

# SEAFARERS LOG



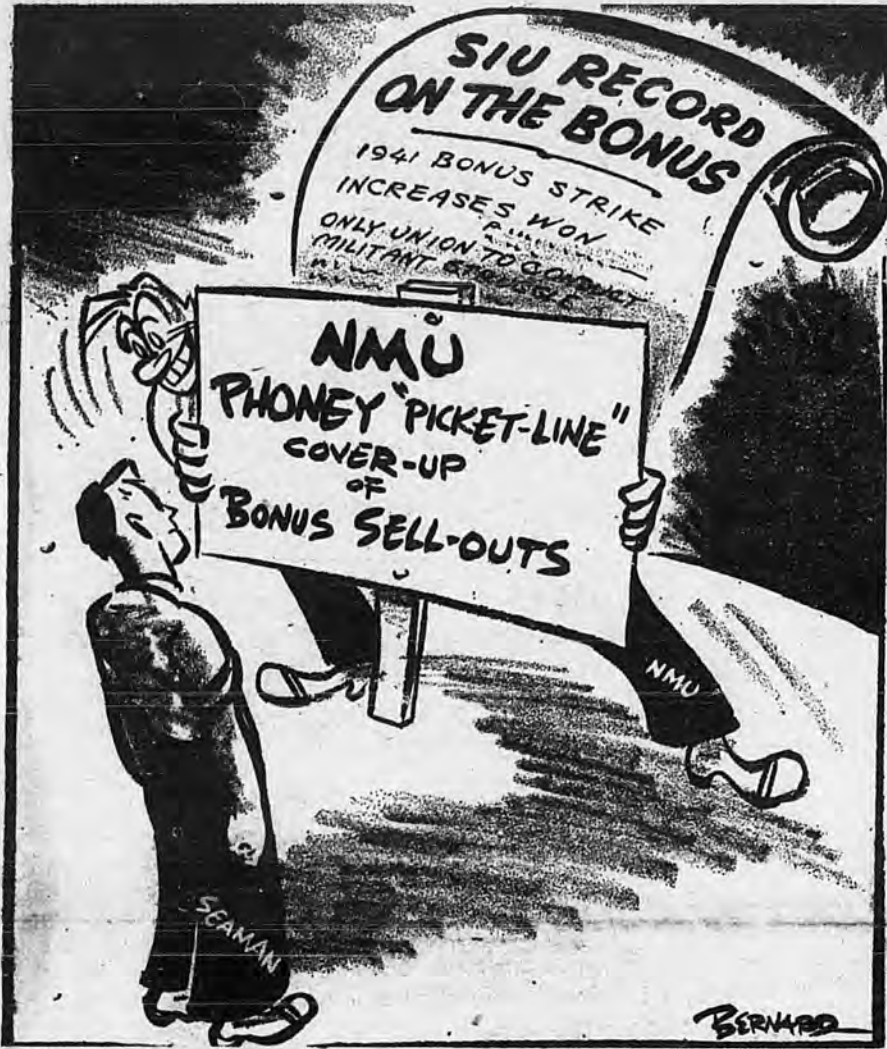
Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

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No. 29

HE CAN'T CONCEAL THE RECORD!



## WLB Hears Our Wage Disputes This Week, SIU Brief Submitted

SIU wage disputes with all contracted operators was laid before the National War Labor Board on July 19 for a full airing and decision. Over the past months the union has been fighting to win substantial increases in basic wage rates in order to offset the cut in take-home-pay brought about by the bonus slash. The Board has promised a prompt decision on the case. Following is the text of the SIU brief, tracing the history of the disputes, and outlining the union reasoning in demanding basic wage increases:

July 19, 1945

In order that the National War Labor Board may have before it the background of the above cases now pending before it on the question of wages, the Union hereinbelow sets forth a short history of the war bonus and the basic wage which make up the take-home wage for the unlicensed ratings sailing as crew members of the companies involved:

### HISTORY OF WAR BONUS

With the inception of World War II in September, 1939, freight rates in the marine industry skyrocketed sharply and the unlicensed seamen were granted ad-

ditional compensation of 25% of their base wages in the form of war bonuses in lieu of an actual base wage raise, which, as will be hereinafter shown, was the shipowners' reasoning in their attempt to keep the base wage rates down to sub-standard levels. This additional compensation, however, together with the base wage rate is the take-home wage.

In 1940 the freight rates continued to surge upward and the shipowners consented to an increase in the war bonuses from 25% to \$30.00 per month, again in lieu of an actual base wage rate increase and again keeping the seamen's base wages at sub-standard levels.

In 1941 the freight rates continued skyrocketing to such an extent that the Maritime Commission placed them under its own control and froze them. The shipowners in March, 1941 agreed to increases in the monthly war bonus from \$30.00 per month to \$50.00 and in May to \$60.00 per month, again in each instance in lieu of an actual base wage increase, and in each instance still leaving the base wage rates at sub-standard levels.

In August and September 1941

the seamen we represent engaged in a strike for increases in the take-home wage rates because of the increased freight rates and the increased cost of living. This strike resulted in the tie-up of numerous ships in all ports.

### CALLED OFF STRIKE

Upon the appeal of the late President of the United States, Franklin D. Roosevelt, to release the ships for the sake of the National Defense Program and the Lend-Lease Program, the Seafarers International Union of North America and the Sailors Union of the Pacific acceded to this appeal of the late President that the ships be released and sent to sea and that the case be put before the National Defense Mediation Board for arbitration.

This was done and the case became Case No. 80 of the NDMB. On October 4th, 1941 the National Defense Mediation Board rendered a decision on this case with the provision that the decision be retroactive to August 16th, 1941. The decision granted the seamen an increase of \$20.00 per month in the war bonuses which then fixed the bonus at \$80.00 per month and which was

(Continued on Page 11)

## SIU Tug Home With Outstanding Record

### Draft Board Still Drafting

If you suddenly get "greetings" from the President and swap your suit of dungarees for a dog tag and fifty bucks a month, don't blame it on your fellow neighbors back in the local draft board. It may be that you haven't been answering those draft board notices that most male army eligibles receive from time to time.

During the past few months a stack of letters from draft boards, and draft classification cards have accumulated in the New York Hall, with the blissful owners probably out at sea telling tall tales in the messroom of how they never have to worry about their draft boards.

Although the ship's purser is supposed to notify your draft board when you join a vessel, this system is subject to neglect or mistake on the purser's part and to the delay caused by routing the notice through the WSA in Washington.

If you prefer the merchant marine to the army of occupation it still pays to notify your draft board direct with a post card each time you sign on a ship.

Following extensive war service, especially in the Normandy invasion, and preparatory to further overseas assignment, the ocean-going SIU tug Black Rock has just returned to the United States, towing a large SIU freighter that was torpedoed in the Persian Gulf, the War Shipping Administration reported today.

In "the long tow home" was the Alcoa Prospector. She was attacked, apparently by a Japanese submarine, while steaming from Iran to Montevideo, and after an overhaul in this country will once again be available for war service.

Before ranging as far as the waters of the Indian Ocean and Bay of Bengal the Black Rock was in the thick of action during the consolidation of the Normandy beachhead. The vessel participated in the now famous "Mulberry" operation, which consisted of the transportation and construction of artificial harbors on the Normandy beaches. The Black Rock towed a number of large concrete component parts of the harbors from the United Kingdom to the required location off the Normandy beaches.

During return voyages from Normandy to the United King-

dom the Black Rock was involved in a number of interesting incidents. She was assigned the task of towing back to England the SS Fort Norfolk which had been mined in the Channel. During this tow the SS Fort Norfolk suddenly sank without warning and SIU members of the tug's crew, who had gone aboard the SS Fort Norfolk, were required to abandon the ship with great haste in order to save themselves. This tug was also assigned the difficult task of towing the large British cruiser HMS Scylla in heavy seas. All of these tasks and others were performed under the constant threat of being bombed and strafed by enemy aircraft. On one occasion the Black Rock was made the center of an enemy air attack, which was dispersed by the tug's own guns.

After the completion of the Normandy operations the Black Rock was dispatched to Bombay to undertake the tow of the Alcoa Prospector. Enroute to undertake this assignment the vessel towed a torpedoed Liberty ship, the Robert R. Hoke, from Suez to Bombay. Upon arrival in Indian Ocean waters the vessel was assigned towing the Royal Navy which involved voyages from Bombay to Columbo and to Calcutta and return to Bombay.

### NO NEWS DELIVERY



The seventeen day strike of the newspaper deliverers in New York City which tied up 11 metropolitan papers is over, and you won't be seeing customers like these lined up before the newspaper buildings. When the Newspaper Guild and Newsboys Union asserted their refusal to work with scab deliveries, the publishers gave up and accepted the union's proposal to arbitrate a demand for a 3% payroll tax to go for a union unemployment and health fund.



# SEAFARERS LOG

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## Time To Attack

The outstanding labor hater in Congress is, without doubt, John Rankin of Mississippi. His name has been consistently coupled with the most vicious anti-labor legislative proposals laid before that body.

His latest move is an attempt to drive a wedge between the unions and the veterans through a bill that would exempt honorably discharged servicemen from joining labor unions, even where the closed shop is established by contract.

