam.

— A. REEDER, OS

THE MEMBERSHIP SPEAKS



SEEKS SEAMEN'S BILL OF RIGHTS INFORMATION

The Log

Dear Brothers:

I think you might straighten me out on the question of an article that appeared in *Liberty* magazine's "Vox Pop" section entitled "The Men Who Deliver The Goods." This can be found in the May 12 issue of that publication, and was written by a Mrs. Kenneth Tout of Salt Lake City.

This article concerns the so-called Merchant Marine Bill of Rights and, since we are at sea, I have no way of knowing what the union's position is regarding this matter. I would appreciate such opinions and any other information you have concerning this Bill.

Perhaps it would be a good idea if issues of the *Log* could be sent to our ships while they are at sea as the men are interested in the union and what is being done in our behalf.

Thanking you for any aid which you might be able to give on this, I remain,

GORDON MAXWELL

Editor's Note: The SIU, of course, favors a bill that will do for merchant seamen what the GI Bill of Rights is supposed to do for servicemen, but one that is administered democratically and not by shipowners' agents, and one without the failings of the GI Bill. Our brief is now before the congressional committee considering various bills and amendments. Since Congress is now vacationing—even as you and I are not—the matter is temporarily a dead issue. The *LOG* will report on and explain the various proposals as soon as hearings are reopened. As to your other question, for the past several weeks, the *LOG* has been sent to all SIU vessels. You have probably received yours by this time.

LETTER LAUDS CHIEF MATE OF ALEX. GRAHAM BELL

The Log.

It is the unanimous opinion of the deck crew of the *Alexander Graham Bell* that Chief Mate Motschman is really a splendid officer and shipmate.

He did everything in his power to make this a pleasant sailing and we rate him tops.

The crew highly recommended him and promise that you will enjoy sailing with him,

DAVID BESUDEN.

SHIP CASUALTY LISTS WILL HELP FUTURE DEBATES

Brothers:

Will you please send me the July 13, 1945 issue of the *Log* as I can't find one up here (Merchant Marine Rest Center, Gladstone, New Jersey) although I have the July 20 and 27 issues. Thanks.

The list of casualty merchant ships during this war is really valuable—the first complete one we have seen. It will become

more valuable as time goes on. Many a fo'castle argument as to date and place can now be settled with authority.

H. S. SIMMONS

ENGINEERS AND SENORITAS RATED TOP QUALITY

Seafarers Log.

We fellows aboard the *SS Algic* believe we have the best bunch of Engineers ever assembled on the same ship and we know they are the best that we have had the good fortune to sail with. Some of us have been going to sea for twenty years, and none less than three, so we should be able to judge.

The Chief, Ernest R. Tobbetts, is an ace, knows his job and has the intelligence to know if his men know their's. He never bothers anyone and is with the men all the way. When there's work to be done, he pitches in and gives a hand.

The 1st Assistant, John J. Calhoun, is one swell shipmate and is liberal with time off because he understands how to get the best efforts out of his men. The



2nd, Sidney Cruthirds, is as good as they come as are the 3rd and 4th. All are tops and as we said before they don't come any better than this bunch. If at any time there is a job posted on the board, grab it and let us know if you agree with us.

The Agent and Dispatcher in Puerto Rico proved to us how swell it was to have someone tell you the best spots for having a good time and they're on deck every day in case you need representation. All we've heard about the "enchanted isle" is the truth and the *Senoritas* and rum of the best quality.

S. CARPENTER

MEN MISS SHIPS BECAUSE OF WSA

Hello, New York,

Andy and I, and a couple of other SIUers arrived here (Mobile, Ala.) two days late to catch the *SS Pilot Butte* and *Silver Peak*, thanks to WSA meddling in our transportation problem.

Lots of tankers coming in here now and Tucker (SIU Business Agent) said he was putting in a call for more men from New York and wording is so WSA would not be so dumb about sending men on time.

Our brother, Andy Anderson, had quite a case on a Southern belle already and don't be surprised if he makes this his future shipping port. We went to the beach Sunday and came back on

the good ship *Cavalier* and he met his heart throb. I could hardly get him to the hall Monday morning to ship out. All he would say was "I feel that way about her and know she feels the same about me." I have a feeling.

I finally got him down to the hall and shipped him as a slave driver on the *Sunset T2*.

Thanks to you fellows on the quick action on the matter of substance as some of us were low. The WSA office here sure cussed the New York WSA crowd. All the men sent down here from New York have shipped out and *Mobile* is glad to get them.

Don't forget to log Andy about his Alabama girl.

C. H. MONTGOMERY

HONOLULU PAPER AND RMO AGENT CREDIT SIU-SUP

Dear Brothers,

I am sending in a clipping cut from the *Honolulu Star-Bulletin*, largest newspaper in Hawaii. It is an undisputed fact that the SIU-SUP are in the lead.

I might also add that Brother Carl Christiansen is, in seamen's language, "a crackerjack agent."

JAMES E. COBB

Editor's Note. The clipping referred to by Cobb is lengthy and space is limited, therefore this condensation of the text.

Honolulu's excellent record in 'turn around' for ships is due largely to the willingness to work of members of seafaring unions. This was emphasized by Carl Christiansen Agent for the Sailor's Union of the Pacific.

Speaking for the SUP and the SIU, Brother Christiansen said that these unions handle 97 per cent of the ships coming into Honolulu and "we have been able to handle them without the help of the RMO (Recruiting and Manning Organization)."

Ryamond R. Sharp, representative for RMO of the WSA, confirmed the fact that no ships were materially delayed because of crew shortages. He gave credit to the unions for handling ship personnel problems and helping the ships sail promptly.

PROPOSES INDEXED AGREEMENTS FOR EASY REFERENCE

The Log Editor,

In order to argue convincingly on a beef and get the most out of our agreements, every one of us should be able to turn, unhesitatingly, to the right page in the agreement instead of letting the subject grow cold during a long search through the book.

I wonder how many members, including Patrolmen, can do this or, for example, say how many times wages and overtime are mentioned in any given agreement. As the agreements are drawn up now, it is practically impossible to turn quickly to the clause you want.

Wouldn't it simplify matters for everyone, particularly new

members, if the agreements had an alphabetical index carefully compiled and inserted in the back of the agreement?

Almost all serious books, such as geography, history and economics are thus indexed and yet



few of those require close reading by so many people nor are they referred to in so many serious controversies.

The compiling of an index would take a little time, and time is money, but don't forget that getting the last drop out of our agreements means dollars and cents in all our pockets as well as protecting our working conditions.

W. D. HENDERSON

HOSPITALIZED SEAMEN NEED MORE ATTENTION

Seafarers Log

We brought a whole big seabag full of beefs with us to this port (Frisco) where Brothers Louis Zwerling, Ray Sparrow and myself met two able and conscientious SIU representatives on hand to handle our problems.

Zwerling, Sparrow (two of the best shipmates and union men) and me had just hit port with the *SS Helen* and a skipper who was old and worn out, seemed tired of living and got disturbed by everything and everyone who "got in his way."

Several trips to the Marine Hospital here made me feel that more of the good neighbor policy between the U. S. and South America should be spread and that we need more people to do the job. I feel that the idea of the union's policy of spreading good feeling will help our organization among the seamen at this hospital. It seems very important that SIU representatives visit these men, particularly the SIU boys, more often so that they don't get to feel unhappy and lonely.

We need more representation on the Pacific coast to take care of the membership's interests here.

