

SEAFARERS' LOG



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

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No. 37

NOT EVEN HALF A LOAF



Membership Approves Pay Boost, More Adjustments Seen Needed

General satisfaction with the \$45 wage boost won by the SIU from the War Labor Board was expressed last week in all ports. The enthusiasm over the victory was tempered, however, by the knowledge that the increase still leaves seamen's wages far short of shoreside rates and inadequate for a man to maintain a wife and children at a decent standard of living.

When interviewed by the *Log* in New York, rank and file members repeated over and over, "This is just the beginning." There is a general understanding by the membership that from here on in is going to be a tough haul, for we must now wring further increases from the reluctant shipowners bent upon union busting.

But there is a determination expressed that promises a real scrap from the rank and file, with no quarter given. It is obvious from the temper of the membership that no union busting campaign will prostrate the SIU, now or in the future.

A sampling of membership opinion taken at the meeting last Friday night in New Orleans showed that the men in this port voted to concur in the wage and bonus adjustments because, on the whole, they felt it was a fair adjustment of the wage dispute. All of them were of the opinion, however, that this was by no means an ideal and that it should not be construed to mean that the SIU regards it as such.

Said C. T. White, AB, "I think the main issue depends on whether prices go down in line with lower wages. If this wage adjustment is permanent I think it's for the best as it is certainly much more than seamen ever got before."

"I haven't thought much about it yet but it's better than having to strike for it. I believe union action brought this improvement about, for the unions made it known they would not be satisfied with sub-standard wages."

J. G. Naugle, Bosun, believed it was best to accept the wage adjustment at present but main-

tained that there was still room for improvement later on.

"I think the wage increase is O.K.," said John Larivea, SUP Bosun, "because it's much better than before. It's a gain, all right, and best of all we know just where we stand when we start out on a trip."

There is still room for improvement in making the Bosun's pay more in line with the knowledge and responsibility required of the job, according to Cecil Brown, SUP Bosun. He said, "This wage scale is a big gain, but now is the time to get the long-needed boost in a Bosun's pay. I think this should be taken up immediately."

"I think it's best to accept this wage adjustment," said John Smalley, AB. "A year from now when prices have gone down to pre-war levels, this should be a petty fair wage. The best thing is that this wage increase was voluntary on the part of the government and for that reason they won't have an excuse to cancel it."

A. M. "Sandy" Scivicque thought that wages and conditions could still be further improved. Said Sandy: "By concerted action the membership can now attain the wage which the SIU has always contended necessary for a seaman to raise a family and live on the same standards as skilled workers ashore."

OPA Study Shows 10 Million With No Jobs In '46

WASHINGTON (LPA Exclusive)—A study by OPA researchers, which the agency has so far refused to publish, indicates that by the end of 1946 this country can have 10,400,000 people walking the streets for jobs, while at the same time we can achieve a level of production higher than in any peacetime year, and industry can make the highest profits ever achieved in history.

The report has gained wide circulation among government agency economists, and there seems to be general agreement that the 10,400,000 figure—which confirms the predictions of AFL and CIO spokesmen—is no wild guess.

Profits figures estimated by the OPA study assume removal of the wartime excess profits tax during 1946. OPA studies already have revealed that industry's profits before taxes rose from \$2,577 million in the pre-war years to \$8,842 million in 1943 when war production was "all-out."

By the last quarter of 1946, we can achieve a gross national production of \$156 billion, along with the highest profits in history, and still have 10,400,000 workers jobless. This, labor economists indicate, makes even more urgent action by Congress, industry, and government agencies, to raise wage levels, achieve full production, and full employment, despite the cries of industrialists that they "cannot afford" cuts in profits and prices.

FINK TRAINING PROGRAM CALLED A FRAUD UPON U.S. TAXPAYERS

Paul G. Bellingham worked in a steel mill, his job was interesting—maintenance mechanic and rigger—but Pittsburgh was a long way from the ocean and Paul wanted the sea. Paul is not a young boy, but he heard that there was a crying need for seamen to man the boats so that democracy might not drown. Anyway that's what the newspapers, the radio and all the other propaganda agencies were telling the people.

Well, Paul thought he saw an opportunity to see the sea and serve his country in the type of work he was trained for—mechanical, machining, rigger, power plant, etc., so he tried to enlist in the USMS. It meant a drop from \$1.75 an hour to eventually \$98 a month—but he didn't mind too much. But they told him it would require a three month wait unless he went to New York to enroll. This he did, at his own expense, then after enlisting, moved his family to New Jersey where they would be

After seven months of being taught and then teaching at the USMC Depot No. 5 in Baltimore, Maryland, Frank DeMarco is right back where he started from when he first tried to become a merchant seaman. Leaving an essential job in Camden, N. J. he travelled to Baltimore, there to enroll for training as a seaman. Seamen were "badly needed" the newspapers and radios were crying.

DeMarco found that experienced seamen were passing through the center in the course of being upgraded and that these men were receiving the doubtful benefits of Depot No. 5's educational facilities. DeMarco didn't know that this was going on at all the other training centers, too. He was in for another surprise when he started acting as an instructor—here he was, never at sea in his life—telling seamen how to do things aboard ship. It was obvious to him that many of these men knew more about what he was telling them than he did himself—or for that matter,



(Continued on Page 4)

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New Basic Wage Scale As Provided By W.L.B.

(Based on Waterman Contract)

	(Old Basic)	(Increase)	(New Basic)
DECK DEPARTMENT			
Boatswain	\$117.50	\$45	\$162.50
Carpenter	117.50	45	162.50
Quarter-Master AB	110.00	45	155.00
AB	100.00	45	145.00
OS	87.50	45	132.50
ENGINE DEPARTMENT			
Deck Engineer	117.50	45	162.50
Oiler	110.00	45	155.00
Water Tenders	110.00	45	155.00
Firemen	100.00	45	145.00
Wipers	87.50	45	132.50
STEWARD DEPARTMENT			
Steward	157.50	45	202.50
Chief Cook	137.50	45	182.50
Second Cook	122.50	45	167.50
Utility Man	87.50	45	132.50
Messman	87.50	45	132.50

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A Job To Be Done

With the end of the shooting war, the "duration" seamen are no longer in fear of their draft boards and are hitting the beach with unsteady legs and scurrying back to shoreside jobs. Still taking the ships out are the real merchant seamen, those for whom the sea is a career, their only job.

The SIU cannot and does not blame anyone for not wanting to be a seaman. God knows, it's hard and lonely work, an underpaid and thankless job. As the WSA must now be finding out, at long last, a seaman cannot be made either by government decree or by a landlocked school.

These words, however, should not be construed as criticism of the wartime seaman, most of whom were set aboard ship by forces beyond their control, and who fulfilled their tasks with bravery and heroism. Many of them have given their lives in manning the supply lines, and many others have suffered greatly. What is important to the professional seaman is that their ranks have been thinned in the past few months, while the job yet to be done is making renewed demands upon them.

What is important is that seamen are needed to bring back to this country the men in the armed forces who, too, have eagerly awaited the war's end; that seamen are needed to carry supplies to the world's end to keep millions from starvation and misery; and all this, an accelerated job with a diminishing personnel, while some of those who remain are hitting the beach.

No one knows better than the seaman himself what he has gone through. No one knows better than he that he is entitled to a rest, a long vacation, to recover his strength and forget his weariness. But this is hardly the time.

But now, when the board is overfilled with jobs, is not the time to relax. There will be time for that later. Goldbricking now is a shortsighted policy. Present times called for renewed effort to maintain and increase our organizational lines so that we can remain strong in the postwar period.

By leaving jobs unfilled, the union halls are forced to call upon the WSA to help man the ships—and there is no greater anti-union force in America than the RMO. Every man who is placed by the RMO, or trained by the WSA, is future competition for the merchant seaman. The way to remove this non-union threat to seamen's conditions is not to allow these fink agencies the chance to ship their mail-order sailors.

Besides aiding the WSA in its union busting activities, the failure of union men to ship out will make it more difficult to negotiate with the shipowners on a new contract. Can't you hear the operators yelling, "But you can't crew your ships. Why should we sign a contract with you?"

The future of the seaman will be largely what he himself makes it. SIU men on the beach for long periods now are contributing to a weakened bargaining power for the

FORE 'n AFT

By BUNKER

Lest, in the exultation of victory, we forget the price many of our union brothers paid in helping to achieve it, let's consider the story of Zack Cullison, a story typical of hundreds of SIU men.

Zack, early SIU member from Baltimore and the son of Captain Cullison, well known Bull Line skipper for many years, was Deck Engineer on the John Witherspoon, Robin Line Liberty and the fifth Liberty to be launched.

The convoy which the Witherspoon was part of was bound for Murmansk and was attacked by 150 planes on July 4, 1942. The planes got many ships during that first attack, but the merchant seamen gunners retaliated. Zack was credited for shooting down a Heinkel 88 from his post at one of the Witherspoon's 50 caliber machine guns.

After this attack the convoy immediately broke up, and on the 5th the Witherspoon was sailing in company with the Samuel Chase when they spotted a submarine and opened fire. The Chief went below and wired down the safety valves, enabling the ship to do 14 knots. It seemed, says Zack, that the Witherspoon would shake itself to pieces, but they outran the sub.

The Witherspoon's reprieve, however, didn't last for long. While sailing alone on the 6th, the ship was hit with two torpedoes fired from an unseen sub. The first hit between one and two holds, the second between four and five.

Thanks to a crew of seasoned veterans, only one man was lost in launching the boats into a heavy sea. Zack, who stayed on board to help get the boats away, then jumped off the stern into the cold Arctic water. "That water was so cold," says Zack, "It almost killed me. I couldn't breathe for a while and the ten minutes before the boys picked me up seemed like an eternity."

After the crew had pulled away, the U-Boat surfaced, apologized profusely for having torpedoed the ship, and gave them directions to the nearest land.

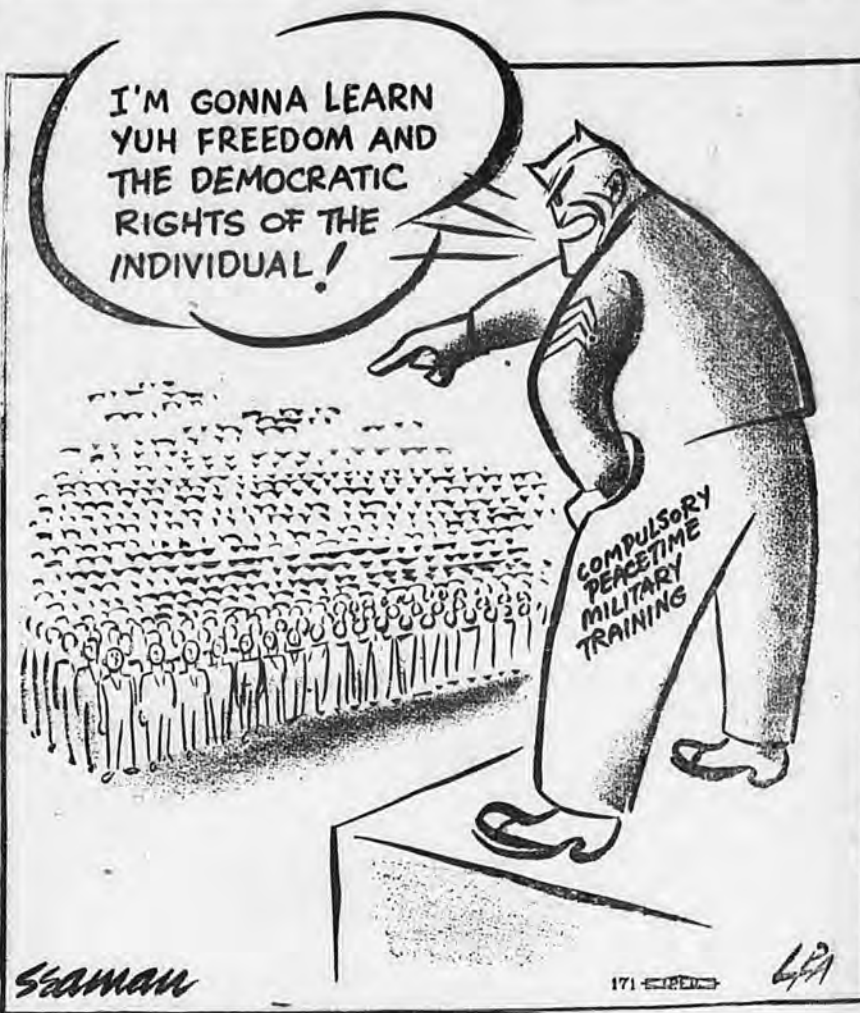
Like many other tough Liberties, the Witherspoon had taken two torpedoes but still refused to go down, so the sub sent another one into her. It smashed into the ammunition in number three hold and the explosion blew the ship in half.

Although Nova Zembla was only 15 miles away, the wind was against the survivors and Zack spent four wet, cold days in the boat before he and his mates were picked up by a British corvette and taken to Archangel, by which time Zack's hands and feet had turned black from the cold.

The other boat of the Witherspoon was picked up by the Panamanian freighter El Capitan which, although being chased by a sub itself, stopped at great risk and saved the men from probable death in the Arctic.

union. And the union means you: It means your jobs, your wages, your conditions. The operators welcome your goldbricking. It means their position is strengthened; it means your position is weakened.