If passed, the bill would completely negate whatever union contracts now exist, and leave the unions powerless to meet the wage-slashing campaigns of the employers. It would set the stage for civil warfare in this country, by setting up 10 million veterans whom the employers would certainly seek to use as a scab pool against the unionized workers.

To be sure, only a small percentage of veterans would fall for this dodge, since most of them are union members now, but enough would be affected to make the situation extremely dangerous for freedom and democracy in America.

The chances are that the bill will not pass. It has already been hotly blasted on the floor of Congress. In addition, a majority of the committee that had voted in favor of the bill signed a statement protesting against the bill. But however decisively the bill is defeated, labor cannot relax its vigilance. Other bills will surely follow this one, for the thought of so tremendous a potential anti-labor force as the veterans is sending the employers into paroxysms of joy.

The job of the trade union is manifold. Not only must it open its doors to the veteran, and publicize positively the role of labor during the war—both of which it has been doing to a great extent—but it must put forth a plan or plans that will insure jobs for all. None of the proposed plans so far do more than scratch the surface, and in the last analysis seem to be leading to a new, and still unproductive WPA, which will be unable to do anything to solve the unemployment everyone seems to expect.

Labor has in its ranks many competent economists and experts who know the score. Now is the time for them to prepare a program which labor can present as its own contribution for postwar security. Otherwise comes peace and unemployment, the "Rankin Bills" will follow each other and then, one day, there won't be any labor movement.

## How Come, Joe?

The NMU, at its convention, reaffirmed the no-strike pledge, as was expected. However, nothing was said of carrying the pledge into the postwar era, which was an important part of the commie program, before the line was changed by the French communists. What's cookin' Joe?

## "Much Better Than Your Own"



## FORE 'n AFT

By BUNKER

Among many brothers shipping out together from SIU halls are the sea-going Lawsons of Sanford, Florida. In New York recently, trying to catch a Liberty for the Pacific, were Leon and Hubert, back from New Orleans where they got off of the SS Von Steuben.

Father Lawson, who used to be Chief Steward of the Mississippi liner Del Brazil before the Army took her over, started the boys to sea ten years ago on cruise ships out of New York. Another brother, Harold, was lost on a ship which was last heard from two years ago in the Indian Ocean.

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One SIUer reports that Baltimore probably has the most polite panhandlers of any port up and down the coast. On a stand-by job recently he was walking up Pratt Street in dungarees and blue shirt when a bum stopped him and said, "Hey, buddy, how about two bits?"

Our union brother, being pretty low himself and in search of a cheap stew turned the bum down with a quick reply, "Say, fellow," he said, "can't you see I'm working this end of the street? How about moving uptown a little further?" The bum was very apologetic for encroaching on our friend's territory and moved off up the street.

After having a fifteen cent stew our brother left the restaurant and started back to the ship when he bumps into the bum again. "Did you do any good, chum?" asks the panhandler.

"Hell, no," says our sailor friend, "I tried the whole block and I didn't get a damn cent."

To which the bum replied, "Don't get discouraged, fellow, it takes a little practice. Here's two bits and a bottle of bay rum. I made enough for both of us."

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Latest recruit for the DelRio



## Sweethearts

I met sweet Marie, in gay Parea,  
And Fifi in Port au Prince,  
There was Nanosan from far Japan  
Though I haven't seen her since.

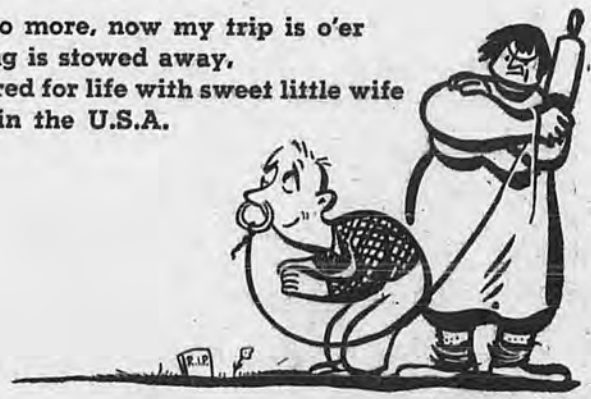
There was Molly Brown from far Cape Town  
And Marribelle from Peru;  
A cute Norway maid who wore a braid,  
And an Edinburgh lass named Sue.

There was Kate O'Rourke whom I met in Cork,  
And Alma the Danish kid,  
Some Turkish Belles from the Dardinelles,  
And Isabelle from Madrid.

I knew girls galore in old Singapore,  
And Reda who lived in Rome,  
But I winked my eye and said good bye  
When the good ship sailed for home.

I knew dusky Queens in the Phillipines,  
And some in the South Sea Isles;  
Also a peach on Waikiki Beach,  
I remember her sunny smiles.

But I'll flirt no more, now my trip is o'er  
And my seabag is stowed away,  
For I'm anchored for life with sweet little wife  
Whom I met in the U.S.A.



crew of old timers before she pulled out for South America was Buck Newman, lately piccarding in the port of Norfolk. Buck went to Philadelphia for a visit and had the misfortune to meet Frenchy Michelet, poet laureate of the belly robbers. Frenchy talked Buck into making the DelRio, telling him romantic tales of darked haired maidens down Rio way. By the time the beer and the effect of Frenchy's poetry wore away, Buck was hard and fast on the ship's articles.

On the list of ship sinkings just made public are the names of Liberties that were caught in the castastrophe at Bari on December 2, 1943. One of these was the Samuel J. Tilden, an SIU troop carrier just coming towards the harbor at the time the dive bombers attacked. She was hit and sunk in a few minutes. Other ships lost in Bari included the John Bascom, John Harvey, John L. Motley and Joseph Wheeler.





By PAUL HALL

## FROM THE FLOOR

The membership in this union, particularly those who are considered "young members," is showing a healthy interest in the manner in which their union operates. We have many of these fellows around every day, and questions they ask are many and varied.

The question, however, that comes up more often than all the rest is, "How is SIU policy formed on the organizational problems that the members feel should be dealt with?"

This is a fair question and deserves a fair answer, so let's look into the record and give these men an answer.

There was a fine example of this during a meeting a while back, when questions were raised by the rank and file as to relations between the various districts of the Seafarers. Other questions raised concerned the methods that might be used in obtaining better working conditions, living quarters and wage increases; the methods used in conducting union affairs; and the attempts of the WSA to eliminate seamen's unions.

The discussion on the WSA was a fiery one participated in by the membership and officials—a discussion which spread after the meeting, down the steps into the streets and into every spot where seamen gather.

The main emphasis of the discussion dealt with the reluctance of some union members to take jobs on hot ships, and how this allows the WSA to fill the jobs with their own men who do not go through our halls.

The dangers in this, it was pointed out, are that the WSA pools do not consist merely of maritime school boys, who in most cases can be made into good union men, but also of the scum of every port who have never been and never will be union men.

The results of this clarifying discussion and the action taken by the membership were evident the next day, when book members responded to jobs called, and not a fink from the WSA pool was shipped.

## THE POLICY MAKERS

Also thoroughly discussed were the relations between the various SIU districts, and a policy was recommended by the membership—that all members of the SIU, regardless of the district, be given full and equal shipping rights in all districts, no matter what port they are in. Because of the sentiment expressed by the full discussion of the rank and file, this is now the policy of the SIU.

This is how policy is made in the SIU. In most cases initiated by the membership, proposals of policy and tactics receive a thorough discussion from the floor and, if approved, become the official position of the union—to be carried out to the letter of the motion, by elected officials. An official who might choose to slight the wishes of the membership in this union would soon find himself judged by that same membership in the same democratic meeting.

This is the way union policy should be made, if it is to express the wishes of the rank and file. However, in some unions this is not the case. Policy there, as in the NMU, is made by a small minority who force their decision down the throats of the membership, no matter what the affect might be on the union welfare. The NMU ruling group takes its orders from a foreign power and would not hesitate to sell the American seaman down the river if the Communist International ordered them to do so.

## WHERE THE POWER LIES

A democratically run union is controlled by the rank and file, as in the SIU where the expressions and decisions of the membership are binding on the leadership, and the decisions of a minority group can carry no more weight than that of any other minority.

The daily interpretation of the SIU policy, based on the decisions of conventions, port meetings, conferences, and referenda, is the job of the elected officials. When an official at any time fails to carry out the policy of the membership, then it is time for him to resign his position—before the membership puts him out.

This is the only way a bona fide union can exist. The democratic control of the union by the rank and file of the SIU is a guarantee against the union degenerating to the same low level of the communist controlled outfits.

# Frame-up Coast Guard Charge Backfires On Phony Skipper

By ROBERT A. MATTHEWS

SAN FRANCISCO—It is safe to say that the crew of the SS Robert M. La Follette did not have a premonition of what would befall them in the course of the coming voyage, when they signed on this vessel in New York January 10, 1945.