JULIO EVANS, Book 7573

LOAFING MAKES MORE WORK FOR SHIPMATES

Dear Brothers,

About eight months ago this Waterman Line ship (*SS Raphael Semmes*) was in the Pacific. At that time the ship carried a gun crew of twenty seven men and officers.

Now everyone knows how careless the "ice box commandos" are about turning off water when not

in use, so in order to save water for the long runs, the piping in the laundry aft was removed.

The ship has been on the Atlantic run since January and we now have naval personnel of three men, yet nothing has been done towards replacing the pipes and taps. There are no steam lines leading to the wash rooms on the ship. The result is that we have a difficult time washing clothes and I think its about high time for the water and steam lines to be placed in the laundry.

I want to call to the attention of the brothers that loafing on the job, or doing a job in an unseamanlike manner, does not hurt the shipowner, the captain, the mate, or the engineer, but only adds to the work of our union brothers. Therefore I want to urge every brother member to do his work to the best of his ability. It not only makes it easier for his shipmates, but doesn't leave a "bucko" a leg to stand on, and aids our elected representatives to obtain better wages and working conditions for us.

JOHN D. McLEMORE.

WILL SAIL UNION OR STAY IN ARMY

Hi Gang,

I'm now wearing an army uniform instead of civvies. Six months of this and yet I still have the feeling of a seaman in my blood. I'm in the very best of health and wish all you fellows the same.

I had some disputed overtime from the *SS Albert L. Burleson*, American Range Liberty Lines, and if it's possible I'd like to get some data on it. The voyage was between July 17 and November 27, 1944.

Time was short when I left and I wasn't able to get my permanent union card, the one that entitles me to remain a member in good standing while I'm in the service. I wonder if it's possible to have the Union paper sent to me so that I can see how my union brothers are doing.

I think our union has done a swell job for seamen and I'd like it if you'd put my address in the shipping hall with a request for some of my old shipmates to write.

I had a chance to get out of the army and back into the Merchant Marine but there was a catch. They made conditions. That I sail *ATS* or with the WSA pool but I refused.

I sail Union or stay in the army. So long and the best of luck to all in all you are doing for the common cause.

NICHOLAS MANIFF, Jr.

Editor's Note: Brother Maniff's requests are being taken care of with one exception. The letter did not carry his address. If anyone has it please notify the *LOG*.

Steward Shortage Hits Boston

By JOHN MOGAN

BOSTON — After a hectic two weeks of shipping in this port, things have slowed down to a walk, chiefly because WSA has no idea at the present writing as to what the several ships now in harbor will get for assignments. In the meantime, we're about tapped out insofar as stewards department men are concerned, with two of the ships in port about ready to take on large departments.

Business has been pretty fair also; Portland had a couple of payoffs; the Eloy Alfaro which paid off very clean, and the Calmar ship, SS Daniel Willard, with the customary number of beefs. These disputed beefs have been forwarded to New York. The King Woolsey (Bull) paid off in Boston; there were some disputes in the stewards department, which were settled satisfactorily, with the exception of a couple of beefs which the able Louie Goffin will take care of in New York.

The new Waterman ship is now ready in Portland. We are crewing her up from Boston, and, according to Waterman, she will proceed immediately to Boston for loading. This job is called the SS J. Howland Gardner, a four-hatch Liberty type, fitted to carry boxed planes and plane parts from Europe to the Pacific. In view of developments in the Pacific, this one will also have her orders changed.

I suppose it is safe to assume that for the next several months

practically everything afloat will be used to transport troops. Which will mean a continuous headache trying to line up enough rated men to take care of the feeding problem. Right now our "On Hand" list for stewards department is at its lowest point.

Deck jobs are going begging in Boston, despite the fact that our records show plenty of deck men on hand. The same applies to the engine department. But when the operators get ready to move the ships again, our men will be ready for them.

Well, we're standing by for a lull, brothers, but when there is any worthwhile news from Boston we'll be sending it in to the Log.

CHARLESTON QUIET

By KEITH ALSOP

CHARLESTON — Shipping has been slow for the past two weeks, we shipped two cooks and ABs to Mobile for the SS Hagerstown Victory. There are no ships in port and nothing coming in for the next two weeks, unless something slips in on a coast run.

We have a car for the port of Charleston, so when you come in call the office and I will be down in a few minutes. No beef is too small.

With the war at an end let's hope we can come in port without the Coast Guard Gestapo being the first one to come aboard. Let us get back on peace time shipping.

AROUND THE PORTS

Coastwise Runs To Be Revived—Says Tampa

By AL KERR

TAMPA — There wasn't much chance for a very big celebration of V-J Day here, unless you were already prepared for it. All of the bars, taverns, restaurants, and so forth were all closed. However, it was evident that the majority of the people here in the city were waiting for the big event, as the main part of the celebration didn't die down for almost a day and a half.

During all of this commotion we were doing our damnest to crew a new Bull Line scow, the SS William Nott. We were able to get Curt "Slim" Starke to take an acting AB job on her, along with a couple of other fellows. But even with the help of one man from Jacksonville, who turned out to be our old pal, John Bunker, and one from Savannah, we still had to report back to work after V-J Day with the ship still needing part of her crew.

With the cut-back program that has been put into effect at the present time, there won't be any more new ships coming out of the yards here in the port of Tampa. However, we are looking forward to the reviving soon of

the old coastwise runs, and may be in addition to this the P & O will start up soon. With the recent action by the Interstate Commerce Commission's reduction of the railroad tariffs for the State of Florida, the port of Tampa should start picking up as it will be cheaper for the perishable goods wholesalers to have their goods brought into the port of Tampa. This ruling will make it cheaper by about 300 railroad miles, and will also at the same time afford quicker delivery of the goods to the markets. As soon

as this upward trend in shipping is apparent here in this port, we will put a notice in the Seafarers Log so that all concerned can come down to ship out.

Among some of the oldtimers that were in this past week, were the Scarlett brothers. Arba has just paid off in the port of New Orleans. His brother, Bill, has been working here for the telephone company, but recently dropped something on his foot and at the present time is laid up. As Arba says, he is just gold-bricking.

At the present writing this is all for the land of sunshine and snow white beaches.

Schoolboys Quitting Seamen Are Needed

By JAMES L. TUCKER

MOBILE — Shipping is still good with more jobs than takers, and will continue to be good for the next month what with T-2 Tankers coming in nearly every day.

The weather is nice and the beer is flowing freely, and with things ending on the other side, quite a few of the school boys are deserting the ships in this port without even collecting their pay.

We are in need of FWs, Oilers, AB, Bosuns, Pumpmen, Electricians and most any rating that you can mention to man the ships in this port, so anyone wanting to ship just come in and see the dispatcher. He probably will hug your neck if you will only ship.

Had one of our members get killed this past week on a motorcycle. His name is Harold H. Davis, No. 43018, and he shipped out of Baltimore.

Had five T-2 Tankers in to pay off and one SUP Victory ship along with four other ships to pay off. Brother Monssen, SUP Patrolman, is kept very busy along with the other Patrolman settling beefs, all of which are settled at or before the payoff.

So any ship that comes into this area, if no patrolman contacts the ship shortly after she docks, please call the hall and we will send one down to you. They are certainly coming in fast, and we try to get aboard as soon after she docks as we can.

We are expecting quite a few of the rust-buckets to be put on the Island run along with some of the newer ones so, anyone wanting a short run down to the Island, come on down.