The problem is easily solved: Get up off your easy chairs, grab a ship and do your job. Every berth you fill now means just so many more after this war has become a distant memory. It's for your future, for your security. No one else can do it for you.



LABOR SPOTLIGHT

Members of the Atlantic Fishermen's Union ended their 18 day old Boston area strike today (Sept. 10) after the RWLB issued a "back to work" order and started taking testimony in the dispute from the union and fishing boat owners.

Issue in the case is pay chiseling by the operators and the strike, which started on the trawler Medford, tied up the majority of the Boston fishing fleet.

The Atlantic Fishermen's Union is affiliated with the SIU.



In New Jersey the Wilson-Jones Co., printers and stationary manufacturers, found their plant closed by the walk-out of 300 production workers.

The company's mis-interpretation of a WLB wage decision was the cause of the strike which started Saturday, Sept. 10.



Two hundred Bronx dock workers returned to their jobs following a six day work stoppage brought about by the NY, NH&H RR refusal to pay overtime wages for V-J day.

Although the workers involved are members of the Utility Workers of America, joint action by AFL Railway Clerks aided in getting a satisfactory settlement.



The Brotherhood of Consolidated Edison Employees in New York will vote to strike if the recommendation of five hundred shop stewards is accepted by the general membership.

The issue is recognition of the union by the Edison company and

other union support has been pledged to the workers should they strike.

Union leadership told the shop stewards that referring the dispute to the NLRB would merely mean further delay.

Fourteen milk companies in addition to Bordens and Sheffield face shutdown unless the demand of the engine room and maintenance employees is met.

Voting under the Smith-Connelly Act has been authorized by 300 members of AFL locals and if their vote is for a strike, they plan to call upon other AFL affiliates in the areas affected for support.

Among their demands are a forty hour week, increased take home pay and sick benefits.

Protest Nomination

All branches of the Seafarers International Union are protesting the nomination by President Truman of R. A. McKeough as Commissioner of the vitally important, to seamen, United States Maritime Commission.

Telegrams have been sent from every port of the country to Senator Bailey, Chairman of the Senate Commerce Committee, which has opened hearings on the nomination, pointing out that McKeough, as former Midwest Director of the Political Action Committee of the CIO, is hardly non-partisan enough to decide questions on which the various AFL and CIO maritime unions may differ.

Senator Bailey was informed that appointment of McKeough may have repercussions on the waterfront, insofar as non-CIO seamen may feel that they are in danger of being discriminated against by one whose loyalties in the past have been to only a small segment of the maritime workers.



By PAUL HALL

Now that the war's over quite a few of the shipowners are tying up their ships. Although this action has not affected us as yet as far as jobs are concerned, we can definitely look in the future for a shortage of jobs because of these vessels being laid up. We will find ourselves with many more men on the beach than there are available jobs for.

This future difficulty is a foregone conclusion and must be accepted as one of our most pressing problems. There are some who would have you believe there is no need to worry about unemployment in the future because of these layoffs. This, however, is strictly wishful thinking and is not the case at all.

The Seafarers has gone on record for something which, if put into effect, will help tremendously in avoiding this coming crisis of unemployment among seamen. That is the adoption of the 4-watch system for all ships—the placing of an extra watch in the deck and engine departments as well as the placing in the Stewards Department of an extra man to handle these added watches.

Not only has the Seafarers gone on record officially for this increased manning scale, but it is something which our SIU ships' crews have endorsed time after time through our rank and file ships meetings. This is one of the most, if not the most, important struggles which the Seafarers should make in the near future. The 4-watch system has long been one of the things that seamen have wanted and it is one of the things which all seamen will fight for when called upon.

We are today, as a working group, hampered with the longest working week of any industry. Even with the adoption of the 4-watch system, seamen will still be working on an average of two hours a week more than workers in other industries. So we can see that such a thing is certainly not impractical, even though some of the shipowners argue that the 4-watch system is only a "sailor's dream."

Let us put this at the top of our agenda for future action, and prepare a careful and intelligent fight for this demand.

There is no doubt but what we can win this fight if all unions in this industry fight for it. The Seafarers should make known their ideas and actions on the 4-watch system to all seamen, of all unions, and on all ships and solicit their cooperation in this battle, for it is a battle well worth the effort.

SHIPBOARD MEETINGS A MUST

The recent mailing sent out to all ships on the proper way to conduct shipboard meetings is beginning to show results. This gear was only sent out two weeks ago and we are already getting a good return from all ships. Too much importance cannot be placed upon the absolute necessity of shipboard meeting. Not only is this the time to iron out your shipboard problems but, most important of all, it is the time that the union's policy and program should be discussed and explained to union members. It is also the best time to educate younger crew members to the ways of trade unionism—the Seafarers' way.

One example of this came from a ship now on the west coast. During the course of the ship's meeting, there was a point on the agenda when the oldtimers of the crew gave educational talks to the first trippers on union policy.

This method proves highly beneficial in shaping up a good crew to where they can work together to settle their problems. Another thing which should be remembered is for crews to send in their ships' minutes so they can be acted on by those members who are on the beach.

These shipboard meetings and these educational discussions can be aided greatly by using the literature the Seafarers puts out. For example, one crew's delegate notified the Log that the SIU booklet, "You And Your Union," was used as a basis for education of the younger members on his particular ship. Thus the membership on that ship had an opportunity to discuss the union's policy and program and was given some idea of the manner in which the SIU operates.

One of the advantages shoreside unions have over maritime unions is that their membership is always present at all meetings and can participate in the work of the union. In our case, however, only a small fraction of the membership is on the beach at any one time. We must make every effort to offset this by shipboard meetings and education. Since most of the membership is always at sea, we must do most of our education aboard the ships. Regular shipboard meetings are the key to the problem. Hold those meetings often. Don't let beefs pile up.

These meetings are important and must be conducted. Not only will this aid the membership in obtaining the best results by proper interpretation of our contracts; but most important of all, by having the membership educated to the SIU's policy, we can maintain our unity of program and action so that we can achieve our purpose of the bettering the seaman's lot.

SUP Bosun Tells Of Harrowing Experience In Jap Prison Camp

If any seaman has a story to tell of his experiences in this war it is Brother Joe McCullen, veteran SUP Bosun, who takes pride in two things; his friendship and association with Andy Furuseth, and his loyalty to the union back in the early days on the Gulf.

In the port of New Orleans recently to meet old friends and look over the shipping prospects, McCullen told about the last trip of the SS Capillo and the three years that followed.

Chartered by the Red Cross as a relief ship, the Capillo was in Portland, Oregon, loading supplies for Shanghai when McCullen and a veteran west coast crew, most of whom were over

forty years of age, joined her late in 1941.

They were in Port Moresby when news came of the Jap attack on Pearl Harbor, so their orders were changed and the Capillo sailed at once for Manila, reaching that city just in time to be caught in the midst of the heaviest air raid that Manila had yet undergone.

Says McCullen: "We were chased around the bay for several days by Jap bombers before we could unload. On the 27th of December, 1941, we were anchored near Corregidor when a huge armada of Jap planes came over. The Capillo was big and painted grey, so they probably thought we were an ammunition ship. Some of their planes concentrated on us while the rest of them pounded Corregidor. It seemed as though hundreds of guns were firing and the sky was full of shell bursts. One plane came in low right over us and dropped a bomb through number five hatch. A man was sitting on the hatch with a sprained ankle and the bomb went right down the hatch beside him, exploding when it hit the lower hold."

With their ship on fire, the crew abandoned the Capillo and reached Corregidor, where they volunteered to man supply boats shuttling between the fortress and the mainland.

It was on a trip to Manila for supplies that McCullen was caught by the Japs. He had gone into the old walled city and was walking down a dark street when two Jap soldiers suddenly appeared in front of him and jammed bayonets toward his stomach, hesitating for a moment in apparent indecision whether to kill him or take him prisoner. The latter alternative won out and they marched him off to Villamore Hall.

In this little music hall, intended for about 500, the Japs had crammed a thousand prisoners and here they kept them for three days, without food or sanitary arrangements.

When the prisoners were finally

sorted, McCullen and some others were taken to Santo Thomas, where they spent the next year and a half. In 1943 they were removed to Los Banos, from which they were delivered by Army paratroopers in 1945.

At Los Banos so many died of beri beri and other diseases that there were never enough coffins in which to bury them all. In addition to American and Phillipino soldiers and civilians, about 400 merchant seamen of many nations were also imprisoned at Los Banos, according to McCullen. The merchant marine captives included Americans, British, Dutch, Canadians and Norwegians.

The Japs, says McCullen, were strange people. Some times they would completely ignore the prisoners, while on other occasions they took delight in being cruel and occasionally even bayoneted the tired and hungry men for what they called loafing. Prisoners were supposed to bow when a Jap soldier passed but, as McCullen says, "We always tried to look the other way to avoid being humiliated. If we didn't bow it usually meant getting hit by a fist or the butt of a rifle."

Occasionally during the first year or two, loyal Phillipinos would bring them coffee, but later on this was only obtainable at \$75 a pound through the black market. Bread could not be obtained after 1943. Cocoanuts brought six American dollars a piece, cigarettes sold for fifteen dollars a pack. During the last year of his imprisonment the menu consisted of a thin, tasteless paste made from some kind of hard cereal and was limited to a tumbler full every 24 hours. In order to subsist the prisoners ate grass, shoots of wild potato vines, roots, and even the leaves of trees.

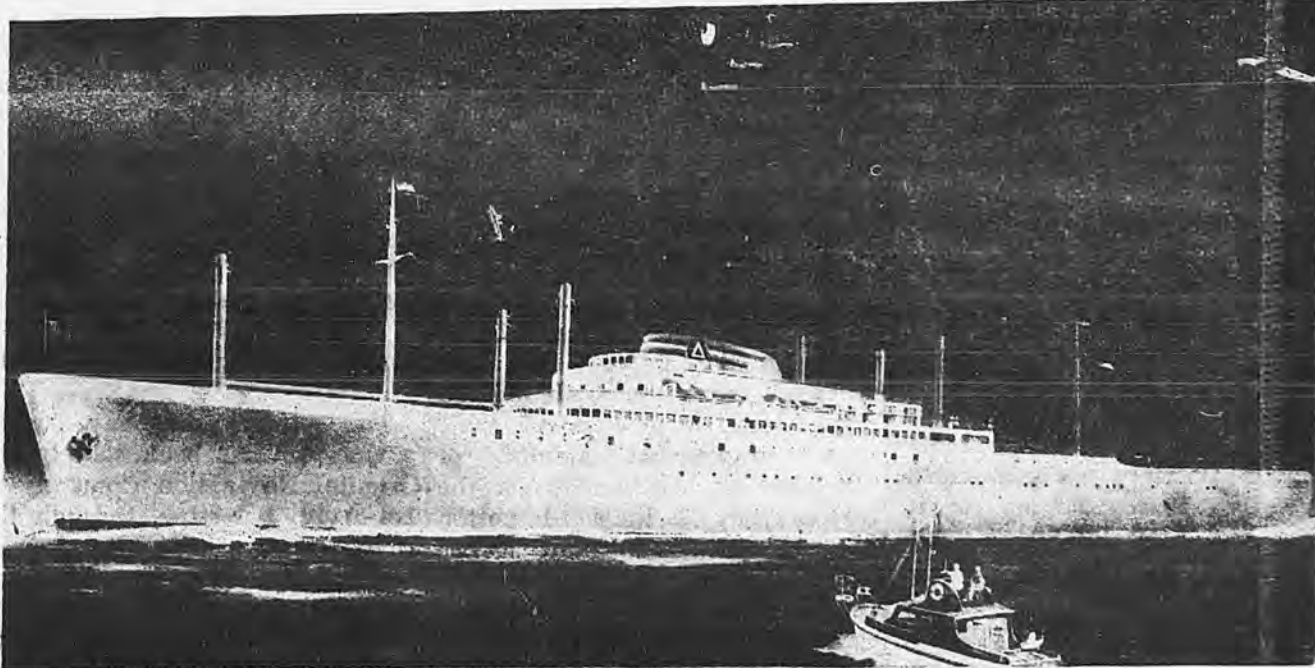
"All I dreamed about," says McCullen, "was some of those meals we had on the Capillo. During three years in prison they seemed like feasts for a king. I thought if I ever survived that ordeal I would eat ham and eggs every day for the rest of my life."

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.



Three New SIU Liners Soon Ready



NEW ORLEANS — Three new 17,000 ton luxury liners now under construction for the Delta Line, the Del Norte, Del Sud and the Del Mar, will be ready for SIU crews next spring, according to the officials of the Missis-

issippi Shipping Company.

Identical in size, speed and accommodations, the ships are being built in Pascagoula, Miss., and will be launched this fall.

Each ship will accommodate 120 passengers and will be com-

pletely air conditioned. They will be 492 feet in length, 70 feet wide and capable of hitting 16½ knots. When they are completed, Delta Line sailings from New Orleans will be stepped up to the rate of one ship every eight days.

Discharged From Navy, Finds The Jap War On Merchant Ship

When William Zarkas, Bosun's Mate 2/c, USN, received his honorable discharge, he thought that the sum total of his experiences he would relate to his, as yet unborn, grandchildren would be how he shot down two enemy aircraft while serving aboard the USS Bagley.