Now they have memories of what is probably for them the most hectic voyage of their career. You see, most of the crew were young, clean-cut fellows and it is very likely they had read stories of where crews have mutinied and where sailors have been knocked around by mates with belaying pins or marlin spikes. Well, in the course of the voyage the ship navigated the Canal and went out in the South Pacific, via Honolulu. In Honolulu one night, not having anything better to do, the guys put on a little show. One fellow had a ukelele and another one had a hula skirt which he put on. So the boys put on a show and sang a few songs and a good time was had by all. Incidentally, the Skipper witnessed this display of talent and seemed to enjoy it.

It was during their stay in Eniwetok that the trouble actually began. Came the evening of April 7, 1945. Sometime during the afternoon some of the fellows from the William R. Davie decided to pay the crew of the La Follette a visit. They took a couple of cases of beer with them and boarded the La Follette. Then all the gang, after consuming about one bottle of beer apiece, decided they would put on a show just like the one they had staged in Honolulu. They sang a few songs and were having a pretty good time when the skipper sent the

mate back to tell the guys they were making too much noise. With this the fellows quieted down for a while — after which they eventually became noisy again. It wasn't long before the master stepped out of his cabin and fired six shots with his trusty six shooter. He then got the mate and Gunnery Officer to accompany him back to number five hatch where he told the guys that if they didn't break up that drunken and riotous meeting he would shoot into the crowd.

Some of the boys immediately protested against this kind of treatment because weren't they all Americans where this kind of action had become a thing of the past? Evidently the master did not even concede the men the right to protest because he thereupon signaled ashore for a boarding party. He then secured a crew list and indiscriminately checked off eighteen names of men who were to be sent ashore.

When the Marines came aboard they were armed for an invasion, or so it appeared to the crew. The skipper made all the men muster on the boat deck and then he singled out the eighteen men who were being sent to the brig.

It might be well to note here that six of the men who were sent ashore were not in the sing-fest at all. After being in the brig for five days, fifteen of the men were sent back to the ship and the other three were not allowed to go back to the ship. They were sent back to Honolulu on a Navy plane and from there they were sent as workaways back to San Francisco, where they had to spend two months awaiting the return of the vessel to San Pedro.

When the vessel arrived in San Pedro the Skipper had charges against the eighteen men which included among others, charges of mutinous, riotous, drunken and disorderly conduct. At the Coast Guard hearing which followed, Brother Charlie Brenner very ably defended the men and succeeded in getting all the charges knocked out but the disorderly conduct.

We immediately demanded restoration of the five days' pay and bonus for the men while they were ashore, plus a division of wages for the entire deck department for the three sailors who were left aboard for five days. This we got. The three men who were sent back to the States also got wages till the end of voyage, plus transportation back to New York.

This should be the happy ending of this story but it isn't. The Coast Guard later put charges against the skipper and suspended his ticket for six months, and put him on probation for a year.

I might add that there were about 600 hours overtime in this ship that I was able to collect for the boys. In closing I would like to add that this was one of the best crews I have ever had the good fortune to represent. At the payoff there wasn't one case of drunkenness. This was one of the cleanest and most level-headed crews I have ever come in contact with.

Here I would like to give special credit to the following: R. G. Sly, deck delegate; Ed Blackman, engine delegate; and A. J. Kuberski, stewards delegate. They did a fine job of assisting us at the payoff.

## ROBERT LaFOLLETTE CREW



Looking over the lengthy list of charges which made them look like the mutineers of the *Bounty*, are these six members of the LaFollette's crew, recently returned from the West Coast, where the Coast Guard cleared them and yanked the skipper's papers. Captain Edward (Muntiny) Foster's boys include, left to right, standing, G. V. LeMieux, and Bill Johnson; seated, Ed Miller, Ed Bush, A. J. Kuberski, and Joe Vamos.



# Ship Casualties In The Atlantic

During the sub war in the Atlantic 1,554 U. S. merchant ships were lost. Hundreds were SIU ships, and thousands of SIU men gave their lives. Thousands more now face equally dangerous waters in the Pacific. Last week the *Log* published the ships lost between December 8, 1941 and July 4, 1942. This week we printed the rest of the ships lost, up to Sept. 20, 1943 inclusive.