We are still trying to get a better hall, but so far no luck. It looks as if we will continue to do business at the same old place, but at least it is being fixed up some so that it is a little cooler; and we expect to have some more substantial chairs about the 1st of September.

Jacksonville Reports Many Jobs Soon Open In That Area

By WILLIAM "RED" MORRIS

JACKSONVILLE — There isn't much more of the merchant marine shipbuilding program left for Jacksonville now and when a few more tankers scheduled for the Navy come off the ways, we'll be about cleaned up here on new ships. For a while there were quite a few T-2s and little three-island coasters coming out here and it made plenty of good jobs.

We had a Mississippi Liberty, the George Poindexter, pay off recently after a two months trip from Chile, South America. The old man used a number of work-a-ways on the homeward voyage to do work that he didn't want to pay overtime for. But we lowered the boom on him at the payoff, and he had to come through on this beef with plenty of cash for all the men concerned. There were a few other overtime beefs, but we got them all squared away at this port.

There are lots of unorganized jobs out of Jacksonville on the Sabine and other outfits, and we could do well to hit the ball on these tugs and self-propelled tankers, for they can provide plenty of good jobs.

Biggest headache down here has been some performers who come in on a ship and think they're finished as soon as the ship is secured to the dock. They walk off the ship and then show up at the payoff, leaving the rest of the crew to do all the work in the meantime. These men have been brought up on charges by the Coast Guard and personally we don't have much sympathy for men like this, but so far we have been able to get

them off on probation.

Another beef is the habit of members taking a ship and then not going on board; often not reporting for a day or two. This puts us on the spot here with the agents and is tough for the boys sitting around the hall here on slack days waiting for a break. It would be better for all concerned if men wouldn't take a ship 'til they were ready to go on board and turn to.

The Coast Guard in this port has a bad habit of going on board ships and trying to get the crew to say something bad about the officers; then trying to get the



midships gang to say bad things about the crew. It looks like they are going nuts on this business of pulling papers and are resorting to such underhand tricks to stir up business. This happened on a Mississippi scow, with officers and crew both winding up behind the eight ball. We got the crew off on 2 months' probation and the mate got 6 months' probation. I thought we were fighting this war for democracy, but the way the Coast Guard works around here we must be fighting it for the terror-

istic methods of the Gestapo and GPU.

There are some oldtimers around the hall here now waiting for one of those romantic cruises that Frenchy Michelet has been writing about. In fact they aren't interested in ordinary scows around here any more since Frenchy has been singing about those beautiful South American dolls, and we are trying to rig up some senorita cruises for Tex Ringo and Mac McCleendon. Others around the hall are James, 'Burhead' Warr, Mess and B. E. Sheely, FWT. Had "Pop" Allred, Oiler, in here recently, too.

When the Poindexter left here Billy Barrett, Oiler, got left on the dock looking like a hurricane hit him. When the ship was leaving the dock Brother Barrett watched it pull away with nothing on but a pair of scivvies. Fortunately the old man was a kind soul and sent the tug back for Barrett, otherwise we would have had to send him out to one of the nudist camps here.

All for this time, but we'll have another column for you next week and keep off the editor's "No News" list.

Norfolk Shipping On Upswing

By WILLIAM RENTZ

NORFOLK — Shipping has been really booming this week. There are no men left and the board is full of jobs with no one to take them. We have called outports for men, but have still been unable to crew the ships. Anyone wishing to ship out really fast, come to Norfolk.

I would like to notify men on ships that are coming in to pay off to have all overtime written up and turned in, whether the heads of the departments say the overtime is good or not. Make a complete record of the overtime and turn it in so that the Patrolman can settle the beefs properly.

Received a letter from A. B. Ellis, oldtime seafarer, who has been down in the Pacific drinking cocoanut juice with the monkeys,

who expects to head this way soon. This is good as there are not many familiar faces around at this time, as most of the oldtimers are out to sea.

We paid off seven ships here in the past two weeks. All major beefs were settled with only a few minor beefs left pending. The reason these were left is that the men did not keep a complete record of their overtime and turn it in. We have plenty of ships coming in in the next two weeks. It looks as if shipping will continue to boom in this port for a while.

We'd like to see some more guys come in from all points—East, North, South and West—to take a few jobs. Not only that, but Norfolk is improving as a sailor's town right along.

More Ships Make Island Run

By BUD RAY

SAN JUAN — Well, the hurricane season is on us down this way and all hands are battening down and making everything secure, even to lashing the houses down, but the weather is swell otherwise. There is always a nice breeze blowing and plenty of beautiful scenery (some of it walks.)



The Washington got in Saturday and sailed Sunday. There were only seven replacements this time and up to the time of writing I haven't seen anyone who missed it; understand she is to make a few more runs here.

The good ship Ellenor arrived and so far only two jobs on her. She has been in for a week and haven't been able to see the deck delegate as yet. The rumors have it that he tripped the light fantastic to the altar and has embarked upon the sea of matrimony. This ship is to run here steady from Baltimore in the fertilizer trade which makes it nice for the boys on the beach as this master always calls for twenty or thirty men to chip, paint and work in the engine room.

Whenever there are any jobs for rated men I have a hell of a time finding them. The cook situation is really rugged down this way. I have no cooks on the list, 3 rated men on the engine and only four ABs. Now that we are getting ships here steady, when the fellows payoff here they should stay around the hall and not go back as passenger from the WSA.

The Waterman Line is having two C-1s allocated for this run out of the Gulf. One is the Cape

Faro but can't find out what the other one is; but I guess we will have the trusty Unace with us for some time.

Bull Line is to operate more to th Island with a couple of C-1s and more of the rusty veterans. When the ships get established on this run I expect to see a few more of the Carioca boys of old performing on the lovely Capital greens.

The grapevine has it out that Ham Head is to send one of his emissaries here to open another hall of ill fame, better known as the No More Union for suckers. It sure must be getting tough to make collections uptown around Commie Corners when No Coffee Time sends can shakers this far from Red Square. But he can look for more grief as the ex-NMUers who have come over into the Seafarers let the other militant men in the NMU know that this is a democratic union operated by and for the men who sail the ships in peace as in war. Joe, can't you see where the little red termites have chewed just a little bit too much at honest men's conditions, wages and contracts and that your false statements are about to engulf you? One thing we will give is that you are the most famous infamous character who has ever hit the waterfront.

Calling All SIU Men

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



Philadelphia On Spending Dough

By HARRY J. COLLINS

PHILADELPHIA — I do hope that no one individual will think that I am throwing hints at him, but when I look at the way we are spending money lately I can't help but go back to the time that we reorganized. Three days after the SUP took over in the Port of Philadelphia, our phone was cut off because we didn't have enough money to pay the bill. We had little or no stationary, no postage stamps, and last but not least **no money.**

It sure was a bad deal in those days, but we struggled through that period. I saw plenty of money in the old ISU and I saw

everybody spending it just like we are spending it now. The old ISU finally woke up and when they did they were broke. Well, let us wake up and don't let us go broke, because if there was ever a time to save our dough now is that time. I remember the time that I walked the waterfront here in Philly without any kind of transportation at all; now I am making the same front in a big Buick. Now that we got what we want let us call a halt.

Another thing to bear in mind is this building proposition. Every branch wants a building, that is only natural and it is a good thing, for if and when you have trouble, you cannot be thrown out by some hostile landlord. But before buying these buildings in the various ports, it would be well to consider as to whether the union can carry these buildings in normal peace time.