Little did he think that while working in the "safer" maritime industry he would get into a hand to hand tussle with a Japanese suicide-dynamiter bent on blowing Zarkas and his shipmates to kingdom come.

It was while his ship, the Cape Perpetual, an APO converted C-1, was anchored off Okinawa one dark night last July, that Brother Bill found himself back in active service fighting Japs—commando style. On the 12 to 8 security watch, he was making his tour around, checking the ship when, looking over the side towards the bow, he saw a figure climbing the anchor chain.

Orders were to fire on any swimmers near the ship and Bill pulled his gun. He couldn't get a bead on the guy, who was by now climbing into the hawse pipe, so Bill got out of sight waiting for the intruder to show his head. Knowing the dangers of a ricocheting bullet in such close quarters, he pulled out a hunting knife he was carrying.

Imagine the surprise of the unlucky Jap when he climbed out on deck to be barbecued by the knife Bill wielded so expertly. In the meantime the Navy man, also on the alert, had spotted another



WILLIAM ZARKAS

Jap still in the water. This one apparently carried the explosives with which they had intended to destroy the ship. One shot from him and a mighty explosion roared down in the water blowing the swimmer to join the one Bill had so neatly dissected.

King Louis was the King of France

Before the revolution.

'Way haul way, we'll haul away boys

And then he got his head cut off.

Which spoiled his constitution.

'Way haul away, we'll haul away boys.

After being congratulated by the skipper and men, he had time to study his own reactions. "I was more scared during those few minutes than at any time during my time with the Navy," he said. "It took me two full days to recover my nerve."

Thus William Zarkas, SIU member known as Holly by his shipmates because his hometown is the movie capitol, left the Navy to get into hand to hand fighting with the enemy.

Which should be quite a tale for the kids who'll someday call him "grandpa."

SIU's Little Strong Man

Billed for many years by circuses and carnivals as "The Little Strong Man," Brother Kurt Starke, AB, is continually amazing mates and skippers who think, because he is so short, that he can't do ship's work.

Kurt, who has traveled for many years with midget acts, likes to tell about the mate who was ready to fire him because he considered him too small for

the job. "He was going to fire me," says Kurt, "when I went down the dock, took a heavy box of stores from two ABs who were struggling with it up the gang-plank, and carried the box on board by myself. When the mate saw that he said I could stay on his ship as long as I liked."

Since Kurt was shipped out of Tampa back in '41 by J. P. "Red Beans" Shuler, he has been going

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Mud And Orchids

Mud and Orchids—blood and sand,
Death and beauty, hand in hand,
Men and misery, maul and mar
The beauty of this land they scar.

Stately, swaying palm trees hide
Quag and mire where men abide;
Refuse piles, all overgrown
With giant ferns and brush unknown.

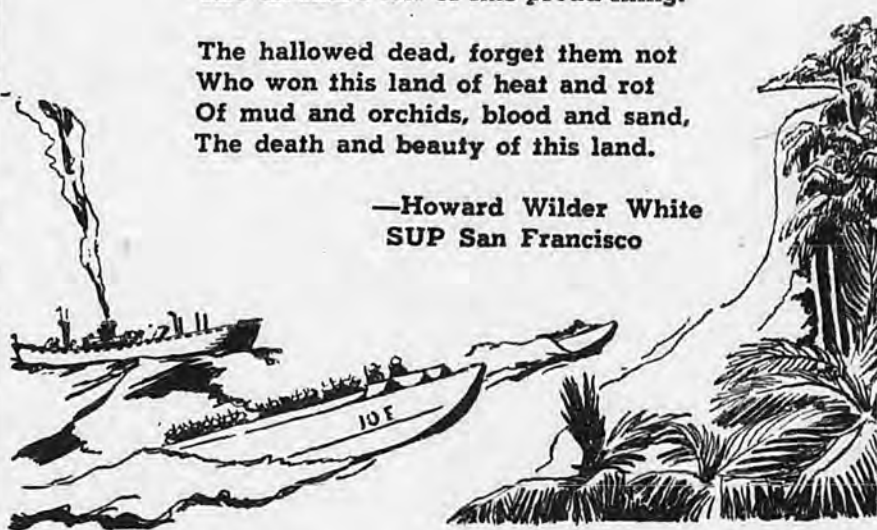
Coral sea that's crystal clear,
Myriad ships all anchored here,
Garbage dumped to drift ashore,
And leave its mark for evermore.

Colors bright and zephyr's breeze,
Jungle rot and skin disease,
Heat and moisture, thirst and dust
Make guns and men to rot and rust.

Plane that spurns both heat and thirst
Falls to earth like meteor's burst,
Twisted strut and broken wing
Are all that's left of this proud thing.

The hallowed dead, forget them not
Who won this land of heat and rot
Of mud and orchids, blood and sand,
The death and beauty of this land.

—Howard Wilder White
SUP San Francisco



FINK TRAINING PROGRAM CALLED A FRAUD UPON U.S. TAXPAYERS

(Continued from Page 1)

near friends and nearer to him during his training period.

Then followed his period of disillusionment — Paul never — but let's not rush things. They sent him to Fort Trumbull for his training and there, this man who wanted to go to sea, took his shots, studied marine engineering, seamanship and the other sundry facts of life necessary to a seagoer. The weeks went by, then the months, Paul became a FWT, worked on the Fort Trumbull power plant and more months went by.

By now he was breaking in OC's who were passing through the training center and almost everyone thought Paul was doing very well, but he noticed that quite a few of the boys were going over the hill—disgusted.

Our man was made of better stuff, though. He'd finish what he'd started or bust trying. He wanted to get out—but with a good record—and he asked for disenrollment.

During all this time Paul's total sight of the sea was a small part of Long Island Sound visible from Fort Trumbull and he was fast becoming insistent upon getting released from the USMS.

It was obvious to everyone that he was being used up there as cheap labor in the power plant maintenance. He had firemen working under him there and apparently was doing a satisfactory job. After 5½ months of this he managed to get a disenrollment certificate but no sailing papers.

Meanwhile he had met some SIU boys up there, among them Charlie McCummisky, Velton Morton and Norman McCloud, who advised him to get in touch with the New York union hall. He arrived today and efforts are already being made to get him seaman's papers and a ship out.

(Continued from Page 1)

more than the people who had taught him.

Something was rotten in Denmark, he decided, but he kept right on, rigging, repairing, testing torpedo nets. Gaining wonderful experience, dry land experience in the art of handling torpedo nets. (A decidedly useful occupation for a man who wanted to go to sea.) Time and again he would ask about getting his seaman's papers but always the same answer, "Not yet, no ships."

The great fraud started to dawn upon Frank. Here he was, being "trained" at the taxpayer's expense, to man non-existent ships, by dry land sailors who were telling the public about the wonderful job being done by the USMS training schools for merchant seamen.

The other part of the fraud was the manner in which the WSA was getting their maintenance and other work done at coolie wages. Enroll a man under the pretense of teaching him the sea and then using him to stand watch, be on call 24 hours a day, work all hours of the night, overtime Sundays, anything they arbitrarily decided upon AND NOT PAY CIVILIAN LABOR WAGES. They paid 87 dollars, or thereabouts, a month.

Frank's days as a USMS slave are over. He shipped out the other day through the SIU hall. Seven months in training and now he ships as a Messman, for which he was not trained by the USMS.

WITH THE SIU IN CANADA

By GENE MARKEY

We seamen of the SIU are quite capable of handling the job of going to sea. We are also capable of dispatching men to the ships without them being pushed around by some political heeler. When new seamen are required, oldtime seamen are best fitted to train them and we contend that the best seamen come out of a union hall not out of a government flophouse.

The SIU repeatedly demanded that the government sanction the setting up of a school of seamanship operated by the seamen on union premises, but of course this would never do. The SIU might teach the new men too much, especially the art of getting more

money and better living and working conditions. The super patriot officials of the Canadian Seamen's Union plead for the continuance of the pool, with its unsanitary conditions and industrial school regimentation. "We'll fix it up," they glibly tell the seamen, no doubt keeping an eye on the possibility of a future job as "po-jugglers" in this glorious institution. It is time the seamen got wise and fired them out of their present role as "ace" dues collectors!

Long before, and since the inception of Seamen's Manning Pools in Canada, the Seafarers International Union has consistently opposed any form of government regimentation of seamen. The pool idea having originated in England is a further weapon against a strong militant union in the ships. The idea schemed out by the profit bloated shipowners in defense of their rotten imperialist method of bloodsucking the seamen for the furtherance of their ill gotten booty, is another chain forged around the workers' necks under the guise of a necessary wartime measure. It was an easy matter for the shipowners here to usher in the "Pool" set-up. The government which usually acts as the whip of big business, did not consider the voice of the seamen in this matter. They just went ahead and did as they were told by the big boys.

There is no further excuse for

manning pools or central slave markets (as they should be more appropriately named). Seamen should demand to ship through a legitimate union hall. Force the bosses to pay adequate wages, and supply decent working conditions.

The Stately Barque "Pamir" which arrived here from the Antipodes June 11, has made a record run from Vancouver to New Zealand. She left here July 7 and reached her destination 49 days out of Vancouver. This vessel was the smartest and cleanest sailing vessel ever to enter the Port of Vancouver. All credit to her crew who was 100% organized and sailing under a union agreement. This ship, and her crew, is very definitely an asset to its country and the "Federated Seamen's Union of New Zealand."

The Union company vessel "Camosun" has been sold to the Oriental Navigation Company of Tel Aviv, Palestine, through the Greek shipowning firm of John Livanos and Sons.

Now that the War is successfully won, Canada shows her appreciation to her people. The "Layoff is the Payoff."

In Australia the efforts of their people is also appreciated, the wartime ship building program is to be maintained. Ship Lines are to be established and jobs assured for her people.





Delegate To NMU Convention Subjected To Much Intimidation

By DICK GILPIN

over and over, "The NMU is a democratic union." In the past year I tested the truth of that statement and found it to be sadly false.

Fully aware at the time I joined that the NMU was a Communist controlled union, I was foolish enough to think that they could be fought on fair grounds. It was my belief that seamen, regardless of union, are too militant a group of workers to be led along a phony line.

My first clash with the "brains" of the NMU came at a general membership meeting during the time the United Mine Workers were planning a strike. A resolution to take "political action" against the "fascist fifth columnist, John L. Lewis" was introduced. I took the floor and defended Lewis and his miners, explained the justness of their claims and suggested that the least the NMU could do would be to remain neutral. The chairman of the meeting, Joe Stack, countered by recognizing half a dozen big gun party line speakers who ranted and raved until the anti-union resolution was passed by a satisfactory margin.

After this meeting I was approached by half a dozen small-fry commies who tried by various stupid arguments to convert me to the right way of thinking. I didn't convert and they had my number.

At the recent NMU convention I was a delegate elected from a rank and file crew of militant seamen of the type you find in the SIU, and no doubt sooner or later this crew will be in the SIU. I was given four pages of instructions as to what to present and how to vote at the convention.

The first clash I had was on the first resolution, the reaffirming of the no-strike pledge. The resolution was put on the floor after a razzle-dazzle of patriotic speeches and no discussion. Only four delegates voted against the resolution, although a substantial number were opposed but afraid to say so. One of the dissenters, a former party member, hastily changed his vote and disappeared never to be seen at the convention again. Another of the rebels, Robert Coleman, stayed silent but was kicked out a few days later. His story has already appeared in the Log.

I was the sole delegate to speak against the no-strike pledge. A good test for the NMU "democracy," the barrage began. Speakers, ranging from outraged penny ante pip-squeak commies to Joe Curran himself, insinuated that I was an agent of the shipowners, a fascist fifth-columnist, and SIU disrupter, a Nazi, a Japanese spy and a moron.

Not fitting into any of these categories, I took the floor and explained that I was only mildly expressing the views of the rank and file crew that had elected me to the convention. After this Curran made a speech which must have been for my benefit, since I was the only dissenter left, assuring me that the NMU was a democratic union; and that every brother was entitled to voice his opinion, but that delegates who had made mistakes

could repent and change their vote. While this speech was going on I was informed by a party goon in no uncertain terms that if I spoiled the unanimity of the vote I wouldn't walk out of Manhattan Center. NMU goon squads have a long record of living up to the union slogan of "delivering the goods." Not wishing to become a piece of goods, I didn't vote at the next showing of hands.

This wasn't the end. That night I was approached by a couple of goons, who declared that they hoped it wouldn't be necessary to put any marks on me until after the convention. Next morning on the convention floor proceedings were held up for nearly an hour with the demands and ravings of commie fanatics that I be thrown out, be investigated, explain my outrageous actions, ad infinitum.

After letting all this go on, Chairman Curran made a little speech about the NMU being a democratic union, and that, after all, shipowners' stooges always gave themselves away sooner or later, anyway.

The story of the rest of the convention you can guess. No resolution against the party line leak-

ed through the committees, and almost every motion toward militant democratic unionism put on the floor by rank and file delegates was sidetracked or filibustered down.

After the convention I left town for a while to let things cool down. Coming back to the New York shipping hall, I was greeted by the usual bunch of commie stooges. When asked if I was going to ship out on any more NMU ships, I replied, "You're damn right." They were as happy as a bunch of cats with a mouse. The murderous gleam in their eyes, and their frank statement that if I ever shipped on an NMU ship I'd never get off alive, were too much for me. I had become as closely acquainted with NMU "democracy" as I cared to. I quit.