Date	Name of Vessel	Area	Date	Name of Vessel	Area	Date	Name of Vessel	Area
July 5	CARLTON	Northeast Atlantic	Oct. 8	SWIFTSURE	South Atlantic	Mar. 10	RICHARD BLAND	Northeast Atlantic
July 5	DANIEL MORGAN	Northeast Atlantic	Oct. 9	COLORADAN	South Atlantic	Mar. 10	ANDREA F. LUCKENBACH	Northwest Atlantic
July 5	FAIRFIELD CITY	Northeast Atlantic	Oct. 9	EXAMELIA	South Atlantic	Mar. 10	RICHARD D. SPAIGHT	South Atlantic
July 5	HEFFRON	Northeast Atlantic	Oct. 10	CAMDEN	Pacific	Mar. 10	VIRGINIA SINCLAIR	Caribbean
July 5	HONOMU	Northeast Atlantic	Oct. 11	STEEL SCIENTIST	Caribbean	Mar. 11	WILLIAM C. GORGAS	Northwest Atlantic
July 5	HYBERT	Northeast Atlantic	Oct. 18	ANGELINA	Northwest Atlantic	Mar. 13	CITIES SERVICE MISSOURI	Caribbean
July 5	JOHN RANDOLPH	Northeast Atlantic	Oct. 19	STEEL NAVIGATOR	Northwest Atlantic	Mar. 13	KEYSTONE	Approaches to Mediterranean
July 5	MASSMAR	Northeast Atlantic	Oct. 23	REUBEN TIPTON	Caribbean	Mar. 16	BENJAMIN HARRISON	Approaches to Mediterranean
July 5	PAN KRAFT	Northeast Atlantic	Oct. 25	PRESIDENT COOLIDGE	Pacific	Mar. 17	HARRY LUCKENBACH	Northwest Atlantic
July 5	PETER KERR	Northeast Atlantic	Oct. 26	ANNE HUTCHINSON	South Atlantic	Mar. 17	IRENEE DU PONT	Northwest Atlantic
July 5	WASHINGTON	Northeast Atlantic	Oct. 27	GURNEY E. NEWLIN	Northwest Atlantic	Mar. 17	JAMES OGLETHORPE	Northwest Atlantic
July 6	JOHN WITHERSPOON	Northeast Atlantic	Oct. 29	PAN NEW YORK	Northeast Atlantic	Mar. 17	MOLLY PITCHER	Approaches to Mediterranean
July 6	PAN ATLANTIC	Northeast Atlantic	Oct. 29	WEST KEBAR	Caribbean	Mar. 17	WILLIAM EUSTIS	Northwest Atlantic
July 7	ALCOA RANGER	Northeast Atlantic	Nov. 1	SAWOKLA	Undetermined	Mar. 18	WALTER Q. GRESHAM	Northwest Atlantic
July 7	OLOPANA	Northeast Atlantic	Nov. 1	GEORGE THACHER	South Atlantic	Mar. 19	MATHEW LUCKENBACH	Northeast Atlantic
July 8	J. A. MOFFETT, JR.	Gulf of Mexico	Nov. 3	EAST INDIAN	South Atlantic	Mar. 29	WILLIAM PIERCE FRYE	Northeast Atlantic
July 9	BENJAMIN BREWSTER	Gulf of Mexico	Nov. 3	HAHIRA	Northwest Atlantic	Apr. 4	GULFSTATE	Gulf of Mexico
July 9	HOOSIER	Northeast Atlantic	Nov. 4	WILLIAM CLARK	Northeast Atlantic	Apr. 5	SUNOIL	Northwest Atlantic
July 9	SANTA RITA	Northwest Atlantic	Nov. 5	METON	Caribbean	Apr. 6	JOHN SEVIER	Caribbean
July 12	ANDREW JACKSON	Caribbean	Nov. 7	NATHANIEL HAWTHORNE	Caribbean	Apr. 11	JAMES W. DENVER	Approaches to Mediterranean
July 12	TACHIRA	Caribbean	Nov. 8	WEST HUMHAW	Approaches to Mediterranean	Mar. 13	ROBERT GRAY	Undetermined
July 13	ONEIDA	Caribbean	Nov. 9	MARCUS WHITMAN	South Atlantic	Mra. 20	MICHIGAN	Mediterranean-Black Sea
July 13	R. W. GALLAGHER	Gulf of Mexico	Nov. 13	EXCELLO	South Atlantic	Mar. 21	JOHN DRAYTON	South Atlantic
July 14	ARCATA	Pacific	Nov. 13	STAR OF SCOTLAND	South Atlantic	Apr. 24	SANTA CATALINA	Northwest Atlantic
July 16	FAIRPORT	Northwest Atlantic	Nov. 18	PARISMINA	Northwest Atlantic	Apr. 27	LYDIA M. CHILD	Pacific
July 16	GERTRUDE	Gulf of Mexico	Nov. 18	YAKA	Northwest Atlantic	Apr. 29	McKEESPORT	Northwest Atlantic
July 16	WILLIAM F. HUMPHREY	South Atlantic	Nov. 20	PIERCE BUTLER	South Atlantic	Apr. 30	PHOEBE A. HEARST	Pacific
July 19	KESHENA	Northwest Atlantic	Nov. 23	ALCOA PATHFINDER	South Atlantic	May 5	WEST MADAKET	Northwest Atlantic
July 21	COAST FARMER	Pacific	Nov. 23	CADDO	Northwest Atlantic	May 5	WEST MAXIMUS	Northwest Atlantic
July 21	WILLIAM DAWES	Pacific	Nov. 27	JEREMIAH WADSWORTH	South Atlantic	May 6	SAMUEL JORDAN KIRKWOOD	South Atlantic
July 22	HONOLULAN	Approaches to Mediterranean	Nov. 28	ALASKAN	Caribbean	May 8	PAT HARRISON	Approaches to Mediterranean
July 24	CHILORE	Northwest Atlantic	Dec. 1	JAMES McKAY	Northwest Atlantic	May 13	NICKELINER	Caribbean
July 24	ONONDAGA	Caribbean	Dec. 9	COAMO	Undetermined	May 16	WILLIAM K. VANDERBILT	Pacific
July 27	STELLA LYKES	Caribbean	Dec. 14	ALCOA RAMBLER	South Atlantic	May 17	H. M. STOREY	Pacific
July 28	EBB	Northwest Atlantic	Dec. 14	THOMAS B. SCHALL	Caribbean	May 28	AGWIMONTE	South Atlantic
July 29	CRANFORD	Caribbean	1943			May 28	JOHN WORTHINGTON	South Atlantic
July 30	ROBERT E. LEE	Gulf of Mexico	Jan. 1	ARTHUR MIDDLETON	Mediterranean-Black Sea	May 30	FLORA MacDONALD	Approaches to Mediterranean
Aug. 6	WAWALOAM	Northwest Atlantic	Jan. 9	BIRMINGHAM CITY	Caribbean	June 3	MONTANAN	Red Sea and Indian Ocean
Aug. 8	KAIMOKU	Northwest Atlantic	Jan. 9	BROAD ARROW	Caribbean	June 6	WILLIAM KING	South Atlantic
Aug. 13	ALMERIA LYKES	Mediterranean-Black Sea	Jan. 9	COLLINGSWORTH	Caribbean	June 10	ESSO GETTYSBURG	Northwest Atlantic
Aug. 13	CALIFORNIA	Caribbean	Jan. 9	MINOTAUR	Caribbean	June 19	HENRY KNOX	Red Sea and Indian Ocean
Aug. 13	CRIPPLE CREEK	Approaches to Mediterranean	Jan. 10	LOUISE LYKES	Northeast Atlantic	June 27	SEBASTIAN CERMENO	Red Sea and Indian Ocean
Aug. 13	DELMUNDO	Caribbean	Jan. 23	BENJAMIN SMITH	Approaches to Mediterranean	July	SAMUEL HEINTZELMAN	South Atlantic
Aug. 13	R. M. PARKER, JR.	Gulf of Mexico	Jan. 25	BRILLIANT	Northwest Atlantic	July 2	BLOODY MARSH	Northwest Atlantic
Aug. 13	SANTA ELISA	Mediterranean-Black Sea	Jan. 25	CITY OF FLINT	Approaches to Mediterranean	July 3	ELIHU B. WASHBURNE	South Atlantic
Aug. 15	BALLADIER	Northwest Atlantic	Jan. 27	CAPE DECISION	Caribbean	July 5	MALTRAN	Caribbean
Aug. 17	LOUISIANA	Caribbean	Jan. 27	CHARLES C. PINCKNEY	Approaches to Mediterranean	July 7	JAMES ROBERTSON	South Atlantic
Aug. 18	JOHN HANCOCK	Caribbean	Jan. 27	JULIA WARD HOWE	Approaches to Mediterranean	July 7	WILLIAM BOYCE THOMPSON	South Atlantic
Aug. 19	WEST CELINA	Caribbean	Jan. 29	SAMUEL GOMPERS	Pacific	May 8	ELDENA	Caribbean
Aug. 27	ARLYN	Northwest Atlantic	Feb. 1	ATLANTIC SUN	Northwest Atlantic	May 8	THOMAS SINICKSON	South Atlantic
Aug. 27	CHATHAM	Northwest Atlantic	Feb. 2	JEREMIAH VAN RENSSELAER	Northwest Atlantic	May 10	ALICE F. PALMER	Red Sea and Indian Ocean
Aug. 29	TOPA TOPA	Caribbean	Feb. 3	DORCHESTER	Northwest Atlantic	May 12	AFRICAN STAR	South Atlantic
Aug. 30	JACK CARNES	Northwest Atlantic	Feb. 3	GREYLOCK	Northeast Atlantic	May 12	ROBERT ROWAN	Mediterranean-Black Sea
Aug. 30	STAR OF OREGON	Caribbean	Feb. 5	WEST PORTAL	Northwest Atlantic	July 13	TIMOTHY PICKERING	Mediterranean-Black Sea
Aug. 30	WEST LASHAWAY	Caribbean	Feb. 7	HENRY R. MALLORY	Northwest Atlantic	July 14	ROBERT BACON	Red Sea and Indian Ocean
Sept. 1	WICHITA	Undetermined	Feb. 7	ROBERT E. HOPKINS	Northwest Atlantic	July 16	RICHARD CASWELL	South Atlantic
Sept. 12	PATRICK J. HURLEY	Caribbean	Feb. 9	ROGER B. TANEY	South Atlantic	Aug. 8	HARRISON GRAY OTIS	Approaches to Mediterranean
Sept. 13	JOHN PENN	Northeast Atlantic	Feb. 10	STARR KING	Pacific	Aug. 13	FRANCIS W. PETTYGROVE	Mediterranean-Black Sea
Sept. 13	MARY LUCKENBACH	Northeast Atlantic	Feb. 17	DEER LODGE	South Atlantic	Aug. 26	JOHN BELL	Mediterranean-Black Sea
Sept. 13	OLIVER ELLSWORTH	Northeast Atlantic	Feb. 21	ROSARIO	Northeast Atlantic	Aug. 26	RICHARD HENDERSON	Mediterranean-Black Sea
Sept. 13	OREGONIAN	Northeast Atlantic	Feb. 22	CHATTANOOGA CITY	Northwest Atlantic	Sept. 15	BUSHROD WASHINGTON	Mediterranean-Black Sea
Sept. 13	WACOSTA	Northeast Atlantic	Feb. 22	EXPOSITOR	Northwest Atlantic	Sept. 20	FREDERICK DOUGLASS	Northwest Atlantic
Sept. 15	AMERICAN LEADER	South Atlantic	Feb. 23	ESSO BATON ROUGE	Approaches to Mediterranean	Sept. 20	THEODORE DWIGHT WELD	Northwest Atlantic
Sept. 16	COMMERCIAL TRADER	Caribbean	Feb. 23	HASTINGS	Northwest Atlantic			
Sept. 17	MAE	Caribbean	Feb. 23	JONATHAN STURGES	Northwest Atlantic			
Sept. 18	KENTUCKY	Northeast Atlantic	Feb. 23	NATHANAEL GREENE	Mediterranean-Black Sea			
Sept. 20	SILVER SWORD	Northeast Atlantic	Feb. 28	WADE HAMPTON	Northwest Atlantic			
Sept. 21	JOHN WINTHROP	Northwest Atlantic	Mar. 1	FITZ JOHN PORTER	South Atlantic			
Sept. 22	BELLINGHAM	Northeast Atlantic	Mar. 2	MERIWETHER LEWIS	Northwest Atlantic			
Sept. 22	PAUL LUCKENBACH	Red Sea and Indian Ocean	Mar. 3	HARVEY W. SCOTT	South Atlantic			
Sept. 23	PENNMAR	Northwest Atlantic	Mar. 4	STAG HOUND	South Atlantic			
Sept. 24	WEST CHETAC	Caribbean	Mar. 5	EXECUTIVE	Northeast Atlantic			
Sept. 24	ESSO WILLIAMSBURG	Northwest Atlantic	Mar. 8	JAMES B. STEPHENS	South Atlantic			
Sept. 24	LOSMAR	Red Sea and Indian Ocean	Mar. 9	JAMES K. POLK	Caribbean			
Sept. 24	WEST CHETAC	Caribbean	Mar. 9	MALANTIC	Northeast Atlantic			
Sept. 27	STEPHEN HOPKINS	South Atlantic	Mar. 9	PUERTO RICAN	Northeast Atlantic			
Sept. 28	ALCOA MARINER	Caribbean	Mar. 9	THOMAS RUFFIN	Caribbean			
Oct. 1	LA SALLE	Undetermined	Mar. 10	JAMES SPRUNT	Caribbean			
Oct. 2	ALCOA TRANSPORT	Caribbean						
Oct. 4	CARIBSTAR	Caribbean						
Oct. 4	ROBERT H. COLLEY	Northwest Atlantic						
Oct. 5	LARRY DOHENY	Pacific						
Oct. 5	WILLIAM A. McKENNEY	Caribbean						
Oct. 7	CHICKASAW CITY	South Atlantic						
Oct. 8	JOHN CARTER ROSE	Caribbean						

This list will be continued next week, and run until completed. Many seamen have announced their intention of clipping these pages to save, for this list is a capsule history of the seafarers' contribution to the war effort, and a monument to the memory of their shipmates who have given their lives for their country.