What I mean is, when a building is purchased why not buy one that will carry itself? For example, let us assume that we buy a building here in Philly, and the building costs \$12,000. Well, in this event, it is to be assumed that the structure will be three stories, the ground floor can be rented for \$90.00, and the third floor for \$40.00. The union will use the second floor. This will give the union at least \$130.00 per month or \$1,560.00 per year.

In addition to this, we will have free rent. Of course the taxes on such a building will be at least \$550.00 but even at that you will still have a margin to put away. On the other hand, if the union buys buildings in the outports and pays big prices for them and then uses these buildings for themselves, the cost of the taxes, repairs, and the upkeep will be too great for the average branch to carry. In this case headquarters will have to remit to the branches, and if this

Survivors Of Jonathan Sturgis Visit SIU New Orleans Hall

By E. S. HIGDON

NEW ORLEANS—"Service was punk — bunks hard, rooms cold, treatment rough. German prison camps are not ideal places for vacationers," say William Weaver and Ralph Stough, SIU members who just returned to good ole American soil. The men were on the SS Jonathan Sturgis when she was torpedoed. Only fifteen men out of the entire crew were saved and those men were threatened time and again by sub shots. Finally a Heinie sub picked them up and they were carried to the "Fatherland"—their future home for the next year and a half. Now they're back and the whole world is rosy again.

Rosy for them—but we're seeing green and blue. Those are the colors of our new over-stuffed furniture. Boy—this hall is really getting to look like something, what with all the new bulkheads, windows, paint job and stairway now going up to the third floor. Just as soon as the material is available, we will have our as-

phalt tile deck. Snazzy — huh? It's still hot as hell here and the gin mills are doing a high-flying business as usual. And the pity of it all was that Tuesday night when "Peace" was spread all over the papers, the bars were closed tight as a drum. The streets were crowded. Gals sitting on front fenders waved flags, horns honked, whistles blew, bells rang, paper flew. Cops just stood on corners with that bewildered look. Frantic hand waving and gesticulating at the unruly crowd did no good. "Peace" noisily rose and fell on New Orleans.

Talking about "Peace"—what about those holidays? Were they official? Do the men get overtime? A SS Blue Island Victory crew member called up a while ago to tell us that he and the rest of the crew had been given overtime for Tuesday and now the company was asking for it back. We told him to keep it. After all, the President proclaimed Tuesday and Wednesday holidays. If he wanted to retract his statement, and then say he would proclaim two more later, he should have done it sooner so that people would not be working under the misapprehension that they would be getting overtime.

So that's that—New Orleans shipping is damned slow and the port is quiet—quiet—not a steamship is stirring—not even a mouse on it.

NO NEWS??

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

BALTIMORE
HOUSTON
GALVESTON

Responsibilities In Articles

By J. P. SHULER

In a previous issue of the Log, I dealt with the signing of articles. The following will answer several questions of what happens after the shipping articles are signed and the voyage begins. According to the articles, we are supposed to do our part and the skipper and the officers are supposed to do their part. The articles call for a voyage of a determined length of time. If, for no reason at all, the master discharges one of the crew men without cause, before a month elapses then the seaman is entitled to recover his actual earned wages plus one month's extra wages. If you quit the ship before the end of the voyage for no reason whatsoever, then you are charged with desertion and you therefore forfeit all your earned wages, bonuses, overtime and personal effects.

However, if you want to get off the ship and the Master also agrees that he wants you to get off, then you can sign a mutual consent to the discharge and you get all your earned money and your clothing and everything else that goes with it. If, during the voyage, you are taken ill or are injured through no fault of your own, then you are entitled to wages, not only what you earned, but to the end of the voyage, plus repatriation bonus.

If you are taken off the ship is the case where will headquarters get the money? I'll tell you where — naturally by assessing the members.

Well boys, I do hope that you don't beat my brains out for this article. Confidentially I have been spending a little money also.

In a foreign port, it is the duty of the Captain to pay you your earned wages at the time you are taken off or before the ship leaves port. Remember, it is very important that you send a message or word to the Master telling him that you want to get paid off. If he does not pay off, you are entitled to receive two days' pay for every day that you are required to wait until actually paid off. After the completion of a coastwise trip, you are entitled to receive your wages within two days after the termination of the agreement under which you signed on or at the time you are discharged, whichever happens first.

In the case of ships making foreign voyages, you are entitled to get paid off within twenty-four hours after the cargo has been discharged or within four days after you are discharged, whichever happens first. However, in all cases, you are entitled to be paid at the time of discharge, the sum equal to one-third of the balance due. If not paid off according to the above, you are then also entitled to receive two days' pay for each day you are required to wait until actually receiving your money.

At the time of the payoff, if you are not satisfied with either your wages or overtime or anything that came up on the trip, do not sign off the articles, except under protest, which means that you reserve any and all rights you have against the captain or the ship for any injustice done you during the voyage.

Old Timers Want To Rejoin SIU

By ARTHUR THOMPSON

SAVANNAH — Shipping was slow again this week. We sent a couple men to Jacksonville and six more to Tampa. We had one proposition which fell through—four ships under construction were to be towed to Tampa for completion. I was contacted for some ABs to ride down and just stand by until all four ships were transported. But when the Japs finally surrendered the deal was off.

I guess the unfinished ships will just lay where they are. The shipyards are cutting down their personnel by the thousands and more of our old members who stayed ashore for the duration want to go back to sea. They get a hell of a jolt when they're informed that they must pay all back dues and assessments provided they are reinstated by the membership. We'll probably get a lot more of this all along the waterfront.

In the hospital this week we still have Brother Peterman who, we are glad to report, is improving steadily and Brother San

Juan, whose two broken legs are mending okay. We also had a casualty from the victory celebration. Brother John Cail was badly cut on the arm. He was just an innocent by-stander, minding his own business one minute and a hospital case the next. I had a few beefs sent in from other ports and they are all squared away. Right now there is nothing in sight except the Smith Victory which is still in drydock.

Here's one I heard which will either get you a free drink or a trip to the hospital. A guy walked in to a bar and asked for a coke. The bartender handed him a bottle and the guy said, "I changed my mind, give me a beer instead." The bartender took back the coke and gave him a beer. The guy drank his beer and started for the door. The bartender called him back and said, "Hey, you didn't pay for the beer." Our friend said, "I gave you the coke for the beer." "But you didn't pay for the coke" said the bartender. "No," said our hero. "But I didn't drink it either."

THE WEEK'S NEWS IN REVIEW



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

SPORTS . . .

BASEBALL

The baseball picture has been clarified in the last week. The leaders and the second place teams have changed very little from last week, but for the rest of the would-be contenders—boy oboy!

The Yankees, who have been riding straight along within striking distance of the Tigers, went and lost 8 straight games—no wonder McCarthy got sick!—and are mingling with rather low company. Only Boston and the hapless As keep them from falling into the International League.

In the National, the Dodgers have been playing footsie with the invading western teams and no longer have their finger tips on second. Instead, they have a new problem; and that is keeping the Giants, who are breathing heavily on their rumps, from tumbling them into fourth place. Oh, well, there's always next year!

Speaking of losing streaks, the Cincinnati Reds, who were out of the running long ago, built themselves a losing streak of thirteen straight games before they managed to top the Braves.