I have now joined the SIU where democracy is not just a slogan used to cover up totalitarian methods, but an actuality. I have found a union that is not controlled by a ruthless minority. I have found a union that goes down the line with militant dollar and cents unionism and doesn't fluctuate in policy dictated by a foreign power. I'll now be represented as I want to be represented and not by a group of Communist Party mouthpieces.

Aurora Borealis Walks Into New York Recreation Hall

Jimmy Stewart is that quiet, unassuming and efficient guy you meet on the third deck lounge and recreation hall. He's the fellow who hands you those books to read, the union agreements with the shipowners, keeps the cigarettes and sodas coming, and does a dozen and one things which go towards making the members welcome at the New York hall.

So, when the other day the phone rang and lifting the receiver we heard Jimmy's voice, strangely excited and emotional, we knew something was wrong. He was hollering "bring down some smoked glasses, bring down some smoked glasses" and by the sound of it, minutes counted.



The only thing we could find around the place was an old pair of sun glasses, discarded by the Editor in favor of glassless cheaters, and we rushed down to the third deck with these. When we arrived we knew we had made a mistake in only bringing one pair. For there, over by Jimmy's counter we saw it . . . It was something that looked like a combination of the rainbow being exploded by an atom bomb, the aurora borealis, and a fourth of

July display. "Great balls of fire," we shouted.

Shutting out the glare with the borrowed glasses we could make out the reason for the phenomenon. Standing nonchalantly at the counter was a guy—yes, just a guy—but the uniform and gold braid was just gorgeous. At that moment someone shouted "Turn out the lights and save the electric."

With closed eyes we walked out of the hall after handing Jim the eye protectors. The rest of the story is told by Jimmy himself.

"That guy said that he had come to the SIU hall to get seaman's papers but I told him with all that braid and stuff he must be in the wrong place. I asked him where he got it from and he said that it went with the captain rating he got up at Fort Trumbull, New London, where he had been an instructor. How long had he been sailing I wanted to know. Sailing . . . you mean on water . . . Oh! I've never been to sea in my life. He said that they wouldn't give him seaman papers in New London that's why he was here.

"I finally sent him on his way so that the regular inmates of the lounge could come back in without endangering their eyes. My last words to him were: See here, this is a union, a good union, just go away and if you ever come back, burn that gold braid first, we don't want phonies around here."

That's the end of the story except for one thing. Jimmy's drinking lots of malted milks in order to regain the weight he lost because of the heat the guy in gold braid generated.

Question: What was the strangest experience you've had aboard ship.

EDWARD DOMPKOSKY, OS— My strangest experience was quite painful—for me. It happened one dark night aboard the James Gunn when we were all singing and enjoying the air up n deck. Two or three of us were walking forward when suddenly the deck opened up and swallowed me—or so I thought. What actually happened was that I had fallen down the hawse pipe. While I was down there, wedged between the anchor chain and the pipe I could hear the guys asking one another where I'd disappeared to. When they finally hauled me out I was still dazed and quite cut-up about the whole thing. And I do mean cut-up—still carry the scars.



DAYMON SADLER, ChS. — I guess my strangest experience was my first contact with inflation. When the SS Daniel Willard hit Murmansk and we went ashore, some of the boys told me to be sure to take a bar of soap along. I went along with the gag and sure enough I found that the bar of soap covered everything; introduction, cost of entertainment, future social engagements and dessert. Although the experience was strange and enjoyable I shudder to think of shortages and inflation creating such a condition here at home.



FRED LEUFFER, AB—I've had a few strange things happen since I've been going to sea (1941) but I suppose the one that stands out was when the skipper of the Robin Doncaster was kicked off the ship. It happened this way. The captain had been treating the crew lousy committing rash acts which endangered the ship and everyone aboard. At every port the crew spokesmen protested to the U. S. consuls without success. Finally at Montivideo the Naval Attache came aboard with the Coast Guard and took the skipper off. He was charged with seven counts, among them negligence, not following naval orders, and taking his ship into a minefield. The real cause of his downfall was the united action of the crew. They really stood together.

The ship was brought in by another skipper who was among some survivors of a torpedoing we had picked up at Durban, S. A.



LEONARD LESKOWSKY, OS — First ship I was on was the John Larson, South Atlantic, and I was green as grass. I didn't know anything about teering and navigation. A convoy was just starting on its way, and I was told to take the wheel. It's just like steering an auto they told, and left me there. What they didn't know was that I had never driven a car either. The old man told me to give her a 20 degree turn. Not wanting to be accused of doing a bad job, I gave her a whirl and turned her more than 50 degrees. The old man almost exploded—asked me if I were heading back to Norfolk. Well, I've learned since, but I'll never forget the look on the skipper's face—it was the closest thing to a stroke I've ever seen.

SHIPS' MINUTES AND NEWS



Crew's Response In Emergency Changes LeHand Skipper's Mind

The Los Angeles tanker Marguerite LeHand left Mobile recently with a crew that was shanghaied out of every gin mill and cocktail lounge in town.

When the skipper took one look at his crew he threatened to fire them all when the ship got to New Orleans, and shouted this fact all over the ship and the pier, so the crew was sure they were in for a very short trip and a meager pay-off.

But circumstances often change the intentions of men and so it was with the skipper of the Marguerite. Going down the river his ship rammed and sank the light house tender Magnolia.

In the excitement of the collision one of the officers on the bridge rang the abandon ship alarm and, before the old man knew what has happening, the crew had the boats out of their cradles and over the side. The old man later claimed that they accomplished this feat in two minutes flat. In fact the skipper was so proud of this display of expert seamanship that he announced to the crew they could ride his ship anywhere.

The tanker came out of the tangle with only a dent in her hull. The Magnolia didn't fare so well and is now sitting under the water with only her stack showing above the tide.

Fort Frederica Chief Steward Nabs Duke Hall

The old art of shanghaing is supposed to be out of style, except in stories, but you can't tell that to Duke Hall. Duke stepped through the door of the hall at New Orleans the other day after riding up from Tampa and walked right into the arms of Chief Steward Ted Tarrington of the Fort Frederica who was running around like a madman hunting a Second Cook and Baker for a pier head jump.

Ted and most of the crew of the Frederica were all for quitting this scow at sailing time if a competent Second Cook couldn't be found, so Duke's arrival on the scene was like manna from heaven.

High pressured by Ted, Joe Dread, Jimmy Doherty, and Ed Higdon all at the same time, Duke gave in and was rushed down to the ship before he could even wave to the ladies at the Marine Bar.

Others in the Frederica's crew were: Edward J. Esteve, OS, William Wolfe, AB, V. S. Alford Jr., AB, C. H. Roberts, FWT, J. R. Pullen, Oiler, L. R. Bowen, Wiper, and J. H. Ponson, Wiper.

Some of the boys were a little homesick for the Florida Bar and the Metropole and were hoping that this T-T would head towards Rio, but it looks so far as though they'll be sampling SAKI instead, for rumor says she's Tokyo bound.

T. J. Jackson First Liberty Passenger Job

Believed to be the first Liberty to carry passengers on a regular run, the Mississippi T. J. Jackson has made several trips out of New Orleans to Brazilian ports with six or eight on each trip.

Warned before hand that the ship is no luxury liner, the passengers, both men and women, have to use the crew's bath and washroom facilities; sleep in cabins converted from gunner's quarters.

The Jackson is now in New Orleans, where she has been loading for the past two weeks.

Brother A. E. Fassett, who made the last trip on this ship, says the passengers get along O. K. despite the combined accommodations and seem to enjoy the trip.

John Quitman Crew Stands By In Job Action

Although scheduled for Mediterranean waters the SS John Quitman, Waterman Line, put about as she neared Gibraltar and returned home. When they docked at the Bush Terminal, Brooklyn, the master tried to payoff without company representation being present to settle beefs.

The officers at the army base then arranged for the skipper to do business outside the base so the old man took the commissions, articles, and payrolls with him.

The disputes only involved three hours of legitimate overtime in the Steward dept. but the captain stood pat for about an hour. Unfortunately for him the crew stood pat, too. All the unlicensed personnel, including two trip carders, stood by until the skipper decided to settle the Steward dept. beef.

The Patrolman remarked later that crews like this make ship payoffs much easier and united job action such as these men demonstrated will insure our union against all shipowner attacks on wages and working conditions.



GOOD DELEGATES ON CAPE FARO

A clean ship and an easy payoff resulted from good delegate's work, when the Cape Faro paid off last week in the port of New Orleans.

After leaving New York on the 18th of July, the Cape Faro made several Venezuelan ports, including LaCruz, Quanta, and Porto Cabello. All hands had such a good time with the senoritas at Porto Cabello that the mate had to call out reinforcements to wake up the deck gang when the ship pulled out for Cuba.

A beef on this ship, common to many stewards departments, was about a Second Cook and Baker who had the required WSA papers saying he was a Cook, but no experience to back them up.

Delegates for the trip were John Dugina, AB; Laymon Seay, Oiler; and Skeets Ritter, Messman.

CHAS. A. KEFFER IN NEW ORLEANS

The Charles A. Keffer, South Atlantic Liberty, paid off in New Orleans last week after a four weeks voyage from Frisco in ballast.

Despite the fact that the ship was well supplied with fruit juices, the steward refused to put any on the table and although there was plenty of ice cream on board it wasn't until the delegates brought the pressure on him that he put this on the table, evidently preferring to have it melt in the tropics than to serve it up to the crew.

Charges were brought against a wiper for neglecting his job and thereby making the other wiper do all the work.

Delegates for the trip were: James Powell, Deck Engineer; Jerry Delmas, Oiler; and Pete Tammaro, Deck Maintenance.

Maryville Victory

The Maryville Victory is laying in Mobile but there doesn't seem to be any rush about getting this ship out, another in-

**HOLD THOSE
SHIPBOARD
MEETINGS**

Hooligan Navy Unwelcome, Says Lillington Skipper

Outstanding event in the payoff on the South Atlantic Alexander Lillington was the disappointment shown by the gestapo officer who boarded the ship when she hit port.

Neither the old man or the crew minced any words in informing him that the space was preferable to his company and that merchant seamen's business could be very well taken care of without the aid of the hooligan navy. Hats off to the skipper for standing by his crew in this matter.

With 28 men in the Steward dept. and 450 troops aboard, she hit port an extremely clean ship. There were no disputes in the Deck or Steward depts. but a number of disputed hours in the Engine dept. All beefs were squared away before the payoff.

The ship was cursed with a number of trip card men who will never become good union members. These monkeys were being led by an ex-NMU gas-hound who spent his time drinking with the officers and telling them what good guys they were. None of the SIU men could find a good word to say for this punk so he was sent on his way back to the NMU, where he could follow their policy of chop-licking instead of settling beefs.

dication that there is slowly getting to be a surplus shipping problem.

George Stack, AB; rode this ship in from the west coast. When she pulled into Mobile, according to Stack, there was just enough line on board to tie her up to the dock.

CAPE ST. GEORGE CREW IRKED BY MESS CROWDING

After a four day trip from New York, the Cape St. George pulled into the port of New Orleans last week, where she is scheduled to go on the Puerto Rican run for the winter.

Chief beef of the crew on this ship was about crowded mess-room conditions. With a crew of 45, the crew's mess seats only 15, and the company has been asked to install a P.O. mess to alleviate this crowding. On this ship the Junior Engineers and Assistant Electrician eat in the crew's mess.

When the ship left New York short handed, the WSA put a 16 year old schoolboy who had never been to sea before on her as AB. Upon arriving in New Orleans, where replacements were available, the WSA was for taking the kid off and sending him home, but the crew protested. If he was good enough to help take the ship out, the crew told the WSA, he was good enough to stay on the ship, and they succeeded in keeping the boy on board as Deck Maintenance.

Delegates on this ship are Omar Ames, AB; Joe Johnson, Steward; and Vic Milazzo, Second Cook and Baker.

Officers Steal From Each Other On Edw. Sparrow

If, on some dark and rainy night aboard ship, you should happen to see a kerosene drum moving along the deck, with a chief engineer underneath it, fellows, you're aboard the Edw. Sparrow with a bunch of officers who can't get along together and, we are led to believe, who are part owners of the Calmar company.

To judge by the strange tale we heard when this Calmar Liberty hit port, the officers aboard her were over-anxious in their efforts to save Calmar dough at the expense of their crew.

When the acting Bosun was told to lock up a drum of kerosene he raised his eyebrows, questioningly, and was told, by



the chief mate, "I caught the chief engineer trying to make off with it last night and I want it locked up so that it stays where it belongs in the deck department."

Apparently the chief himself was no bargain for at the beginning of the trip he handed the deck engineer a goose-neck can of grease with the remark, "That's enough for this trip." When a holiday came he told the Wiper that he could make overtime if he would help blow the tubes but after the job was completed he backtracked by saying that the Wiper would have to collect without his, the CM, signature. Another time the Wiper was deprived of overtime while the chief spent three days painting.

The Wiper's beef has been settled satisfactorily by the Patrolman.

N. Z. VICTORY ON ATLANTIC RUN

Loaded with lumber and scheduled for an Atlantic run to Liverpool, the New Zealand Victory left Mobile last week with a good percentage of book men on board.

Included in the crew were: Francis Knight, Oiler; L. L. Stone, AB; Orestes Allen, Wiper; M. D. Daravich, Electrician; and Fred Swanson, Oiler. Swanson was one of Mobile's stand-by artists till Tucker high-pressured him into getting signed up on foreign articles.