**QUESTION:** What, to you, are the most un-attractive features of life at sea?

**HUGH R. RAE, OS:**

Crowded quarters are one of the most unattractive features as far as I'm concerned. How can a man be satisfied at sea when he is jammed in like we are on Liberties and some of the older ships? On the Robin Adair we were packed like sardines. And I don't like some of these sea lawyers you meet up with who try to stir up trouble when something about the ship or the officers doesn't satisfy them. If they don't like the way a guy parts his hair they want to bring him up on charges. Instead of talking things over with the delegate, they sour the whole crew.

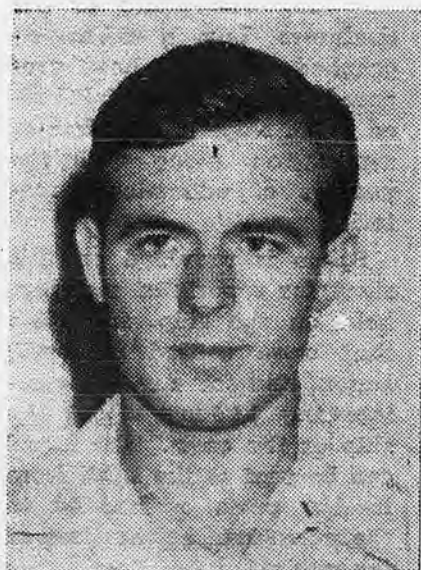


**ALEX ANDERSON, Bos'n:**

Low pay in peace time is no good. If you are a skilled seaman you should be paid for what you know. And I think if a seaman was guaranteed so much a year he would be sure of an income. I have also noticed in the last few years that too many men at sea don't give a damn for their shipmates. I started to sea on square riggers and I have been sailing for 20 years, but I never saw it like it is now. If men would cooperate on a ship a voyage would be much more pleasant. Every man should be willing to do his share of the work.

**PATRICK C. MOORES, Fireman:**

The monotony of life at sea gets me. I don't see why every ship couldn't be fitted with a radio in the crew's mess. My last trip was on the Joliet to Russia and we were 25 days at sea. Then we lay in port in the Black Sea for 38 days and when we went ashore the Russians acted like we were saboteurs. We were four days at Istanbul, where we had to watch the purser and the old man riding back and forth in the launch. I just got married, so maybe I need to stay ashore for awhile.



**S. E. CARPENTER, Oiler:**

I don't like the monotony of working on these new ships like the Marine Dragon and C-2s. There isn't enough to do. I would rather ride an old up-and-down job where you make 30 minute rounds and the watch passes quickly. On the Marine Dragon I was evaporator maintenance. The work was easy, but the watches seemed like eight hours. Long trips are no good either, when you run out of fresh vegetables and fruit and have dehydrated eggs every day. Of course I miss my wife and family, too, but if you go to sea you can expect that. You can't take your family with you.



## Oh Yes, He Also Got A Medal

### For The Record- From The Record

By TOP 'n LIFT

This is a letter to get things off my chest. I note that the Stalinists political Bund in control of the NMU are hard put to it to answer the constructive opposition within their ranks or the developing organizational constructive campaign of the SIU-SUP.

So, unable to answer logically they revert to the cries of "Why don't they ship out" if any member of the opposition stays on the beach any length of time. (Now isn't that something coming from a lowdown clique of racketeers like those whose seamanship records and capabilities as seamen stinks on ice—who can no longer by any stretch of the imagination be classified as seamen.)

Let us see what kind of "seamen" these are who tell everyone else to ship out and use calumny and lies to mislead the men on the ships.

If a truly impartial investigation was made of the NMU leaders seamanship records we will find the following to be true:

Joseph Curran; a trifle over 3 years total sea service. Yet this bum is 39 years of age. He has made one trip since 1936 to dodge the draft. It will be noted that he did not ship from the rotary shipping list as an NMU member should and take the ship that came up in his turn—this would be too dangerous; he might draw a tanker loaded with high test gas in convoy or a crawling Liberty that was duck soup for subs. No! This "seaman" chose a fast ship running alone — the Santa Elena. So, by this act he dodged the NMU shipping list, the risks and the draft as well. Yet, he drew two salaries on the trip—his wages as a "sailor" and his salary as NMU President. (Pretty smooth eh! Some Union man! Some patriot! Some sailor!—some louse.)

Now where was this bum for 35 years of his life? What did he do? How did he live? Where did he live? We know that part of this 3 years service was sailing during the famous West Coast strike of 1934. Did he turn over his wages to the strike? History mentions not. He looked after Joseph Curran — this we can swear to and this we know.

Who knows his past? Do the NMU members know who this man is — his birth and background? No. Today this punk is still unknown—his past a mystery. There is even doubt that his real name is Curran.

That he is a stooge for Stalin political racketeers Curran knows well — collects his pickings and keeps his mouth shut while doing as he is told. We know that he worked as a shore gang Bosun for the Grace Line at scab wages; that he refused to support a rank and file strike when called on, and that he took out an ISU book and made one payment only. This man never carried a union book in his life as far as it is known,

outside of the above. And the NMU book he holds insures him a salary of \$175 per week. Some union man (some sacrifice! Unionism a la Joe Curran pays and pays and pays).

Yes, this non seaman "seaman" non union "union" man, collects heavily for his \$2.50 dues payment per month. Be it noted that this fatted parasite pays the same dues as poor devils of NMU seamen whose earnings hardly allow them to live.

Yet, this is the type of bum who demands that opposition ship out and casts aspersions on "how do they earn their living" etc, etc. Well, take a good look at the known facts of how this bum makes his living while selling the NMU members down the river through sweetheart contracts.

Do you know that the NMU "contracts" are lower than that of any other union in the industry? This is an established fact. And these "contracts" were negotiated during the "rule" of Joe Curran, NMU President and Stalin stooge.

So much for this unknown scum of the earth—this bombastic gutter rat and opportunist picked up by the misnamed "Communist" Party, to shield the real operators of the racket from the NMU members; a racket netting millions into the coffers of the Browder sneak thieves and political Mafia operating out of 59 East 13th street, New York City.

Modesty is no doubt a virtue, but when carried too far wreaks hardships on overworked editors.

Some weeks ago we ran a story about Juan Oquendo, Jr., Night Cook and Baker, who was cleared of framed charges brought against him by a reputation seeking skipper.

Well, the other day Brother Oquendo was in the Log office to pick up a copy of the paper. We passed the time of the day with him. With one thing leading to another, as sometimes things do, somebody asked him what he did with his medal.

"What medal?" we asked. "Why, the Mariners Medal that he got," was the answer.

We calmed ourselves with great difficulty and led Oquendo into a corner and got the story from him. It seems that the SS Rosario, Bull Line, was coming back from England when it was torpedoed on February 21, 1943. Only 10 men of the crew were saved, and 15 of the gun crew.

One of the men was caught in his quarters, his legs pinned down. Oquendo pulled him up upon deck and fitted him with a life preserver. Just as he finished, the order was given to abandon ship. The man, Oquendo later learned, did not survive, but it was not because his shipmates had failed him.

Brother Oquendo was awarded the Mariners Medal on May 15th of this year.

We shook hands with Oquendo and wished him good luck.

If you ever swim home, towing your scow behind you, remember it may be worth 3 lines in the Log.

## Report From The Ass't Secretary-Treas.

By LOUIS GOFFIN

Well, it was like old times. In the past week I assisted Brother Hanners in paying off the SS Cape Faro, and a couple of days later assisted Brother Colls in paying off the SS Wm. Wirt. On the Faro, where the beefs were very few and all settled at payoff time, I discovered that the skipper was an old shipmate and friend of mine from the old days down in New Orleans when we sailed in the forecastle together.

In many of such cases where I meet old shipmates who are now on the bridge, I find that they have become so high-pressured that they forget old forecastle shipmates. I can truthfully say that such is not the case with the Faro's skipper, W. Ravannack, and according to the crew, he is one right guy all the way through. It's really a pleasure to write that there are still some decent officers riding the scows today.

On the SS Wirt we had a number of beefs, which were as usual settled on board at the payoff. A couple of errors in the deck department were later corrected and the men involved can collect at the Alcoa office, 17 Battery Place. These errors were due to the ignorance of the mate, whose experience with the agreements

was nil. This guy was brand new and still wet under the ears, and like some other mates and engineers read the agreements as if they were written in Chinese.

This guy did not have the slightest knowledge of what it is all about. So considering these facts I felt that it was my duty to educate him, which I proceeded to do with the approval of the master of the ship, who seems to be a pretty good guy. I'm sure that this mate will know how to turn in the crew's overtime in the future. Incidentally, both of these ships were crewed up with damn good union men, and representing such crews is always a pleasure for any union official.

I have a number of outport beefs which are in the process of being settled, and since it takes a little longer settling these than it does when I'm aboard at the point of production, I will have to wait until either the next issue or as soon as all these beefs are squared away. I will notify the ports involved by mail as well as have it printed in the money due list of the Seafarers Log.