Chicago still looks like the class of the National, although the Cards have a chance, a small one. The Detroit Tigers are getting some active competition from the Washington Senators, and your guess is as good as mine.

BOXING

Tony Janiro evened the score against Johnny Greco at Madison Square Garden last week in an eight rounder, upsetting 2-1 odds against him. Defeated in their previous meeting on July 20, Janiro seemingly learned his lesson, and went forward instead of back, and massaged Greco with leather very, very thoroughly.

Janiro showed a good punch, and the ability to absorb some when the other fellow did the throwing. Only 19, Janiro has lost only two fights out of 42; and in each case he later beat the man who licked him. Tony is a good prospect, needing only a little more experience before he is ready for the topflight welterweights like Ray Robinson or Red Cochrane. Keep your eye on him: he's a very good man.

Other results: Sammy Angott, former lightweight champ drew with Gene Burton of New York in ten. Abel Cestac, Argentine heavyweight sent here by Luis Firpo, knocked out Big Boy Baker, former Fordham football player, in the tenth.

Eddie Steele of Macon, Georgia, former middleweight champ, easily beat Buddy Rose of Chicago in ten. Steele dropped Rose for a nine count in the ninth round. Phil Terranova, former NBA featherweight titleholder, stopped Augie LaPara of New Orleans in the first round of a scheduled ten round bout.

THIS AND THAT

Frank Beisler, defense star of the Buffalo Bisons of the American Hockey League, was named to succeed Eddie Shore as manager of that team . . . Joe Louis looks very trim at 215. He showed interest when he heard that Max Baer intends to make a comeback . . . By whose popular request? . . . Bob Feller, who enlisted on December 11, 1941, is out of the Navy. The speedball star should be pitching again for Cleveland very soon.

Apprentice J. Dean Jessop, leading rider in the United States this year, rode six winners in seven races last week . . . Streamlined jet-propulsion racing autos in short wave telephone contact with their pits will be the next thing in auto racing. Speeds of



500 to 600 miles an hour, if the tires hold up, should be reached . . . Should be something to see . . . Construction of a new race track 14 miles outside of Atlantic City will begin next month, at an expected cost of 3 million dollars . . . It will have stalls for 1,000 horses, covered stands for 12,500 spectators and a restaurant where 700 people can sit at tables and watch the races . . . The war is over!

CURRENT EVENTS . . .

AT HOME

The Little Steel Formula has lived out its useless life. Wage increases may now be granted freely, provided they do not result in price rises. However, wages may not be cut, says WLB . . . Tell it to the MWEB . . . Archibald MacLeish, General J. C. Holmes and Joseph Grew have resigned from the State Department . . . General Charles de Gaulle visiting the United States to talk things over.

It is expected that ten to fifteen million homes will be built in the next ten years. Only problem now is who will be able to afford them . . . Meat rationing may end this fall. In the meantime, more meat will probably be allotted for the same number of points . . . State of New York has bought a sanatorium to be used as a rest camp for veterans . . . Lend-lease has been ordered halted. Total outlay was more than 41 billion dollars . . . Five and a half billion dollars worth came to us in reverse lend-lease.

Terrific rush to United States Employment Service for jobs, after their shops were closed by cancellation of war contracts, subsided as the workers discovered that substandard wages were being offered; a definite move by industry to lower the wages scales . . . Canada, on the other hand, has a shortage of workers due to the reluctance of men to go back to their former, more unpleasant jobs, such as logging.

The ODT has removed the 35 mile speed limit for motorists. No change so far in New York State . . . Gas rationing ended . . . Singing messages restored by Western Union. Can you sing? . . . Seven candidates for Mayor of New York City. Everybody is looking for a job! . . . Nylon stockings will be back by Christmas, if not sooner.

New bug killer, DDT, will be available for civilians soon. A bed treated with this stuff is bed bug-proof for two to three months.

INTERNATIONAL

Japon will not be zoned for occupation. Reconstruction will be the responsibility of the United States, General MacArthur in command . . . Story is that Russia wanted a voice, but no go . . . Korea will get freedom . . . Things are moving quickly in Germany and it is expected that occupation by Allied troops will not last more than 2 1/2 years . . . General Wainwright, hero of Corregidor, has been found alive and well in a Japanese prison camp . . . As was General Devereux, marine commander at Wake Island.

Professor Harold J. Laski, chairman of the British Labor Party, says that the hour of socialism for Europe is at hand . . . It will take three years to clear France of mines. In the past six months more than five millions mines have been destroyed . . . American soldiers in Biarritz, France, forbidden to visit Spain . . . Russia has a new five year plan for rehabilitation, covering years 1946-1950.

Argentine universities and secondary schools closed their doors in protest against government encouragement of fascist rioters. Many of them were in Army uniforms and claimed to have orders to participate . . . Vidkun Quisling, Norwegian traitor, on trial for his life. Evidence against him so far is damning . . . Petain, sentenced to death for intelligence with the enemy, had his sentenced commuted to life imprisonment, as recommended by the jury.

Both Britain and the United States warn they will not recognize the new Bulgarian government unless new provisions are made for the coming elections, to make it more democratic . . . Russia says it was not the atom bomb but Russian intervention that brought the Japanese war to an end . . . France giving \$17 a month to every American soldier in the country, to make up for the high prices and low rate of exchange . . . Japan has only 55 warships left out of 382. Five-sevenths of her merchant fleet was lost.

Major League Baseball

MONDAY, AUGUST 20, 1945

National League

STANDING OF THE CLUBS

	W	L	PC	GB
Chicago	74	38	.661	
St. Louis	68	47	.591	7 1/2
Brooklyn	63	50	.558	11 1/2
New York	62	54	.534	14
Pittsburgh	60	58	.508	17
Boston	54	64	.458	23
Cincinnati	45	67	.402	29
Philadelphia	33	81	.289	42

American League

STANDING OF THE CLUBS

	W	L	PC	GB
Detroit	63	47	.573	
Washington	62	49	.559	1 1/2
Chicago	59	52	.532	4 1/2
Cleveland	58	52	.527	5
St. Louis	56	53	.514	6 1/2
New York	53	54	.495	8 1/2
Boston	53	60	.469	11 1/2
Philadelphia	35	72	.327	26 1/2

Major League Leaders

CLUB BATTING

	R	H	HR	RBI	PC
Chicago	560	1098	46	511	.285
St. Louis	584	1108	54	543	.276
Brooklyn	602	1073	42	524	.274
Pittsburgh	569	1089	51	526	.272
New York	518	1094	91	482	.271
Boston	577	1105	80	543	.270
Cincinnati	374	932	35	346	.248
Philadelphia	411	918	42	369	.242

CLUB BATTING

	R	H	HR	RBI	PC
Chicago	431	950	12	389	.264
New York	473	936	53	440	.262
Boston	438	1009	42	397	.262
Washington	430	963	20	386	.256
Cleveland	416	920	49	385	.256
Detroit	416	914	47	392	.252
St. Louis	427	934	45	398	.251
Philadelphia	331	883	26	292	.239

LEADING BATTERS

	G	AB	R	PC
Holmes, Boston	119	492	108	.370
Cavaretta, Chicago	106	402	83	.363
Rosen, Brooklyn	107	447	94	.345
Hack, Chicago	114	455	89	.334
Ott, New York	109	374	67	.334

LEADING BATTERS

	G	AB	R	PC
Cuccinello, Chicago	92	315	43	.333
Case, Washington	92	377	56	.316
Stephens, St. Louis	107	415	70	.308
Estallega, Phila.	93	335	37	.307
Boudreau, Cleveland	97	346	50	.306