THE MEMBERSHIP SPEAKS



DID BUM OX-TAIL SOUP CAUSE FRENCHY'S MISHAP

Editor

Rumor has it that Frenchy Michelet's broken rib "accident" is the direct result of some ox-tail soup he concocted aboard a tanker the other p. m. He had reported being hit by a taxi at Times Square but a check with the authorities did not reveal any record of such an accident.

The rumor persists that Frenchy, trying to avoid exposure of his culinary defects, rushed into the union hall to get enough good menus from Jake Shuler to last at least till the ship left port. He anticipated that the later bad menus could be blamed on the lack of food. However, at least that's the way the story goes, Brother Shuler crossed him up, and by accident or design, gave him a



couple of menus prepared for Jap POWs, which one of the men had brought in for a souvenir. Naturally Frenchy didn't know the difference.

Now the story circulating here is that a couple of the larger size members of the tanker's crew had been suffering (the same night as Frenchy's "accident," mind you) with acute indigestion after a supper which included Frenchy's ox-tail soup.

JOHN WEIR

We're sorry to report that Frenchy really did get hit by a cab.—ED.

WORKAWAYS AID IN C. G. TRIAL OF POINDEXTER MEN

Log.

We signed ship articles on the SS G. Poindexter on May 12, 1945. Left New York to load in New Orleans. We were helped plenty by our Patrolmen down in our SIU hall there. The union representatives stand by ready to help all our men to the utmost of their ability.

The next port was Cartagena Columbia, and boy what a port. As wide open as a house with no bulkheads or doors. Plenty to drink. We stayed there about ten days then went to Cristobal, C. Z., also a nice port. From there to Tocopilla, Chile, where they say it hasn't rained in five years.

It was the first time I had seen the Andes Mountains and what a sight they are. In the morning the birds all leave the island and coast and you see millions of birds of every des-

cription, big, small, fat and lean, hunting food.

While anchored we saw squids four foot long which we tried to catch on a hook but they let go as soon as they get out of the water. We tried harpooning them. I hit one but he broke loose.

We started back and stopped at Panama for fuel, picking up about thirty workaways, and then on to Jacksonville, Fla. It was a good crew and we worked all during this time without one afternoon off. Incidentally Peter Kirkmilas is one of the best Bosuns I've ever met.

When we reached Jacksonville the ship tied up, all ready to discharge when the Captain and Chief Mate called the Coast Guard and charged that we refused to work. As a result the whole deck crew stood trial. Even some of the workaways came to our defense (some SIU men were among them).

William "Red" Morris SIU Agent in Jacksonville put up a real good fight for us and my hat's off to him for the job he did.

We paid off July 23 after a most miserable trip with a most miserable Captain Perdersen and Chief Mate Arnold.

DONALD GIANGIORDA

KEFFER CREWMEN SAY THANKS TO N. O. SIU REP

Seafarers Log.

We SIU members aboard the SS Chas. A. Keefer want to thank the New Orleans branch of the union for the cooperation given to us in settling the beefs. We are well satisfied and feel that the officials there went "beyond the call of duty" in getting our disputes squared away.

(The letter is signed by; James S. Powel, Jerry Delmas, Bruce Hensley, James L. Thompson, Daniel S. Castrillo, John A. Warken, Jerry Graves, Harold L. Frowiss, Joseph E. Pragl, James E. Ramsey, Bill Di Long, Art S. Hernandez, Dwayne L. Fleer, William W. Grovers, Johnny R. Jordan, Peter L. Lammario ((prob. book)), Tommy F. Hall and Kenneth Crockett. ED.)

INVESTS IN SIU AND GETS GOOD CASH DIVIDENDS

Dear Editor,

I was not a member of the SIU until I met Emit C. Milton, better known to the boys as "Rebel." It was on the Moran tug Dry Tortugas that this Alabama "Reb" and I became buddies and he showed me the SIU way of doing things.

Although "Rebel" convinced me that the union wasn't a slot machine into which you put a dollar and got out ten, it so happens that it amounted to something like that for me.

With 423 hours overtime to collect at the payoff I naturally wondered what was going to happen to my dough. My total investment in the union was \$75.

Every cent of my overtime



C. Canfield

was collected thanks to the efforts of the union. Not a bad dividend I would say.

CLIFFORD CANFIELD, OS

FAMILY ENJOYS SEAFARERS LOG, SAYS SEAMAN

To the Editor,

Just a line to let you know that I am now receiving copies of the Log every week—I had previously turned my name into the librarian on the third floor at the New York hall.

The Log is very well received by my family and friends as well as myself. They tell me that they consider it the best labor paper they've read.

Keep up the good work and we'll show people a thing or two yet.

MAX FINGERHUT

SUGGESTS FOLLOW UP SYSTEM ON REPAIR BEEFS

Dear Brothers,

About four days before we left New York we called up the hall and asked one of the Patrolmen to call the company about getting the black gang's toilet and shower room painted, new mirrors put up, etc.

At the time of sailing nothing had been done. I am not using this example to put the Patrolman on the spot, but to show what is happening on dozens of ships. The ship comes into the home port with a list of improvements to be made, drawn up by the crew. The list is turned over to the Patrolman at the time of paying off and from there on it may or may not go through.

Does the Patrolman contact the company? Sure! But does he know if the company carries out any promises it makes? Does anyone in the old crew, remaining aboard, have a list of the proposed improvements? Does he understand that his duty is to call the hall in a few days if the improvements are not carried out? Does the new crew know that they have to look around and see what has to be done before the ship sails? Maybe they do and maybe not. It's all left to chance with no systematic following through from the time the list is drawn up by the old crew until the time the ship sails again.

I think that the union ought to devise some way to make

sure that these things are followed through. The SIU is pretty efficient and I'm sure we could think of a system to guarantee that the necessary improvements, as drawn up by the crew, are carried out this trip not next.

Some of the ways that might help solve this problem would be to make it part of a Delegate's job to stay aboard until the next signing on or until the new crew has had time to elect new Delegates. Then, after turning over his records to the new Delegates, he could consider himself relieved. Along with that, the Patrolman who paid off the ship should be required to check back and see if the repairs or improvements are being carried out according to his agreement with the company. A master file could be kept in the Agent's office with the name of each ship and the list of improvements to be made. At signing on time the Patrolman should be there with the list to check up on the work.

These are a few suggestions that came to my mind. Perhaps others, sailing with the fans in disrepair, quarters unpainted, short on one supply or another, have thought about this and have come up with some bright ideas. I'd like to hear them.

IRVING WEINSTEIN

GIVES OVERTIME TIP ON CLEANING DIESEL PURIFIER

Dear Brothers,

I have just arrived back in New York after paying off in New Orleans on the MV Cape Faro, Waterman Line.

There's a point I'd like to let the membership in on regarding the cleaning of purifiers by junior engineers on these Diesel jobs. For two trips before this last voyage, the junior engineers on this ship were cleaning purifiers without overtime. I insisted that between the hours of 5 p. m. and 8 a. m. it was overtime.

Well, thanks to the good representation by our Patrolmen in N. O. we collected. In my opinion it's a nice victory for the SIU black gangs.

I want to mention my appreciation of the Log coming each week to my home as it enables me to keep up with what's been going on while I was away.

THOMAS L. ATHEY

RAISE BASIC PAY LEST FAMILY MEN GO ON RELIEF

Dear Editor,

After few weeks on the beach during which I became reacquainted with my folks again, I'm shipping out once more. I can't understand how men with families are going to exist unless something is done about our pay. The cutting of the bonus doesn't bother me too much because I'd much sooner see a raise in our basis wages so that we won't have to feel as though

we're getting a break instead of what is rightfully ours.

Unless an increase in basic wages come through, married men with families ashore will have to go on relief. Seamen must get a wage raise, its a necessity which will have to be fought for with all the weapons we have.

EDWARD KULISZ

OWNERS' FIFTH COLUMN SEEN IN RMO TRAINEES

A lot of the RMO trainees who have been taking good union wages away from SIU men are now in a very bad position. Although they had a fine time sailing on fink books as deck cadets and engine cadets these guys find that we're catching up with them and are looking to get out from under.

They're coming into the SIU hall in droves trying to get union books so that they can



become palsy walsies with us now that the war is over. Some of them, I suppose, never had bad intentions and were just misguided, some of them had bad intentions but have come to understand unionism, and some never had good intentions and never will.

Its the last batch that we must watch out for. When the days of struggle are back with us (and I guess we all know that they'll come) these punks will be the union busters' fifth column in the ranks of the seamen.

JOHN MARCIANO

SO THEY TELL US!!

"Lovemaking," argued the Skipper, "is 75% work and 25% pleasure." "You're wrong, skipper," said the Mate, "It's 50% work and 50% pleasure." The 2nd mate walked by and they called him over. Telling him about their debate they asked what he thought. "You're both wrong, it's 25% work and 75% pleasure. Not being able to come to an agreement, they called to a passing OS and asked his opinion. "All of you are wrong 'cause if there was any work attached to lovemaking you guys would become hermits," was the seaman's quick reply.

Discouraged That Free Loaders Will Never Learn Their Lesson

By CHARLIE STARLING

BALTIMORE—Things are like coming off a good drunk in this fair city. Nothing to do or nobody to do it with. The only help we will have for sure will be two new Victories coming out for the Bull Line some time this week. However, some bright morning we will wake up and have the bay full of ships and no place to dock them.

Had one of the cleanest payoffs in here last week on the George Westinghouse of the Robin Line, and I would like to take my hat off to all the crew for the help they gave me, as I had to pay this ship off alone and had about 1,800 hours overtime red-leaded in the Stewards Department.

I never dreamed there could be such a clean payoff with all the overtime paid at the payoff and everybody happy. Good crews can work wonders when they are not gassed up at the payoff. This payoff of the Westinghouse is probably her last one, as she is scheduled for the boneyard and is one of five in this port being readied for a last trip down the bay to the Fort Eustis anchorage in Hampton Roads.

After that one, I was very happy for two days or until the William Rawle paid off. All overtime on this ship was okayed, but 16 men had transportation due them back to Charleston. It so happened that all 16 were trip-card men who have been going to sea for about two years with the WSA as their collective bargaining agency. All but one said they did not want anyone else and they always got everything they had coming. (I wonder if they really know what they have coming.)

So after an hour or so spent along with some of the crew trying to show these men the right

road, only one could see the light (Mack B. Singleton), and he now has his transportation money coming and can get same at Bull Line office here in Baltimore. The other 15 will be riding in a box car if they go broke.

Transportation was not all they lost, as it seems the Steward did not turn in their last weekend overtime. If any or all of those men ever find themselves standing in a bread line, I hope they stop and think about the little talk they had with me on the William Rawle.

In closing let's hope that all men like these go down with the WSA and stay down while the SIU goes up, and up.



NO NEWS??

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

- HOUSTON
- NEW ORLEANS
- JACKSONVILLE
- BOSTON
- NORFOLK
- CHARLESTON

Casualties Mount As Seafaring Commandos Take Over San Juan

By BUD RAY

SAN JUAN — Well, things are still buzzing along here in the enchanted island. Business is improving with more ships coming in all the time. Shipping is picking up but there are very few rated men on the beach, and we have to ship a lot of trip card men. But it will be like old times soon with the boys rotating their turns with the fair ladies of shame and going a few rounds with the Ole Demon Rum and then making a revolution on a ship to get the system back in shape and to recuperate the bank roll. Well, I, for one will be glad

to see things back to normal.

I understand Bull is to have a sailing from N. Y. every week and the Jean, Ellenor, and Maryory are to run out from Baltimore. Waterman's to have three new ones and three old ones from the Gulf. It sure looked sorrowful to see the old Maryory come struggling in looking like an old woman on crutches. There should be a law to make them pasture this old veteran of two wars out, and I am sure that any one who has sailed her in the last few years will agree with me.

I tried to lecture the boys on the Collabee of the evils that lurk around some of these houses of ill fame but they were young and full of vim, vigor and vitality and nodded their head in answer to the statements that I made. So on the arrival back in Mobile, Brother Tucker can have five purple hearts and five medals for meritorious action beyond the call of duty ready to pin on these brave warriors' chests.

They landed on the beach at Ponce and after a hard struggle and fight every inch of the way they surrounded and took the Bar Azul located on said beach; thereon they entered and proceeded to give the ladies of the Scarlet Sisterhood a play, and to down the hatch with a few; along toward media noche things started to roll and take shape.

Now, all of these questionable sisters have a steady man and when things started to go wrong with the meal ticket, naturally they had to get in the fracas. The wind up was cuts on the boys

If He Likes A Ship He Sticks To Her

Steward Jimmie Higham has a war time record for staying on one ship which can't be matched by many men in the unlicensed personnel.

When the Waterman Liberty William Evarts paid off in Baltimore several weeks ago, Jimmie hit the dock with his sea bag after riding the ship for two and a half years, during which time she made 14 voyages, including one trip around the world.

Says Jimmie: "You can't find a better ship than the Evarts anywhere. She was a very lucky ship the whole time I was on her. We went through all the war zones and never got a scratch—didn't even see any action. She always had good officers and good crewmen who kept her clean."