# SHIPS' MINUTES AND NEWS

## Pity Passengers On Seniorita Run!

One of the most popular ships crewing up in New York these days is the George Washington, Alcoa passenger vessel, running to Puerto Rico and other islands of the Caribbean. Needless to say, the Dispatchers never have any trouble filling up the vacancies on this scow, for the seniorita run is always popular.

In again after a short ten day trip to San Juan, the crew reported that the passengers they hauled down this trip were very indignant about their "treatment" and published a big story of their hardships in the San Juan paper. It seems that they had no deck chairs, and no entertainment had been provided. Some of them couldn't sit under the showers all day in the warm weather and this hurt too.

As Leon Lawson, AB, put it, "These passengers are lucky they're getting back to the Islands. Maybe they'd rather ride in the 'tween decks of a Liberty like the troops have to do."

Big beef when the ship pulled in was about five or six of the deck gang who had such a case of channel fever after this short trip that they couldn't wait to secure the lines or top booms and waltzed ashore, leaving the work to the others. The Washington carries nineteen men in the deck gang, with quartermasters and a fire watchman.

Delegates were Joseph Pospis, deck, and Cooper Daniels, for the steward department.

Latest reports are that the Washington will go on a Miami-Caribbean run shortly, carrying farm laborers from the Barbados and other islands.

## Felix Grundy, Back From France, Wins Praise Of Entire Crew

"A swell ship and a good crew." Such was the unanimous opinion of the boys who came in last week on the Felix Grundy, South Atlantic Liberty.

The fact that the ship had no more than two or three small beefs which were quickly settled, was due, according to the crew, to a first rate group of deck and engine officers, a good Steward and Bos'n who knew his job.

Although the captain wanted the entire crew to stay aboard, and although most of the men would have stayed on the ship, the greater part of the crew left because of the bonus cuts and plan to sail on the Pacific.

Delegates on the Grundy were

## Sturges Survivors!

Survivors of the Mississippi Liberty, Jonathan Sturges, are asked by the parents of Darwin Lumbattis, Cook on this ship when she was lost, to get in touch with them.

Write to Mr. and Mrs. Harvey Lumbattis, 4213½ Jasmine Avenue, Culver City, California.

## Characters On Arizpa

According to the crew that brought the Arizpa in from England, the second mate's amusement was running around with a stop watch timing the deck hands at work; and the old man, probably not getting enough exercise pacing the bridge, came down and helped the Steward clean out the icebox.

The purser, they said, was an independent character who spent his time playing cards and taking pictures. Such menial jobs as applying iodine or making bandages was out of his line.

"No omelets" was the standing order on the Arizpa, which also featured one-meat menus.

According to John Dugina, AB and deck delegate, there were several Sheepshead Bay boys on board, hard workers and good shipmates. Brother Bill Thompson, well known Gulf oldtimer, did a good job of teaching the first trippers a few things about the SIU and unionism.

Howard Shantz, SUP man, was chief mate on the way across, but had to get off in Swansea because of illness.



## Brass Hats Extend 'Non-Fraternization' To Cover Merchant Crew Of Marine Dragon

Because the Army would like to run the Marine Dragon, Waterman C-4, on a strictly military basis, and because the crew would like to see her run like any other merchant ship, under the authority of the master, they drew up the following petition when the ship reached port last week.

The petition, as given below, was signed for the entire crew by M. Wolinsky, Frank Crider, and Arthur McMillan, deck, engine, and steward department delegates, respectively.

The Transport Commander's Office issues an order each voyage prohibiting any fraternization between the troops and the merchant crew. We are not allowed to talk to, or to fraternize in any way with the troops. Many of us have found former friends, or relatives, among the troops and we resent the fact that we are unable to associate with them in general. The impression is created that we are not fit associates for the troops.

The Transport Command limits our purchase of supplies. We are not allowed to avail ourselves of the facilities of the Post Exchange aboard the ship. The Transport Commander office contends that the Post Exchange is for the exclusive use of the troops.

We resent the attitude of the Army Transport Command towards the merchant crew. We are under the impression that the

ship is being operated properly and we are working to the best of our ability. The attitude and actions of certain personnel of the Transport Command are especially objectionable.

It has been noticed that the crews of other transport ships are allowed immediate shore liberty when the ship docks. On this ship, we are always restricted until all of the troops have debarked. As we are in port for so few days, we would like to avail ourselves of this extra liberty.

In view of these statements, we respectfully request that some action be taken to facilitate closer harmony throughout the ship.

## Ship Meeting On William Wirt Asks Improvements For Quarters

Several shipboard meetings, at which unionism was discussed and beefs were taken up and acted upon, were held during the last voyage of the William Wirt, Calmar Liberty.

Different questions about stew-

ard department working rules were answered by Chief Cook John Retoure. It was decided also to enforce messroom cleanliness and cooperate with the Mess-boys in cleaning messroom gear after coffee time. A more adequate night lunch was requested and the matter was taken up with the Steward, with improved conditions resulting. The purser was instructed to post slopchest prices and keep regular slopchest hours.

Suggestions for improvements to living quarters on the Wirt included a list of recommendations drawn up by each department, as follows:

### Engine Department:

Installation and repair of reading lamps on bunks.

Drinking fountain for the engine room.

Faulty shower heads replaced or repaired.

Improved ventilation for toilet and shower rooms.

### Deck Department:

Installation of grating under showers.

Soap trays for shower rooms.

New rheostat for radio loud speaker.

Clean or renew life preservers.

### Steward Department:

All mattresses cleaned or replaced.

New percolators.

Brother Todd, AB; Benjamin Hayes, Deck Engineer; and John Retoure, Chief Cook, were delegates on this ship.

## ALL SHIPS GET FORM FOR NEWS

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

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

## SS Hastings

The Hastings, Waterman C-2, hung up a record not long ago when she became the first Waterman ship to pay off in the port of Boston without any beefs.

On a two months trip to Antwerp, the ship's delegates settled beefs as they came up on the voyage, to the satisfaction of everyone concerned.

Deck Delegate Boris Sagol, Deck Maintenance, reported a fine cooperative crew; men who knew how a union ship should be run.

## Madaket A Happy Ship

A happy ship and one that took few replacements was the Madaket, Waterman C-2 which came back last week from a run to southern France.

According to J. L. (Blackie) Madders, Oiler and engine delegate, she was a "swell" feeding ship with a good line up of officers on deck and below. He mentioned H. A. Adamson, first assistant, as being "one of the best union men I've met at sea." Adamson is an SIU oldtimer from the Gulf.

The Madaket, which was sin-

gled out by the WSA for use in movie shots here in port last week, is a special Waterman C-2 with a recreation room in the crew quarters aft.

Brother Ed Steffens, Deck Maint., kept the crew entertained with his harmonica and is reportedly a virtuoso of no mean ability. Another musical member of the crew was H. B. Walters, Deck Engineer. Walters packs an Hawaiian guitar on every ship he rides, but he can play everything from a tenor sax to a jews harp.

## SS Marina

Writing from France on the SS Marina, Brother Anthony Ruszczyk, asks about the bonus cuts and sends greetings from the entire crew. Also inquiring about the bonus was Brother William Franklin, Jr., in France with the Calmar Liberty, Frederick Dow.



# THE MEMBERSHIP SPEAKS



## Navy Gun Crew Praises Steward

To express our thanks to the stewards department on this ship we find that the best way is by giving the Steward a note of thanks.

The food on this ship has been the best example of a good, attentive Steward and a capable staff that this gun crew believes can be found anywhere.

The chow hall and the rest of the ship that the stewards department had charge of were always in tip-top condition.

We find that it is a lot better to live in a clean ship than in a dirty one. Thanks to the Steward of the SS Michael Edelstein we have lived on a very clean, well-ordered ship.

The Steward of this ship is L. W. Highsmith.

**Lt. (jg) VERNON J. CRAIG**  
**THOS. A. CHEEK, GM2c**  
**ALBERT J. KUMMICK, S1c**  
**JOSEPH A. BENSIVENGA, S1c**  
**EDGAR L. CAMPBELL, SM3c**  
**HARRY L. DAVIS, Jr., S1c**  
**DESMOND L. REARDON, S1c**  
**EDWARD SILHOWSKI, S1c**  
**HARRY L. WARNER, S1c**  
**CUSTER BLANOS, GM3c**  
**WILLIAM F. LINK, SM3c**

## Del Norte Payoff

I would like to compliment the crew of the Del Norte who paid off this ship in Staten Island last week. Although this ship was gone for eight months and the men had plenty of excuse for hitting the bars at the end of this trip, every man was sober at the payoff.

This kind of conduct is very

## Proposes Qualifying Tests For Electricians

I have a beef to make in regard to these new C-2s, T-2s and ships like the Robin Tuxford which are electrified, with intricate electrical equipment on deck and below.

It is becoming customary to ship as second electricians on these vessels boys who don't know an armature from a light socket. Of course I realize that the commissioners are throwing around a lot of tickets in order to man the ships and in the democratic way we have in the SIU of hiring men we don't quiz them about how they got their ticket or what they know, but we take it for granted that the commissioners considered them qualified for the job.