RUNS BATTED IN

Walker, Brooklyn	98
Olmo, Brooklyn	97
Holmes, Boston	94
Adams, St. Louis	94

RUNS BATTED IN

Etten, New York	73
Stephens, St. Louis	67
Binks, Washington	66

HOME-RUN HITTERS

Holmes, Boston	24
Workman, Boston	19
Ott, New York	18
Adams, St. Louis	18

HOME-RUN HITTERS

Stephens, St. Louis	18
R. Johnson, Boston	12
Seerey, Cleveland	12

LEADING PITCHERS

	G	W	L	PC
Brecheen, St. Louis	15	8	2	.800
Passseau, Chicago	25	14	4	.778
Wyse, Chicago	27	18	7	.720
Erickson, Chicago	20	7	3	.700
Cooper, St. L.-Bost.	23	9	4	.692
Mungo, New York	23	13	6	.684
Gables, Pittsburgh	20	8	4	.667
Herring, Brooklyn	14	6	3	.667
Dockins, St. Louis	21	6	3	.667
Barrett, Bost.-St. L.	24	17	9	.654
Burkhardt, St. Louis	29	13	7	.650
Derringer, Chicago	27	13	7	.650
Gregg, Brooklyn	31	15	9	.625
Prim, Chicago	24	8	5	.615
Sewell, Pittsburgh	27	11	7	.611
Strincevich, Pitts	26	11	7	.611

LEADING PITCHERS

	G	W	L	PC
Center, Cleveland	21	6	0	1.000
Muncrief, St. Louis	18	7	1	.875
Benton, Detroit	19	11	3	.786
Leonard, Washington	22	14	4	.778
Ferriss, Boston	27	19	6	.760
Newhouser, Detroit	29	19	7	.731
Gromek, Cleveland	25	15	6	.714
Bevens, New York	21	10	5	.667
Wolf, Washington	23	13	8	.619
Lee, Chicago	22	13	8	.619
Grove, Chicago	24	11	8	.579
Christopher, Phila.	26	11	9	.550
Haefner, Washington	26	12	10	.545
Gattel, New York	21	6	5	.545
Flores, Phila.	22	6	5	.545
Dietrich, Chicago	12	6	5	.545

Minor League Standings

INTERNATIONAL LEAGUE

	W	L	PC
Montreal	80	45	.640
Toronto	68	57	.544
Baltimore	67	57	.540
Newark	65	58	.528
Jersey City	62	63	.496
Rochester	53	71	.427
Syracuse	52	72	.419
Buffalo	50	74	.403

AMERICAN ASSOCIATION

	W	L	PC
Indianapolis	78	51	.605
Milwaukee	76	53	.589
Louisville	73	57	.562
St. Paul	60	63	.488
Toledo	59	69	.461
Minneapolis	58	69	.457
Columbus	55	74	.426
Kansas City	51	74	.408

SOUTHERN ASSOCIATION

	W	L	PC
Atlanta	79	39	.669
Chattanooga	74	44	.637
New Orleans	66	52	.559
Mobile	65	52	.556
Memphis	54	62	.466
Nashville	44	71	.383
Birmingham	43	73	.371
Little Rock	42	74	.362

PACIFIC COAST LEAGUE

	W	L	PC
Portland	87	55	.613
Seattle	83	58	.589
Sacramento	77	67	.535
San Francisco	73	71	.507
Oakland	70	75	.483
San Diego	67	79	.459
Los Angeles	61	83	.424
Hollywood	57	87	.396



BULLETIN BOARD

Smith & Johnson

—Unclaimed Wages— Alcoa Steamship Company, Inc.

Leavitt, F. L.	4.46
Lisek, Daniel	1.07
Rani, Jan	2.13
Schelsher, Donald B.	12.80
Stanford, R. W.	4.11
Stanley, Paul J.	2.82
Toone, Eddie J.	2.58
Wickers, James	11.38
Cooper, Walter	5.55
DeSmet, Frans	2.42
Gillespie, Hector	1.42
Glidden, Joseph L.	.69
Justice, Harry	7.11
Korecki, Paul	.69
O'Connell, Edward	5.51
Rauk, Arkadi	5.33
Wigg, Boro	3.57
Worland, Robert	.71
Vid, Fillipic	.89
Jansson, Geir	.89
Lewis, Leonard L.	10.40
Loftsson, Helgi	.89
Pomroy, Alwak W.	13.82
Everett, Edward R.	18.46
Hughes, James J.	2.25
Lindsey, Floyd	2.25
Candler, William E.	.69
Hollins, Lawrence J.	.69
Begley, Raleigh	8.26
Hlyton, Clarke	8.56
Moore, Wilfred	15.02
Huebner, Chrysostom J.	.69
Koski, Albert	6.93
Kotrous, Alvin	1.37
Miller, Edward P.	2.41
Ziats, John	.69
Robinson, Charles S.	.69
Bailey, Alphonse	98.75
Raloume, Charles	8.68
Barnett, Robert G.	5.69
Bryars, Reese	16.81
Coggins, William F.	3.55
Frietas, Herbert E.	4.98
Padgett, William H.	10.66
Brodsky, Arthur	.69
Janonson, Sven	.62
Marett, Thomas	3.28
Reynolds, John	3.43
Rollins, Carl	3.28
Stoubbling, Joseph	3.58
Waro, James	2.74
Moroni, Emil J.	4.98
Nickols, Raymond	.71
Nelson, Jack	4.98
George, James E.	4.13
Graves, Richard W.	.69
Tabarrini, Lewis	5.51