Although he doesn't look it, Brother Higham has spent 22 years of his life at sea, 10 years of which have been spent on ships running out of Gulf ports

Before the war came along and Waterman acquired Liberties and other special types, Jimmie had sailed every ship in that outfit, including such well known old-timers as the Bayou Chico, Hastings, Cofresi, Maiden Creek and Pan Orleans.

The biggest ship he ever sailed was the Leviathan, on which he made so many North Atlantic crossings during the five years he was on her that he can't remember them all. This big liner, he says, carried 1,100 in the crew of which 150 were Messmen, who were paid the magnificent salary of \$28 a month.

"There was no such thing as overtime in those days," Jimmie recalls. "Each trip we tied up for about 12 days and often the company would lay us off until the ship was ready to sail, then we would tramp over to the shipping master and he would hire us all over again."

Of all the ports in the world that he has visited, Jimmie likes one best of all. "I've seen a lot of ports," he says, "but the best of them all is Mobile. That's because its home."



Men Now In The Marine Hospitals

STATEN ISLAND HOSPITAL

- W. W. FISHER
- FRED ENGLAND
- L. WREITH
- C. A. SHERROD
- A. RAYMOND
- JAMES F. CLARKE
- W. B. MUIR
- EMIL VON TESMAR
- L. M. MOODY, Jr.
- K. E. OLSEN
- B. B. LENOIR
- L. C. KATES
- BERTEL BRYDER
- J. A. SPAULDING
- L. L. LEWIS
- L. R. BORJA
- J. S. CAMPBELL
- R. A. BLAKE
- E. V. FERRER
- H. W. E. FREDERICKSEN
- ROBERT POWELL
- JOHN NEAL

WILLIAM OATES

- ELLIS ISLAND HOSPITAL
- D. MC DONALD

BALTIMORE MARINE HOSPITAL

- HARRY BENNETT
- FRANCES FOWLER
- LAWRENCE STEELE

MOBILE HOSPITAL

- TIM BURKE
- J. P. CLARK
- E. E. McCARTHY
- M. E. CARDANA
- CHARLES L. LONG

BRIGHTON MARINE HOSP. BOSTON

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

Asks Deck Men To Sail Steward

By ARTHUR THOMPSON

SAVANNAH—Business picked up for a while at least. We shipped 19 men during the week and just got a call from the SS Smith Victory for 60 men. Forty of these are for the stewards department and may be hard to fill. The other 20 are deck and engine and we should have no trouble getting these men, since our shipping list is pretty heavy in these two departments.

The Commissioners office in Savannah is being swamped with applicants for seaman's papers. Most of them are asking for OS or wiper endorsements. We have a crying need for messmen and bedroom stewards, but no one seems to want to work in the stewards department. Maybe some of our excess ordinaries and wipers will sail, for one trip at least, as an endorsement for another department is easy now.

I notice from reports from various branches that seamen are again scarce. Even the RMO is short of men. Maybe the forthcoming increase in wages will

bring some of our men back, but it's still important and necessary for the welfare of the union for everyone to ship out as often as possible so we can keep our ships moving.

I noticed a bit of poetry by "Top 'n Lift" in a recent issue of the Log about which department runs the ship. Well, here's the way I heard it: The captain and chief engineer were having an argument as to which was more important and finally they agreed to change jobs for a day to see who was the better man. Everything went along fine for a few hours and finally the engines stopped dead.

The skipper was all over the engine room trying to figure out why the engines wouldn't turn and, since no one would help him, he whistled up to the chief and said, "You win, I can't get these engines started and don't know what's wrong."

The chief replied, "Hell, Captain, I ran this scow on the beach an hour ago."

Normal Times Return After Tanker Deluge

By JAMES L. TUCKER

MOBILE—Shipping is slowing down to normal again after the deluge of tankers, as we do not expect any more in for a while. Expect to have a new tank-carrier out of Panama City for the South Atlantic some time this week.

We are now getting some C-1s on the Puerto Rico run which will be a lot nicer than some of the old rust-buckets they had on it before the war. Also a few Liberties are being put on the bauxite run, so we look for some of the rust-buckets on that run to be junked, which should have been done a few years back.

We will have the old Unico in from the Island run this week; she's old, but still one of the best of the ships that hit this area. We have with us the Pan-Orleans, the Little Queen Mary of the Waterman fleet, still on the banana run. It's only a short nine

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and from fifteen to forty stitches were needed to hang them back together. The 2nd Cook of the Alther got a good break and a good lawyer, so thirty days will do it for him.

I got a call from the Alther and was notified the C. G. would be aboard to try seven men for misconduct. There were four of them there, and I got them clear, but the other three got this offense entered to their records. Fellows, this isn't putting your union in a very good light when you persist in not turning to in these outports; and you give the C. G. an argument to hold over you after this is all over.

Remember, if you are a good union man and seaman you will help fight the men who make a practice of doing this.

Militant Shipboard Action Occurs In New York

By J. P. SHULER

NEW YORK — This port has seen a touch of militant action in the past week wherein several ships crews remained on board until the beefs were settled to their satisfaction. Among these were the SS George Washington which has been sailing under the promises of better conditions for the last six months. Her crew

decided not to sign off articles until the deck department's quarters had full length lockers, port screens, etc. She was also supplied with sufficient fans and got a new water cooling system.

The SS John Quitman, Waterman Shipping Company, started paying off in an Army Base aboard the ship. The Patrolmen were waiting in a payoff room and the Master had an idea that he would pay off on board the vessel. After the officers had paid off and the first unlicensed man came up, the captain was informed that there must be a Patrolman present before the payoff. This crew stood pat and the old man and the commissioner had to pick up their gear and bring it out to the payoff room for the crew to accept their money.

There was only three hours disputed overtime on this ship for the entire crew but the crew stood for their principles and collected the three hours before they signed off articles. A number of these men were permit card men. Book and trip card men are to be congratulated for the militant stand they took on this payoff.

The Steamship Companies for the past five or six months have been reviewing their agreements, and trying to chisel here and there wherever they found an opening. But now that the war is over they are aware of the fact that the seamen have again come into their own, and that in the very near future economic pressure can be applied without the interference of some of the maritime set-ups that were derived out of this war.

There are a number of old book members who quit the sea in 1942 when shipping was really tough who are drifting back to the waterfront now that the war hazards are at a minimum. Although there's a dire need for rated sea-

men at this time, these men are finding new clauses in the constitution voted upon by the membership that went to sea throughout the war that make it difficult for them to be reinstated.

There are also a number of men that started to sea during the war now retiring their books now that the war is over. There are few ships being tied up in the bone yards and few new ships being launched, so seamen and ships are at a see-saw now making it hard to tell just what post-war shipping will be.

There is one thing which we must bear in mind; and that is, regardless of how many ships are tied up and how many seamen there are on the beach, that there is going to have to be a certain amount of seamen sailing them—no more, no less. If wages and conditions are maintained, it must be realized that we cannot cut our throats by bowing to the shipowners, but that we must continue united solidly and be prepared to hit the bricks in case the shipowners try to take advantage of the fact that there are more seamen than there are jobs.

WSA Stiffs Flocking To Seafarers Union

By BILL LUTH

PHILADELPHIA — It seems as though the panic is on, boys.

A few days ago, a couple of guys strolled into the hall and told me that they had decided to join the union. After a few questions they admitted that they had been shipping through the WSA. Now that the war is over, and the WSA and the RMO are going to fold up, they realized that they had better join a union, if they are to continue going to sea for a livelihood. After "nosing around" they found that the SIU is the best outfit in the country.

It really griped me to see these guys who shipped through the "factory" all through the war coming up here, not because they are unionists, but because the draft board is still after them.

However, I restrained my thick Danish blood and told them to hang around the hall, and that I would ship them if the members didn't want any of the jobs—all because we have a hall full of men who can't get off their dead ends to take a ship.

Our books are not closed, and no doubt some of these men will make good union men, but I'm not too hot about these guys who have been sailing out of the government fink halls and come here only when the RMO dissolves from under their feet.

SIU's Little Strong Man

(Continued from Page 4)

to sea steadily throughout the war. It may have been his luck or his good living, Kurt says, but three of his ships were lost the trip after he left them. They were the Edith, the Topa Topa, and the Henry Bacon.

Since 1918 Kurt has been a featured acrobat with circuses and carnival midget shows, traveling all over the United States and Europe.

An expert in difficult acrobatics, Kurt specializes in hand stands and intricate somersaults. One trick which he developed himself and which always pleases the carnival crowds is a three finger hand stand on the tops of Coca Cola bottles. Is it hard? Just try a hand stand on the tips of your fingers!

After returning from a round-the-world trip on the Henry Bacon in 1943, Kurt put in a summer traveling with Ringling Brothers just to keep in touch with his old friends and keep his reflexes, so important to an acrobat, active and alert.

In his years of trouping Kurt

has worn out many big men with his endless energy. He has done as many as 33 shows a day, when traveling with such big carnival outfits as Harris Shows and All American Shows; this in addition to helping stow the show at night, put it on the train, and get it set up in another town on the following day, all without any rest.

"Seamen and show people," Kurt says, "are very much alike. They are unassuming, friendly, and always willing to help a guy along."

Kurt thinks his circus days are gone forever. "It's not a job for an older man," he says, "when you lose that trigger-like reaction you are liable to miss a cue and hurt some one seriously. When you notice that your hands aren't as steady as they use to be it's time to quit."

But Kurt doesn't want to lose contact with his two great loves: the circus and the sea. Now that the war is over he plans to retire to a Florida chicken farm, close to circus winter quarters and close to his friends at the Tampa hall.

Normal Times Return

(Continued from Page 8)

day trip, and pays off every third trip, but each time she is in quite a few get off and out go more trip card men.

In the hospital we still have Brothers Tim Burke, 7417; J. P. Clarke, 37212; E. E. McCarthy, P.D.-385; and M. E. Cardana, G-91. We also have in the hospital Brother Charles L. Long, 45701, a newcomer to the union but a good man. He had shipped out on the SS McKittrick Hills as Wiper and the night before the ship was to sail he was hit by an auto. At the writing of this he is still unconscious with his parents by his bedside.

Galveston Reports Record Shipping

By D. STONE

GALVESTON — The past two weeks in this port were record weeks for this branch so far shipping was concerned. On one particular day we had no less than 150 jobs on the board. How we ever managed to crew up these ships is still a mystery to us. Nevertheless, we did and the only shortage was an Electrician on one ship.

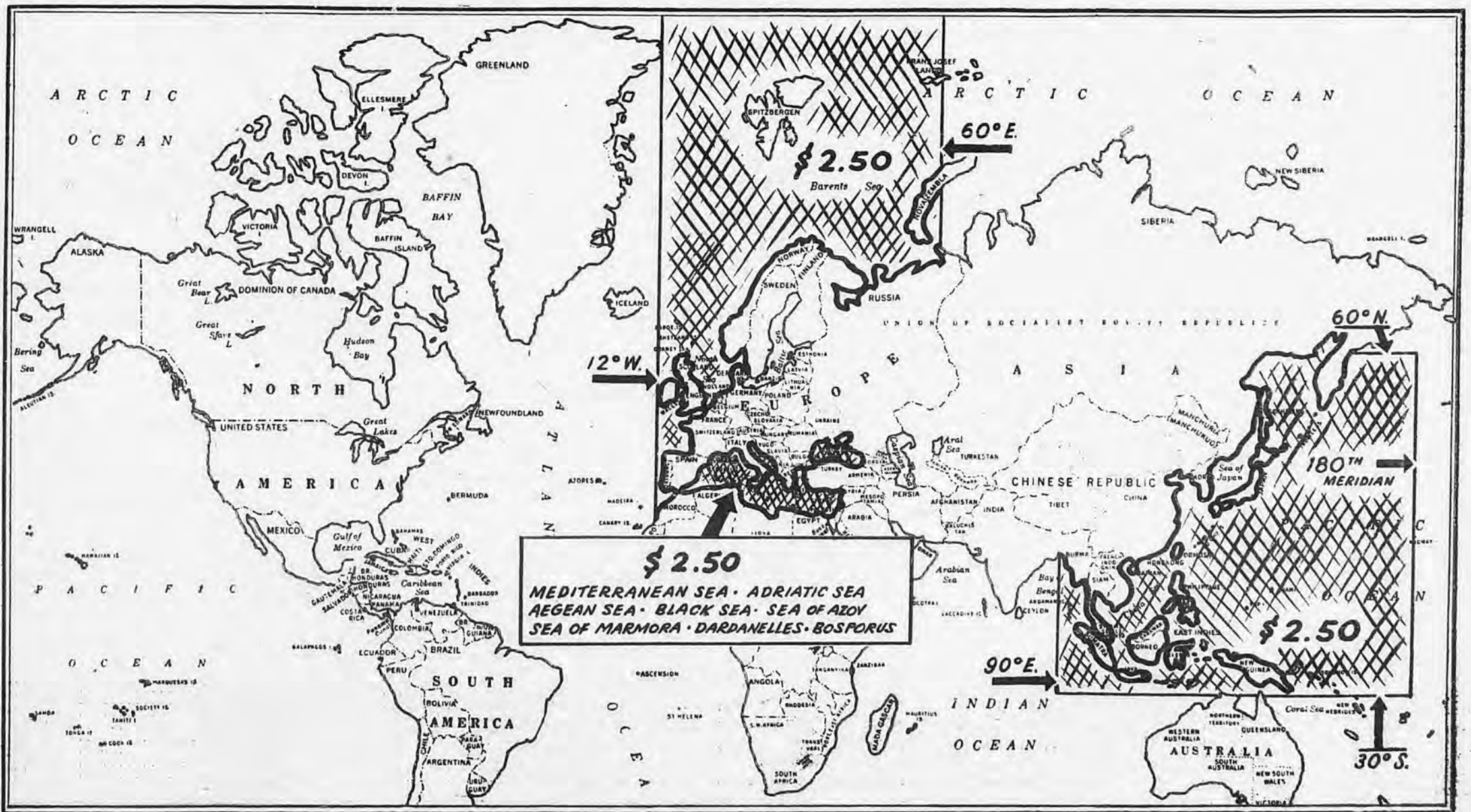
Next week we are getting up another M-A-V-1 type ship for Waterman. There are two more of the same type ships due out of the Beaumont yards during the next 30 days. These ships will no doubt be used in the coast-wise and island trade. During

our busiest days, we here in Galveston were on our toes expecting to have to move off the island out of the way of the hurricane. Fortunately this storm passed 50 miles west of Houston. Galveston got its share of rain, and when it rains down here the water in the streets rises over the curbs.