But the point is that many of these electricians are not qualified at all. A greenhorn can go firing or oiling on a Liberty and learn enough in a couple of watches to get by without doing too much damage to the plant, but with these complicated electric jobs it is entirely different.

## Letters! Letters!

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

## Hits Roughhouse Conduct On Ship

I would suggest that all crew members upon arrival back in port realize that when they leave a ship in such a condition as the Metcalf was, that it is certainly not good advertising for union men and would not help us win better conditions and contracts.

Company officials coming on board and seeing the rubbish and dirt such as was on this ship have a good point against the union in negotiations. You would never expect to see food and rubbish on the decks two days after the ship got in and before the payoff, but such was the condition on this ship.

Roughhouse tactics such as prevailed here are very unusual, but one instance like this can spoil the efforts of many crews to live up to the SIU constitution, which definitely states that we will take care of ship's property.

**M. OLSEN, AB, deck delegate**

commendable and is the union way of doing things. It makes the work of the patrolmen much easier.

**WM. HAMILTON**

## Says Bos'ns Are Underpaid, Calls For Increase In Wage

It used to be that you could get on a good ship once in a while and make it a home. But the only home a bos'n finds on a ship these days is the old men's home. It gives a bos'n grey hairs — and plenty.

I have been going to sea for 15 years and I have plenty of experience the hard way. But what do I get paid for this experience? Exactly \$12.50 a month more than a six months AB who couldn't splice a line if he was given a diagram.

As a bos'n I am supposed to know the ship's rigging and deck gear. I am supposed to be an expert in splicing rope and wire, in mixing paints, doing canvas work and general maintenance. I am responsible for the expensive gear on a two million dollar ship.

But what is this responsibility worth? I receive just \$30.00 per month less than a junior engineer who hasn't much more to do on these turbine jobs than sit under a ventilator and keep from falling asleep.

The other day I woke up and said to myself, "What are you going to sea for anyway?" I didn't have a very convincing answer to that except that it has been my business for 15 years, and when a fellow puts in the best part of his life in a profession he sure hates to quit.

Every day you see bos'n's jobs listed on the board without any takers. Why? Because a bos'n can make as much money without any headaches sailing as AB.

## Postwar Security For Seafarers

Now is the time for seamen to get together and do something about wages and postwar benefits. Not that we want charity, but if servicemen are being voted everything they want, and Congress is feeling so generous, why shouldn't seamen, who took the risks when the risks were greatest, have a share in this generosity too?

This unemployment insurance provision is very important, for cutbacks in the war effort will eventually effect shipping and many merchant seamen will find themselves on the beach whether they want to ship or not. I also think that a merchant seaman who has put in two or three years steady at sea during the war should have the advantages of the educational provisions whereby he can study for six months or so and take some kind of specialized course.

There should also be preference for merchant seamen in any future public works program.

**ALBERT FRIEDGEN,**  
Chief Elec.

Now that we're talking about an increase of wages let's also talk about an increase of wages for bos'ns, the rating on these ships that has been underpaid for years.

**JAMES "Windy" WALSH,**  
Bos'n.

## FROM FT. STANTON

We would like to thank our brothers for their generous donation of \$103.00 from the SS Granston Victory and also the union officials for being so kind in telling different crews about us.

Things are not so bad here. We are not tied down as they are in some of the other hospitals and we get good food and cigarettes every week. We also receive the Log and can keep in touch with what is going on along the waterfront. But we are all waiting for the day when the medics say okay and we can be outward bound again.

Here is wishing you all a happy voyage and a safe return.

**ARCHIBALD MCGREGOR**  
**REMBERT G. GOODLOE**  
**N. GAMANIN**

## Examine Ship's Stores Before Signing Articles

After you sign on a ship and get out to sea it's a hell of a time to discover that the ice box is empty and all you have in the dry stores is crackers and pickles, and plenty of rice if you are on some of those Gulf ships.

Before you sign on articles it is the time to appoint a committee and have a look-see at the stores. If you have a hungry trip don't always blame the Steward because often the company tells the Steward it's goin' to be a six weeks' trip and it ends up by being a six months' trip, which isn't the Steward's fault.

This is often true of Calmar ships going out without enough stores. I was on the Texmar for

## Rap Performers Who Hurt Union

In the matter of drunken performers who deliberately sabotage union conditions and lower the prestige of unionism by raising hell at the payoff we recommend that such performers be severely dealt with, as these men are definitely a detriment to the welfare of the SIU.

Anyone that is drunk and causing trouble when a ship pays off should be fined for the first offense. Such a fine, should in our opinion be not less than twenty-five dollars. On second offense the guilty member should be expelled from the union, as anyone who has this little respect for his union brothers will be a continuous performer anyway.

Performers at the payoff also interfere with an orderly settlement of beefs in the interest of the crew. Although such cases are not very numerous they are, nevertheless, deserving of action by the membership and we believe the above provisions should be incorporated in the Constitution.

**WALTER SICKMAN**  
**K. PETERSON**  
**JOHAN KALLESTE**  
**A. H. REEDE**  
**RALPH STALL**

18 months and the Daniel Willard for 8 months, so I know some of the tricks Calmar uses. It is important on ships run by this outfit to have a look at the ice box before you get tied up on articles.

**L. K., Steward**

## Not A Free Ride

How about some union educational literature to tell the boys that the steward department is something besides a good place to take a free ride?

I made a trip on a Liberty with two schoolboy cooks who went to the Sheepshead Bay cook school because they could get out quicker that way. One of these boys was a machinist and the other one was a linotype operator. As cooks they both would have been good boiler makers.

The ships are full of men who ship out as cooks or messboys because they don't think they have to know anything in the stewards department. You don't even make a good messboy over night, but the messboys think they are doing you a favor by waiting on the crew. I remember when a messboy made more than a cook on a good trip.

**14-YEAR STEWARD**



## FROM RIGHT GUARD TO ABLE SEAMAN

If it weren't for the war, he might have been an All-American football player. As it is he is a merchant seaman, sailing from SIU halls. But the speed, the skill, the football savvy that made him a regular guard on the best freshman football team ever to have come out of Duquesne University have not deserted him, and after the war, when he resumes his education, Paul "Red" Watt, AB, will slip once more into cleated shoes, and convoy that pigskin over the goal line.

Red went to Duquesne from East Washington, Pa., High School, in 1942, on a football scholarship, and played on the freshman team that year—a team so strong that it scored freely against the varsity in scrimmages—a varsity team that had on it All-American material, such as John Matisi, tackle, and Max Kielbasa, halfback, who made several listings as the outstanding players in their positions. In addition, there were several men now playing on service teams, considered among the strongest in the country.

Red was a guard on that team. He is of medium height, and weighs 175 pounds after a shower. His powerful body is hidden behind broad shoulders and a compact frame, so that you might underguess his weight by as much as fifteen pounds. But he is all there—and he can hand it out, as well as stand the hard body contacts of football.

The draft and the army reserve took most of the Duquesne team that year, and the school cut out the game. Red himself went to sea at that time, and has been sailing since. What is more, he has been sailing only union ships



since he began, for he is a strong union man.

His father, now a stonemason, once organized for the United Mine Workers in those days when it was worth a man's livelihood, and perhaps his life, to buck the coal operators. Red, the thirteenth of sixteen children, has inherited all of his father's belief in social justice and the need of strong unions to protect the working-man.

Red is a quiet lad and well-

liked as the following incident, told the Log by a shipmate, demonstrates. In St. Augustine, in August, 1944, a security lieutenant went to the crew's icebox and filched himself some night lunch. Red walked in, catching the officer with his pants down and his mouth full, so to speak. He asked the man what he was doing there. Receiving no answer, Red put the officer out.

When the ship called at Oran, two MPs boarded the ship and took Red off, to face charges. Only the second mate and two crewmen were allowed to testify, although the entire crew wanted to. The trial was short and sweet, and Red was fined \$500. When he got back aboard ship, the crew held a meeting and insisted upon paying his fine for him. For how many men would a crew do that?

Among the ships he has sailed on have been the William Pace, Calmar; the Jean and the Tristram Dalton, Bull Line; and the C. J. Finlay, Overlakes.

At the present time Red is studying for his mate's license, and the odds are that he will make it. And here's another good bet: when he does, he will be as good a union man as he is now. He won't be a bucko.