Anderson, A.	\$17.75	Kristiansen, L.	4.01
Meredith, W.	18.61	Huggins, W.	6.24
Blander, Julius	8.71	Jones, C.	37.42
Acheson, William	1.20	Bryant, C.	3.56
Blander, J.	1.20	Greene, W.	3.56
Prado, Luis	1.20	Morgan, T.	19.60
Brandson, K.	1.20	Haynes, S.	10.69
Beall, T.	.91	Boggs, D.	3.56
Meredith, W.	.91	Scherzer, E.	3.56
Austin, A.	1.37	Hamilton, H.	.38
Conle, A.	1.37	Jenkins, S. J.	8.47
Benson, E.	.99	J. Godsay	14.26
McCormick, B.	.99	Reener, J.	1.58
Martin, E.	2.06	Halme, Paavo	4.75
Turner, George	.99	Murphy, Kermit	9.40
Tunson, J.	.99	Burke, John	9.40
Hatson, A.	1.20	Lehr, Kenneth	9.40
Brickhouse, A. W.	1.95	Wells, John A.	9.40
H. V. Kerr	.33	Smith, Andrew	4.62
Rudolph, J.	.66	Treacy, Francis	2.43
Burns, L.	.66	Butler, William	6.20
Daugherty, H. F.	.66	Petrianos, Steven	2.08
Enright, L. M.	.66	Waite, John B.	2.38
J. Flinchum	1.95	Steyer, John	2.64
Brickhouse	1.95	Sheffield, George	.66
Newman, C. A.	1.85	Hanrahan, Andrew	.33
Ballance, S. A.	1.65	Bennett, Jonnie	6.93
Fields, L. A.	3.24	Hammelman, Bernhard	2.71
Hoy, M. V.	2.05	Johnson, Carl O.	2.54
Rainey, A. A.	2.45	Enedeker, Edgar	2.54
Lewis, L. L.	3.09	Marco, Abraham	2.31
Dobrzanski, J.	1.09	Small, Gordon P.	2.31
Sturgis, R.	1.65	Narovas, Theodore	2.54
Floyd, W.	1.65	Hanrahan, Andrew	8.14
Partain, J. H.	1.65	Suurhans, Rudolph	2.60
Butley, F. J.	3.44	Glynn, John E.	2.31
Evans, F.	2.21	Joyner, Earl	2.31
Massey, A. J.	2.18	Cook, Pioto E.	2.31
Hutson, A. T.	1.85	Seelbach, Ole	2.31
O. C. Stone	.99	Dean, Everette	2.31
M. Mingo	.99	Goldsmith, Abraham	3.52
Alston, J.	.66	Dogfrey, Graham	2.31
Layne, A. A.	.66	Lawrence, Ruel N.	2.31
F. Martinez	.99	Thorp, Benjamin	5.35
Steen, J. P.	5.82	Smith, Gaston	11.88
Young, W. A.	1.98	Piazik, John	2.67
Vanthillo, G.	25.41	Smith, Gaston	7.13
Dobrzanski, J.	27.95	Thorpe, Benjamin	3.62
Smith, A.	12.09	Logan, Norman T.	20.42
Willis, J.	5.75	Roberts, Reginald	10.99
Messerschmidt, K.	6.61	Cronmiller, John E.	9.30
Lynum, A.	2.64	Tritt, Lloyd	10.15
Lennon, J. D.	22.78	Longfellow, Maxwell	10.15
Huff, D.	17.50	Sweeney O. Melville	7.26
Burford, Gordon	17.50	Dofrio, Francisco	8.82
Paine, E.	4.43	Winters, Eugene	21.71
Holman, E.	3.83	Campbell, Morris	2.00
Zeske, A.	2.81	Winters, Eugene	2.17
Sebastian, A. D.	2.68	Scott, Penn	.84
Vickery, J. L.	2.84	Price, George	.84
Hippensteel, G.	2.68	Masterston, Joseph	.84
McNiel, R.	2.68	Van Dyke, John	9.29
Jenouri, J. A.	2.68	Isaksen, Thomas	22.27
Handley, L.	6.68	Brandser, Kristen	19.80
McMorrow, T. J.	21.66	Smaciarz, John	19.80
Kennette, Wm. A.	16.55	Hauke, Adam	19.80
Qualls, Frank	17.82	Wolinski, Theodore	19.80
Langevin, A.	17.78	Weglarz, Theodore	19.80
Gray, William	18.24	Stone, William	19.80
Danzey, Clotis	5.44	Stone, William	19.80
Coggins, Wiliam	11.10	Jones, Jack	19.80
Mason, Charles	.24	Brannen, Lee	19.80
Hassel, Benjamin	8.58	Bruno, Matthew	19.80
Moore, S.	3.56	Davis, Edward	23.26
Greer, W.	3.56	Rodriguez, Jesus	21.78
Wrighton, W. V.	6.41	Mock, Arthur	21.78
Nelson, Horace Jr.	5.42	Gray, Raymond	21.78
Jackson, Le Roy	6.08	Taylor, George	21.78
Brown, A.	6.08	Warren, Sydney	21.78
Asbery, Allen	3.21	Cressman, Walter	21.78
Haynes, S.	.38	Gray, C. H.	19.80
Murphy, J. W.	5.66	Donoghue, James	19.80
Edwards, W.	5.66	Clarke, Florian	19.80

Barrett, Thomas	30.19	Kaluna, Aki	8.88
Lewis, Robert	19.80	Schuck, Charles F.	6.16
Juzang, Andrew	23.26	Hendrikus, Van Veen	6.11
Lewis, Robert	23.26	Carroll F. Ladwig	3.71
Moody, Lesley	19.80	Witte, William F.	3.71
Bell, Johnnie	19.80	James, Robert H.	3.71
Robbinson, James	19.80	Spinale, Cirmel	3.71
Donovan, Arthur	3.00	Thys, Charles	3.71
Boisdorf, Charles B.	3.00	Scott, Thomas	1.48
Brill, Keith E.	3.00	Penn, Everette L.	3.71
Seaves, Leo	3.00	Kaufman, Albert	1.48
Scarbuliilo, Anthony	3.00	Seegmiller, Alfred	1.48
Zaricksi, Mike	3.00	Hood, James L.	10.74
Beekman, Charles P.	3.00	Painter, Jesse W.	5.22
Kinman, Johan E.	3.00	Nabors, John M.	5.17
Jones, James A.	3.00	Radtke, Max	4.71
Calander, Dalmar	3.00	Sokal, Edward	3.59
Daley, Joseph B.	3.00	Gates, Leslie	3.42
Jackson, Clarence	5.84	Corriher, James	3.42
Lopez, Antonio	5.68	Jordan, Sherman	3.42
Leavitt, John W.	2.68	Kinney, Karl	3.42
Cole, Jesse W. A.	2.84	Mallory, Barnard	3.25
Crompton, Earl M.	2.68	Peterson, Walter H.	6.48
Berger, Ole	3.00	Davis, Guy	9.41
Bradshaw, Charlton A.	3.00	Szivos, A.	43.54
Donald, Cecil F.	3.00	Schuler, Glen W.	2.68
Smith, Michael	3.00	Hill, David	2.68
Dolomanuk, Alexander	3.63	Camene, Dementrius	2.85
Mester, Louis J.	2.84	Bush, Vincent D.	2.85
Wolpe, Sidney	2.68	Belfield, Louis C.	2.68
Szyayanto, John S.	2.68		
Siguorelli, Louis G.	2.68		
Bronowski, Victor	2.68		
Leighton, Robert	2.88		
Haydno, Paul E.	20.81		
Peterson, John A.	3.92		
Triolo, Sam	2.68		
Schied, George J. Jr.	2.68		
Hulak, John	2.68		
McKown, Wilson	2.84		
Sickles, Donald E.	2.28		
Brown, E. O.	10.13		
Babick, Edward M.	3.47		
Davis, George J.	23.78		
Davis, George J.	1.48		
Swimm, J.	.65		
Palmer, John I.	3.28		
Dowling, James L.	3.28		
Scheuermann, Adrien A.	3.28		
Kelly, Loyal M.	19.00		
Perkins, Walter	14.48		
Voison, Aimee	11.73		
Voison, Aimee	3.28		
Foster, T. E.	6.00		
Bindak, A.	4.65		
P. Perrotti	3.10		
Dowling, J.	3.10		
Bates, D. R.	3.18		
Noulis, Michael	33.54		
Gustav Bocer	9.94		
Murphy, James L.	4.55		
Davis, Steve J.	3.23		
Cabrera, Gregorio	3.23		
Barrow, Arthur A.	2.23		
Bland, Frank E.	4.86		

MONEY DUE

SS WILLIAM B. WILSON
Albert A. Castle, paid off in San Pedro, November, 1944, has \$23.40 due. Collect at Eastern SS Lines, 40 Central St., Boston, Mass.

SS A. ROSENBERG
The following men paid off in New Orleans have money due them: F. H. Cook, E. Maslang, and E. Nebaniak—all 88 hours. Collect at Robin, 39 Cortlandt St., New York City.

SS LINAND
Charles Schuck has \$21 due. Collect at Eastern, Boston, Mass.