This past week also brought Galveston its first C-4 type ship, the SS Marine Star, Grace Lines. These ships are not bad although they do carry a lot of deck gear. The quarters are nice and large with plenty of elbow room for the crew members.

Shipping continues good and we need men in all ratings.

New Area Bonus Rates Now Payable



THE WEEK'S NEWS IN REVIEW



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

SPORTS . . .

BOXING

By rallying in the last round, and dumping Nick Moran, Mexican lightweight on his pretty pants in the last few seconds of the 10th round, Ike Williams earned a close, but popular decision at Madison Square Garden last Friday night.

Moran started well and took most of the early rounds, but as the fight progressed Williams solved his style and picked up in points. However, until Ike uncorked his knockdown punch there was little to chose between them. There was little science shown, the boys swinging from their toes for the most part, but the fans liked it.

On Monday, also at the Garden, Freddie Schott, Paterson heavyweight, knocked out the veteran Freddie Fiducia in the ninth. Schott had things pretty much his own way, and had Fiducia on the canvass six times before he put him down for the full count.

After the fight the State Commission announced that the purse of both fighters were being held up. The next day Fiducia claimed that he had been offered \$20,000 by gamblers to throw the fight. Fiducia's manager says that he went to the Commission before the fight with the story. They will both appear before the Commission in a few days to explain more fully.

In the semi-final Abel Cestac, Luis Firpo's protege, beat Ben Moroz of Philadelphia in eight rounds. It was a battle of beef—Cestac tipped the scales at 218½ pounds, while Moroz pushed the marker up to 285.

Other results: Louis Long, Chicago heavyweight, kayoed Fernando (The Mighty) Menichelli in eight rounds. Out in Wales, Jock MacAvoy, former middleweight champ of England, outpointed Tommy Davies of Wales in an eight-rounder. Al (Bummy) Davis of Brooklyn was returned the winner over Johnny Jones of Pittsburgh, the referee stopping the fight in the sixth because Jones was not trying.

BASEBALL

The American League pennant fight has resolved itself into a battle between the Tigers and the Washington Senators, with Detroit still maintaining its precarious lead. The Yankees and the St. Louis Brown have been erased from the running and are rassing around for third place money. The Yankees had a chance to do something for themselves in a long series with Detroit, but could win only two of the seven games played. Exit the Yankees.

In the National, the Cubs and the Cards are still one-two in the standings, with the Cubs picking up a game and a half in the last week. Chicago still looks good with Borowy, who has won

eight out of the ten games he has pitched since he came from the Yankees, proving to be the shot in the arm that the Cubs needed.

Miles below sea level, the Dodgers, Giants and the Pirates are having a battle royal for third place. All three are playing sloppy ball, with poor pitching and plenty of errors, and it will probably be the case of the least bad team pulling out ahead.

Dick Fowler, recently discharged from the Canadian Army, pitched a no-hitter for the Athletics against the Browns, winning 1-0. He walked four men, but two were wiped out by double plays . . . Bob Feller hurled the last no-hitter in the American in 1940 . . . The season has ended for the International League, the American Association and the Southern Association . . . Playoffs have begun in the first two



leagues, the ultimate winners to meet in the Little World Series . . . This playoff business is okay. It means more games and more gate receipts, and gives a fourth place team a chance to win the pennant.

Rumor is that Marty Marion, just about the best shortstop there is, may be sold by the Cards next season . . . Just an old St. Louis custom. Build 'em up and then sell them for a pile of dough . . . Al Barrillari of Baltimore pitched and won both games of a doubleheader against Syracuse.

Major League Baseball

Monday, September 10, 1945

National League

STANDING OF THE CLUBS

	W	L	PC	GB
Chicago	84	49	.632	—
St. Louis	81	53	.604	3½
Brooklyn	73	59	.553	10½
New York	73	63	.537	12½
Pittsburgh	74	65	.532	13
Boston	58	77	.430	27
Cincinnati	54	79	.406	30
Philadelphia	42	94	.309	43½

American League

STANDING OF THE CLUBS

	W	L	PC	GB
Detroit	78	56	.582	.262
Washington	79	59	.572	1
St. Louis	70	65	.519	8½
New York	69	65	.515	9
Cleveland	67	64	.511	9½
Chicago	65	71	.478	14
Boston	65	71	.478	14
Philadelphia	46	88	.343	32

Major League Leaders

CLUB BATTING

	R	H	HR	RBI	PC
Chicago	641	1266	53	586	.278
Pittsburgh	685	1294	69	628	.272
Boston	649	1287	93	608	.272
St. Louis	655	1274	62	606	.271
Brooklyn	685	1239	50	608	.271
New York	598	1263	105	555	.269
Cincinnati	447	1133	42	404	.252
Phila.	489	1103	51	440	.244

LEADING BATTERS

	G	AB	R	PC
Cavarretta, Chic.	112	422	86	.360
Holmes, Boston	136	561	117	.351
Rosen, Brooklyn	125	523	109	.331
Hack, Chicago	134	533	99	.321
Olmo, Brooklyn	125	502	58	.317

RUNS BATTED IN

Walker, Brooklyn	112
Holmes, Boston	107
Adams, St. Louis	106

HOME-RUN HITERS

Holmes, Boston	28
Workman, Boston	22
Adams, St. Louis	22

LEADING PITCHERS

	G	W	L	PC
Brecheen, St. Louis	19	11	3	.786
Borowy, Chicago	10	7	2	.778
Dockins, St. L.	26	8	3	.727
Passeau, Chicago	29	15	6	.714
Burkhart, St. L.	34	16	7	.696
Cooper, St. L.-Bos.	23	9	4	.692
Gables, Pitts.	25	11	5	.688
Mungo, New York	26	14	7	.667
Herring, Bklyn.	19	6	3	.667
Derringer, Chi.	31	15	8	.652
Adams, New York	58	11	6	.647
Barrett, Bost.-St. L.	39	20	11	.645
Wyse, Chicago	33	18	10	.643
Seatz, Brooklyn	22	9	5	.643
Beck, Cin.-Pitts.	22	7	4	.636
Erickson, Chicago	23	7	4	.636
Sewell, Pitts.	30	11	7	.611
Prim, Chicago	29	11	7	.611
Strincevich, Pitts.	32	14	9	.609
Gregg, Brooklyn	34	15	11	.577

CLUB BATTING

	R	H	HR	RBI	PC
Chicago	535	1182	20	487	.262
Boston	530	1216	48	481	.260
New York	579	1164	70	558	.260
Wash'ton	542	1201	27	487	.257
Cleveland	520	1122	58	463	.257
Detroit	537	1148	69	510	.256
St. Louis	526	1155	54	490	.251
Philadelj	435	1139	30	376	.245

LEADING BATTERS

	G	AB	R	PC
Cuccinello, Chi.	109	369	47	.312
Case, Wash.	107	435	64	.308
Moses, Chicago	127	510	74	.306
Boudreau, Cleve.	97	346	50	.306
Meyer, Cleve.	116	469	67	.303
Mayo, Detroit	124	459	67	.303

RUNS BATTED IN

Etten, New York	91
Cullenbine, Detroit	85
York, Detroit	83

HOME-RUN HITERS

Stephens, St. Louis	20
Cullenbine, Detroit	17
York, Detroit	16

LEADING PITCHERS

	G	W	L	PC
Muncrief, St. L.	24	11	3	.786
Newhouser, Det.	34	22	8	.733
Ferriss, Boston	32	20	8	.714
Ryba, Boston	29	7	3	.700
Leonard, Wash.	27	15	7	.682
Gromek, Cleve.	29	16	8	.667
Benton, Detroit	25	11	6	.647
Wolf, Wash.	29	17	10	.630
Bevens, New York	27	13	8	.619
Gettel, New York	25	9	6	.600
Reynolds, Cleve.	39	16	11	.591
Grove, Chicago	29	13	9	.591
Lee, Chicago	25	14	10	.583
Potter, St. Louis	28	13	10	.565
Haefner, Wash.	33	15	12	.556
Hollingsworth, St. L.	23	10	8	.556
Jakucki, St. L.	30	12	10	.545
Christopher, Phil.	30	13	11	.542
Pieretti, Wash.	38	13	12	.520
Trout, Detroit	32	14	13	.519

CURRENT EVENTS . . .

AT HOME

Following legislation urged by President Truman in his message to Congress: Increase in unemployment benefits to a \$25 weekly maximum for 26 weeks, to include workers not covered now, such as merchant seamen . . . Early action on Full Employment Bill . . . Substantial increase in the present 40 cent minimum hourly wage . . . Clarification and liberalization of veterans benefits . . . Reduction of taxes . . . He also called for extension of draft, and for the raising of Congressional salaries to \$20,000 a year, a mere 100% hike.

Director of Economic Stabilization William H. Davis will issue new wage-price regulations to permit wage increases without affecting general price structure . . . Says wages can be upped 50% in five years without increasing cost of living . . . He has all the industrialists in tears . . . Army cancelled all its cigarette orders and cut down the gum and cereal contracts . . . Are your choppers in good condition?

1,600,000 lost their jobs in August, according to the Department of Labor . . . New York State to tighten regulations on sleeping pills. Too many have taken the easy way out, sleeping their way into Valhalla . . . New York Police Commissioner Valentine has resigned his job to become "chief investigator-commentator" on the Gang Busters radio program . . . He will get \$45,000 a year for making bang-bang over the air waves . . . LaGuardia paid him \$12,500.

A Tennessee preacher and a Virginia woman were killed by rattlesnakes handled during religious services . . . At the minister's funeral two others were bitten by the same snake . . . Evidently there are other things besides atomic bombs to worry about . . . Despite heavy taxes, war profits increased 120%, reaching six and half billion dollars . . . The story of the victory over Germany is told in official British and American films released for the public in the "True Glory." Good stuff; don't miss it . . . Pearl Harbor inquiry voted by Senate and House.

INTERNATIONAL

The Big Five are meeting in London to draft peace settlements with their former enemies. Italy will probably be the first country dealt with . . . America and Britain are insisting that representative democratic regimes must be set up in Finland, Rumania, Bulgaria and Hungary before they will deal with them . . . Russia insists that these countries are democracies . . . Russia insists she's a democracy, too.

The Army can't convince our troops still in Germany that occupation is necessary . . . The men want to go home . . . Part of the blame lies in the lack of a good Army orientation program . . . Lt. Louis Zamperini, mile runner in the 1936 Olympics, who was given up for lost more than two years ago, turned up in a Jap prison camp . . . He survived 47 days on a raft, and incredible cruelties at the hands of the Nips.

Counterfeiters caught in Italy had printed their bogus \$50 bills as redeemable in "awful currency" of the United States treasury. It was a lousy job, at that, and they reserved to be caught from a strictly artistic viewpoint . . . The Spanish Government in Exile will meet in Mexico City on October 12th . . . Note to sportsmen: General Wainwright says you can't beat the game solitaire . . . He won only 6.8% of 8,642 games he played in a Jap camp . . . Moral: Don't play solitaire for money, and keep out of jails, Japs or otherwise.