SS CAPE COMFORT
Paid off in Norfolk: P. Y. Meyers, \$8.36; M. L. Wolfe, \$2.48; L. C. Loe, \$8.28; D. V. Doeing, \$8.28; G. B. La Rock, \$5.72; L. J. Belik, \$7.42; E. Lindsey, \$8.39. Collect at Calmar, 44 Whitehall St., New York City.

SS WILLIAM MACLAY
The following men paid off in Portland, June, 1945, still have to sign their vouchers: T. Young, AB; W. R. Ruggie, AB; A. Plaza, AB; D. Lund, AB; F. Krauc, Bosun; W. Dunham, Oiler. See Agent J. Mogan at the Boston hall.

SS ROBERT LA FOLLETTE Voyage No. 9
The crew paid off in San Pedro, June 20, 1945, has a \$125 vessel attack bonus due, for action at Okinawa on May 4, 1945. Write to J. W. Richards, Mississippi Shipping Co., Hibernian Bank Building, New Orleans 9, La.

SS ALCOA VOYAGER
All hands who made the last voyage have \$125 attack bonus coming. Collect at Alcoa, 17 Battery Place, New York City.

SIU HALLS

NEW YORK	51 Beaver St
BOSTON	330 Atlantic Ave
BALTIMORE	14 North Gay St
PHILADELPHIA	6 North 6th St
NORFOLK	25 Commercial Pl
NEW ORLEANS	339 Chartres St
CHARLESTON	68 Society St
SAVANNAH	220 East Bay St
TAMPA	842 Zack St
JACKSONVILLE	920 Main St
MOBILE	7 St. Michael St
SAN JUAN, P. R.	45 Ponce de Leon
GALVESTON	305 1/2 22nd St
HOUSTON	6605 Canal St
RICHMOND, Calif.	257 5th St
SAN FRANCISCO	59 Clay St
SEATTLE	86 Seneca St
PORTLAND	111 W. Burnside St
WILMINGTON	440 Avalon Blvd
HONOLULU	16 Merchant St
ALOHA	10 Exchange St
CHICAGO	24 W. Superior Ave
SO. CHICAGO	9137 So. Houston Ave
CLEVELAND	1014 E. St. Clair St
DETROIT	1038 Third St
PULUHU	531 W. Michigan St
VICTORIA, B. C.	602 Boughton St
VANCOUVER, B. C.	144 W. Hastings St

PERSONALS

Claude Fisher, New York Patrolman, would like to see the holders of the following receipts:
No. 9317
No. 13424—Trip Card
No. A 9318
No. 13435—Trip Card
No. A 9317

SIU GOLD
See J. J. Morris of the Eastern Steamship Company in regard to Voyage No. 6 of the SS Lou Gehrig.

ISTHMIAN MEN—

This Is Trade Union Democracy In Action!

The man pictured below runs the Seafarers International Union!

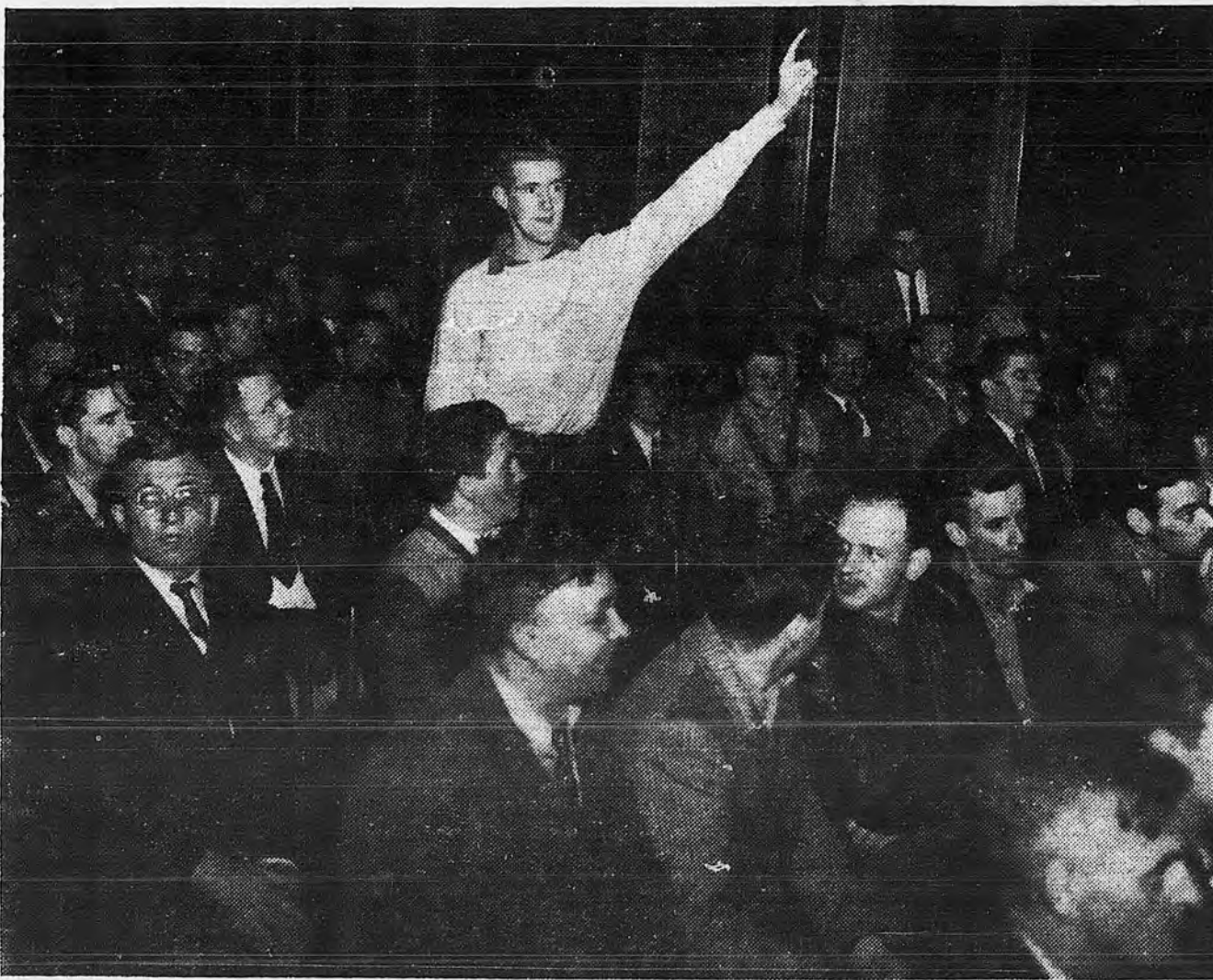
He, and the rest of the rank and file members like him, decide all policies, make all decisions effecting the welfare and future of their union.

All branches of the union hold meetings every other Wednesday night at 7 o'clock. At these meetings every member has equal

voice and vote . . . and he exercises his rights plenty.

The Seafarers is the most democratically run union in the country — that is the source of its strength, of its militancy, of its unparalleled wages and conditions aboard ship.

No cliques, no pressure groups dictate to SIU men!



All Isthmian men are cordially invited to attend SIU meetings. Many of them are already doing so. They find there a warm fraternal welcome, an atmosphere of good fellowship. Shipboard conditions in the coming years will be determined by SIU policies and actions. Come down and participate in the formulation of those policies.

Your future is in the SIU!

SEAFARERS INTERNATIONAL UNION