Minor League Standings

INTERNATIONAL LEAGUE

FINAL STANDING OF CLUBS

	W	L	PC
Montreal	95	58	.621
Newark	89	64	.582
Toronto	85	67	.559
Baltimore	80	73	.523
Jersey City	71	82	.464
Buffalo	64	89	.418
Syracuse	64	89	.418
Rochester	64	90	.416

SOUTHERN ASSOCIATION

FINAL STANDING OF CLUBS

	W	L	PC
Atlanta	94	46	.671
Chattanooga	85	55	.607
Mobile	74	65	.532
New Orleans	73	67	.521
Memphis	68	72	.486
Birmingham	58	82	.414
Nashville	55	84	.396
Little Rock	52	88	.371

AMERICAN ASSOCIATION

FINAL STANDING OF CLUBS

	W	L	PC
Milwaukee	93	61	.604
Indianapolis	90	63	.588
Louisville	84	70	.545
St. Paul	75	76	.497
Minneapolis	72	81	.471
Toledo	69	84	.451
Kansas City	65	86	.430
Columbus	63	90	.412

PACIFIC COAST LEAGUE

	W	L	PC
Portland	104	65	.615
Seattle	98	71	.580
Sacramento	90	79	.532
San Francisco	89	80	.527
Oakland	82	86	.488
San Diego	77	92	.456
Los Angeles	70	98	.417
Hollywood	65	104	.385



BULLETIN BOARD

SS ALCOA TRADER

Miner, William C.	2.64
Wolak, Walter	2.64
Geer, William R.	12.34
Piatak, Alex	3.63
Langerin, Leo E.	3.55
Silva, Joseph G.	14.27
Foisy, Arthur T.	2.64
McCamley, Richard J.	2.84
Gabor, Frank	3.56
Fyock, Charles	3.56
Denman, Frank	2.68
Poppich, George	2.50
Thomas, William J.	2.50
Salas, Rafael T.	3.63
Brown, Samuel G.	7.12
Ruggiero, Constantino	7.11
Joyce, Thomas J.	4.43
Grimes, Lloyd	3.63
Gromacki, Edward	2.64
Maynard, Ezra A.	2.84
Young, Charles E.	2.84
Croteau, Charles	3.23
Smith, Harry	2.68
Stevens, Le Roy A.	7.83
Drewniany, Joseph J.	3.22
Bennett, Thomas	3.22
Shields, Frederick	3.22
Ritchey, David	7.84
Thomas, Virgil	12.70
Russell, Ham	25.41
Curran, George F.	1.71
Stonicher, Paul L.	5.08
Munsell, Donald O.	5.08
Pierre Driessens	3.82
Peters, Berkley	42.69
McLaughlin, John T.	2.99

SS ALCOA TRANSPORT

D'Olive, S.	1.66
Durant, Howard L.	.06
Hays, C.	.92
Guines, John M.	17.31
Harris, Thomas	.79
Simmons, John	1.58
Jordan, S.	.79
Ross, R.	7.13
Gottach, E.	1.58
Martin, T.	7.92
Peters, A.	.79
Ruterford, Mack	1.58
Bowen, J.	3.96
Lawson, B.	4.31
De Costa, A.	3.66
Canard, J.	3.71
Christian, J.	3.96
Hulbert, H.	3.76
Pittman, J.	3.76
Smith, D. L.	3.76
Chappell, E.	3.96
P. Note	4.85
Pritchett, L.	4.36
Jones, D.	4.45
Thompson, James T.	9.36
Smith, James T.	5.84
Warren, Paul A.	2.86
Marchand, John M.	24.25
Wentzell, Henry J.	28.50

SS ALCOA VOYAGER

Fleming, G.	62.15
Fleming, G.	8.80
Vandersall, W.	5.00
Janson, P. O.	1.78
Toler, C. H.	4.45
Letson, G. L. Letson	.75
Turnbull, J. A.	2.25
Daines, A. N. Daines	.75
Stuart, J.	10.76
Seron, Louis	5.75
Balke, Ollie	3.20
Chamberlain, E. F.	2.66
Nelson, C. S.	2.66
Daines, A. N.	3.76
Burns, R.	3.60
Elcano, Paul	16.02
W. T. Straw	5.64
Burkhardt, R. E.	6.04
Jackson, P.	4.76

—Unclaimed Wages— Alcoa Steamship Company, Inc.

SS GEORGE WASHINGTON

De Santo, Candido	7.23
Cole, Marvin	3.28
Nisbeth, Baren	2.71
Brown, Eustas	1.98
Scott, Alfred	1.98
Johnson, Robert	1.98
Thomas, Clarence	5.52
De Santo, Candido	5.54
Van der Werken, Marcel	.74
McCoskey, Maurice	.74
McEtchin, William	.74
Cole, Marvin	.74
Manuel, Sanchez	.74
Enrique, Allje	.74
Camps, Chalres	.74
Puello, G.	.74
Ward, James E.	2.97
Norford, Thomas	4.95
Walter, John	.74
Rodriguez, Jose	4.95
Johnson, Robert	2.97
Hassell, Joseph	4.95
Grignon, Albert	4.95
Fonseca, Armand	5.42
Williamas, Burnet	2.88
Lauriano, Henry	2.88
Brown, E.	2.97
Howell, Williard	45.14
Freddie, A.	1.78
Constantine, C.	3.56
Manning, G.	3.56
Laland, H.	2.67
Norford, C.	2.67
Jake, O.	.89
Smalls, J.	.89
Hart, F.	1.78
King, W.	1.78
Ford, C.	1.78
Preddie, Avelyn	2.71
Snowden, P.	5.40
Shipp, Elmer	1.80
Lopez, Victor	.74
Williams, Jarvis	4.52

SS WILLIAM CULLEN BRYANT

Reese, George	66.93
Dyksman, Jacobus	3.91
Quinn, John R.	4.62
Dabrowski, Frank	3.55
Pringi, Paolo	54.31
Shafer, Paul W.	2.76
Ryan, Joseph	2.07
Gillezeau, Vincent A.	2.81
Kvalkauskas, Paul C.	12.16
Poppich, George	2.88
Callaghan, Edmund W.	1.83
Shields, Delbert E.	1.38
Stephan, George J.	1.38
Litvak, Joseph S.	1.48
Harris, John	1.83
Gillezeau, Vincent A.	1.18
Gavin, Joseph P.	7.85
Hansen, Carl V.	1.14
O'Neill, Patrick	-14

Linn, Kenneth E.	2.76
Boone, Albg S.	2.76
Crawford, James M.	1.14
Bunnell, John L.	1.14
Kopcho, Michael	2.76
Reuber, Robert L.	14.68
Coulowridis, Dimitrious	19.35
Shedlock, Norman	2.64
Xidias, Dimitrios	2.66
Noonan, E. J.	4.73
Van Vliet, Jacob T.	5.85
Wright, Louis W.	11.53
Mawson, Richard B.	11.53
Bryan, William	5.51
Peters, A.	1.35
Lusby, Donald V.	1.48
Miller, William A.	1.48
Scott, Elwood F.	1.48
Wilkerson, Albert E.	1.48
Kiel, Henry Louis	1.48

M.V. ANDREE

Grant, C.	28.37
Leffler, L.	39.57
Chai, Lee W.	167.57
Chung, Mow Young	109.89

SS WILLIAM BREWSTER

Mendy, Louis	618.36
Cousins, Nelson	21.60
Wilson, Herbert B.	4.93
Giangiordano, Danto	10.04
Gibbs, Ed. S. Jr.	3.30
Santos, E.	2.68
Vernay, James A.	10.20
Boyd, Charles E.	8.26
Snowden, Ralph W.	7.23
Torp, Arlen K.	5.51
Watler, James E.	7.23
Woodall, Lawrence A.	.69
Miller, William A.	7.57
Foster, Floyd D.	7.57
Gutierrez, Arturo	8.95
Zimmerman, Henry D.	41.24

SS CAPE EDMONT

Coultas, James L.	4.45
Karr, John E.	4.45
Shingleton, William M.	4.45
Jensen, Lindsay P.	8.91
Smith, John L.	2.97
Mythen, Francis J.	2.97
Hyde, Whitman	.74
Osborn, C. W.	.74
Little, John A.	.74
Oden, Jack N.	2.97
Liddle, Lloyd J.	2.97

Kulick, Michael	2.97
Nielson, Clifford J.	.74

SS CASSIUS HUDSON

Loth, Edgar A.	10.73
Odato, Joseph M.	7.05
Reilly, John F.	4.81
Shirlock, Arthur W.	89.10

SS CITY OF BIRMINGHAM

Lucree, William	3.12
Taylor, Charles	7.20
Smith, George	7.20
Hayes, Solomon	29.50
G. Newman	14.00
Murphy, J.	10.00
Aguado, C.	10.10
Salter, H.	8.08
Dickerson, A.	7.07
Scarlett, H.	3.93
Smith, William	4.04
Bohlds, Thomas	10.10
Towns, H. P.	.14
Henze, H.	.41
Laffin, J.	.03
Galphia, H.	.03
Winehoff, H.	.03
Meacham, H.	.30
Weeks, Robert	.03
Christensen, L.	.03
Paetzel, Chris	.03
Lucree, William	.03
Penco, E.	.04
Lightfoot, J.	.04
Mathers, Wm.	.03
Scheibold, B.	.03
Martins, M.	.17
Lawrence, C.	.17
De Souza, V.	.14
Quarles, Ch.	.17
Jones, Cr.	.17
Green, L.	.14
Simmons, W. H.	.03
Harris, E. J.	.03
Foss, William	.14
Graham, Benjamin	.07
Morgan, Theodore	.04
Greene, William	.32
Shellman, J.	.23
Morgan, Theodore	.31
Colley, Thomas	.25

Scarlett, H.	.25
Bohlds, T.	.25
Murphy, J.	19.50

SS CODY VICTORY

Bankston, Arrelions	1.48
Folse, William P.	9.44

SS COTEAUDOC

Bull, James	11.31
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SS HART CRANE

McClintock, George	4.36
McCullum, Henry	4.49
Tefft, Lawrence E.	6.88
Moynihan, Timothy J.	5.51
Slaney, Edward R.	2.25

SS FELIPI DE BASTROP

McDowell, Raymond H.	7.42
Koch, Francis T.	8.17
Messier, Linwood J.	1.44

SS DUNDAS

Mouritz, C.	40.96
Grogan, Aanthony	143.86
Fahey, Peter	137.26
Arthur, V. F.	6.98
Moylon, Roger F.	2.16

SS SS FALMOUTH

Gates, T. C.	.62
Tucker, W. E.	1.62
Carroll, James H.	15.78
Brown, W.	3.56
Lowrey, C.	3.23
Wiggins, W.	3.23
Vanderwort, R.	3.64
Emberg, Oscar Jr.	13.03

SS FARRANDOC

Watson, Frank	11.47
Vetrus, R.	3.68

SS PEROE E. FOXWORTH

Tone, George C.	6.65
Demitratos, Jerry L.	1.98
Litzheim, Raymond N.	1.98

MONEY DUE

SS ROBERT LA FOLLETTE
The following men have money due:
Joseph A. Gamos, 12 hrs.; Edward G. Blakmon, 12 hrs.; Eugene T. Cullinan, 12 hrs.; Frank Maher, 12 hrs.; Floyd M. Johnson, 12 hrs.; William Memstead, 12 hrs.; William A. Weston, 24 hrs.; Raymond F. Sly, 28 hrs.; Joaquin Minis, 28 hrs.; Andrew Minis, 28 hrs.; Andrew Kovalik, 20 hrs.; Marlen T. Buttke, 20 hrs.; Henry E. Sohl, 20 hrs.; Dale L. Fry, 28 hrs.; Monta A. Moore, 36 hrs.; Efrstratios Vlahos, 36 hrs.; George L. Preston, 36 hrs.; Axel W. Johnson, 36 hrs.; Alphonse Shimkus, 36 hrs.; Joseph C. Cori-ture, 36 hrs.; D. L. Gilbert, 36 hrs.; Antonio Martin Jr., 36 hrs.; Edgar T. Bush, 36 hrs.

Collect at Mississippi Shipping Co.

SS VERDES BERING

Fredrick W. Gouth has \$479 coming to him, and collect at the General Steamship Co., 553 Stuart Building, Seattle Washington. (Submitted by the Seattle branch.)

CREW OF SS JASON LEE

All crew members who were aboard on December 1, 1943 when Brothers Ernest Martin and David Turenne were injured please get in touch with attorney Richard Cantor, 51 Chambers Street, New York City.

CREW OF RICHARD JOHNSON

We have a letter at Log office signed "Crew of Richard Johnson." Will writer please send HIS name.

PERSONALS

GREGORY TROCHE
Get in touch with Mr. Hinteman, Agent for the Coastwise Line at the U. S. Lines office, 1 Broadway, N. Y. re: your beef on the SS Joshua Hendy, and explain your case. Or write to Mr. Peterson, Coastwise Line, Pier No. 35, San Francisco, giving him all details of any vouchers you have. Please give a fuller explanation to the union representatives, as they are not quite sure what to look for.

CREW OF RICHARD JOHNSON

We have a letter at Log office signed "Crew of Richard Johnson." Will writer please send HIS name.

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.
BUFFALO	10 Exchange St.
CHICAGO	24 W. Superior Ave.
SO. CHICAGO	9137 So. Houston Ave.
CLEVELAND	1014 E. St. Clair St.
DETROIT	1038 Third St.
DULUTH	531 W. Michigan St.
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.

Isthmian Men!

HERE IS YOUR HOME IN NEW ORLEANS



PLENTY OF JOBS IN THE NEW ORLEANS HALL THESE DAYS, ON BOTH SIU AND UNORGANIZED SHIPS.



TYPICAL OF THE OLD FRENCH QUARTER ARCHITECTURE NORTH OF CANAL STREET, THE NEW ORLEANS HALL IS ONE OF THE MOST ATTRACTIVE UNION HALLS AROUND.



PLENTY OF SPACE IN THE NEW ORLEANS HALL ENABLES THE CUSTOMER PATROLMAN TO WORK IN COMFORT ON THE SECOND FLOOR, HANDLING BEefs AND FILLING OUT SHIPPING CARDS.

A LARGE, NEWLY-FURNISHED AGENT'S OFFICE HELPS HANDLE RANK-AND-FILE DISPUTES.



28 HALLS LIKE THIS ARE IN EVERY MAJOR NORTH AMERICAN PORT.