## Men In Marine Hospitals This Week

### STATEN ISLAND HOSPITAL

MARTIN T. COLLINS  
FRANK NERING  
JOHANNES HEIKKURINEN  
S. ANTOINETTE  
WILBERT CAILLET  
J. FELLOWS  
C. S. INMAN  
E. T. O'MARA  
LOUIS F. LEDINGHAM  
PAUL V. MADISON  
FREDDIE R. KIDD  
LESTER M. WYMAN  
JAMES F. CLARKE  
P. GALLATLY  
L. R. BURCH  
W. B. MUIR  
F. SARMENTO  
H. V. WILSON  
J. M. JOHNSON  
L. G. GRAHAM  
SALVATORA BIONDA  
EMIL VON TESMAR  
L. M. MOODY, Jr.  
K. E. OLSEN  
B. B. LENOIR  
L. C. KATES  
BERTEL BRYDER  
J. A. SPAULDING  
Z. W. CULLISON  
L. L. LEWIS  
L. R. BORJA  
RAMON BURGOS  
J. S. CAMPBELL  
R. A. BLAKE  
E. V. FERRER  
H. W. E. FREDERICKSEN  
ROBERT POWELL  
H. S. TUTTLE  
DAVID NORDSTROM  
R. GILBERT  
B. CUCUTA  
S. RIVERA  
O. STENMO  
L. MELANSON  
W. C. WAGNER  
EVERETT KNOWLES  
PABLO ORTIZ  
JOSIAH MEGILL  
SALVATORE LACORTE  
EDWARD J. KARKELL  
JOHN NEAL  
SOL R. DURRETT  
A. M. DUCLOS  
DEAN WHEELER  
A. R. (ONE ROUND) KING  
OSCAR F. HEIL  
F. PALERMO  
R. L. HUNTER  
A. MOULTON  
V. A. KENNY  
R. A. LYNN  
F. E. SALLINGER  
B. KLIMINSKY  
H. STILLMAN

§ § §

### ELLIS ISLAND HOSPITAL

D. McDONALD

§ § §

### FORT STANTON

ARCHIBALD McGUIGAN  
N. GAMANIN  
REMBERT G. GOODLOE

§ § §

### BRIGHTON HOSPITAL

F. ALASAVICH  
JOHN DUFFY  
PETE KOGOY  
JOHN BARR  
TOM McCARTHY

### BOSTON MARINE HOSPITAL

PETE KOGOY  
J. DUFFY

§ § §

### BALTIMORE MARINE HOSPITAL

EMIL HARM  
HERMAN ZILMER  
WILLIAM PRIOR  
PRESTON SMITH  
JOHN CISIECKI  
KARL JOHNSON  
HARRY JOHNSON  
VINCENT DALCHUK  
CHARLES FULMEK  
JAMES BREWER  
JOHN COLVIN  
LESTER L. HEARRING  
J. HEARRING  
ELZIOR MORIN  
JOSEPH BRENNAN  
W. DWARANCZYK  
W. MESSENGER  
DANIEL FLINTJER  
E. ANDYA

§ § §

### MARYLAND STATE SANATORIUM

C. MARTINEZ  
J. SHRIVER

Brother Lester Hearring was brought in from Tampa on July 3rd, by an army bomber, in bad shape. So far he is doing very well.

JOHN TAURIN,

Hospital Committee

§ § §

### NEW ORLEANS HOSPITAL

JAMES E. WARD  
JAMES W. DENNIS  
J. DE FARGE  
JOHN E. McCREADIE

§ § §

### SAVANNAH HOSPITAL

B. R. PETERMAN

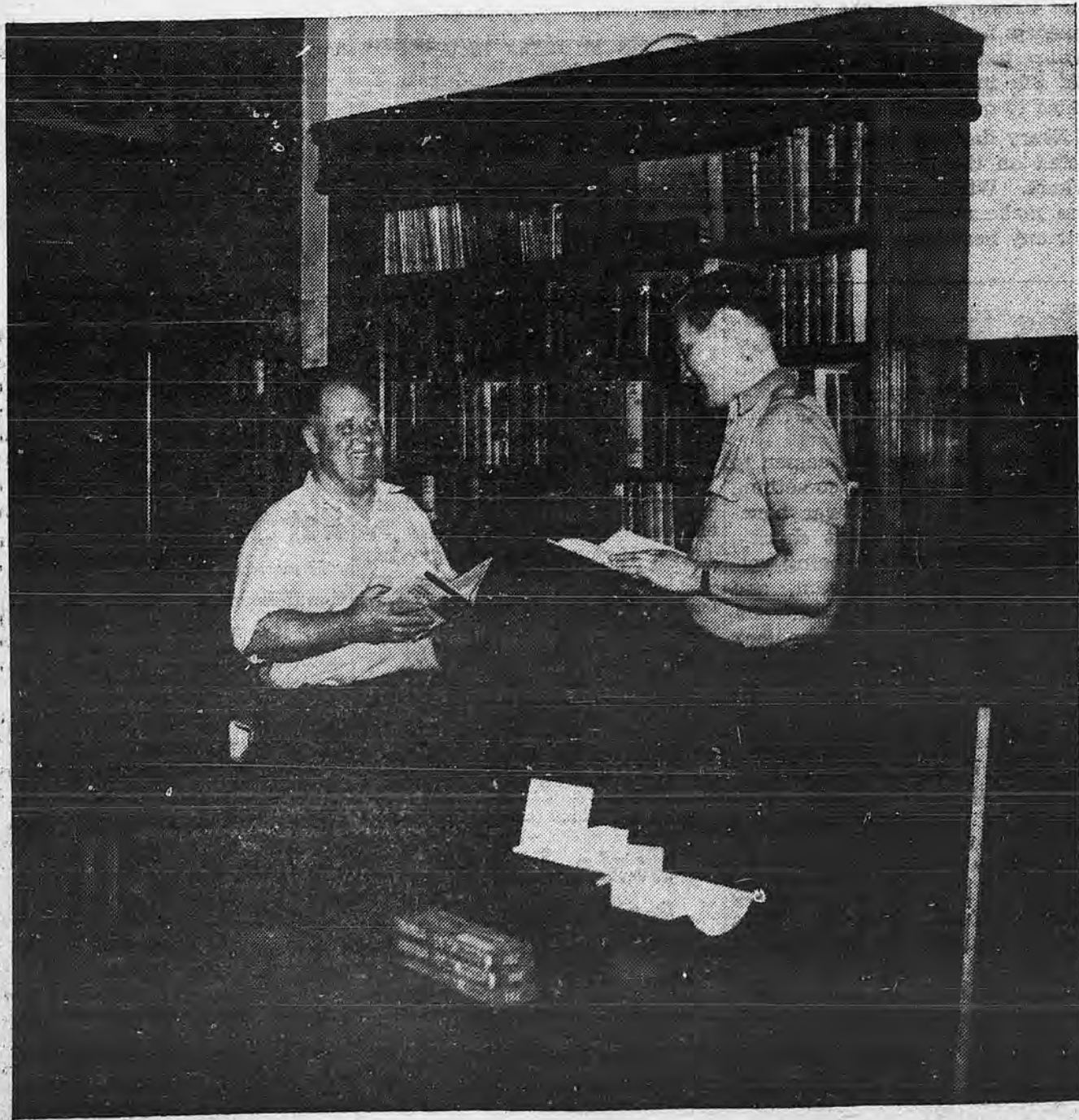
## Notice!

The following men should see the Secretary-Treasurer at once:  
Joe Hefner, SS Quaker Hill.  
Clyde E. Mills, SS Quaker Hill.  
John W. Piebel, SS Marne.  
Thomas L. McBroyer, SS Quaker Hill.  
John Orbananas, SS Marne.  
Russell Wilde, SS Marne.  
James Keakinin, SS Marne.  
Clifton Eaton, SS Marne.  
Andrew King, SS Marne.

## More Logs For Ships

Starting immediately, copies of the enlarged Seafarers Log are being mailed to SIU ships in foreign ports. It is suggested that these papers, after they have been read by the men aboard, be taken ashore and distributed among places where seamen gather, such as Red Cross, clubs, restaurants and bars.

## THE NEW SEAFARERS LIBRARY



It looks from this shot as though Brothers Jim Stewart and Bill Homer might be reading two of those spicy books that were banned up Boston way. Stewart is in charge of the library corner fitted up in the new recreation floor at the New York hall. Homer, Oiler, made the last trip on the Marine Dragon.



# AROUND THE PORTS



## Calmar Almost Pulls Fast One

By WM. McKAY

BALTIMORE—We are getting along swell with the Calmar paymaster in Baltimore. When I say "swell," I mean we are swelling up with all the lies this character is feeding us.

He tried to pull a fast one on the crew of the Bethore. He told them they could pay off under mutual consent, and they could standby and get paid every week. I got on board and told the crew not to pay off until they got a month's pay, and the Commissioner backed me up.

Most of the crew held fast, but the Steward talked his department into paying off. And, of course, when they did their beef was finished. Nice guy, huh?

I could cite many examples of what a louse this paymaster is, but no doubt you all have heard of him. Even the other company officials can't stomach him.

The new Ore ship, Venore is out and if it were some other outfit I might give them credit for building a real nice ship. However, I must admit that she has good quarters for the crew, with adjoining showers and toilets in each room, recreation rooms and a lot of other improvements.

While on my vacation last week I visited Agent McLean in Buffalo. He was always hustling around the ships, and tried to drag me along with him. From the looks of things the SIU is going places on the Lakes. They have some of the same headaches we have on the coast, free-loaders, stooges, etc., but they are way ahead of the NMU in their area. Keep up the good work, boys.

I've been trying to figure out what the WSA is trying to do with the seamen. But I don't have to figure hard. That bunch of chairwarmers never sailed a ship and don't know a thing about shipboard conditions. They have never been torpedoed, but in turn are trying to torpedo the seamen's living conditions. They are continually issuing phony directives to the detriment of the seamen.

They now have a form the seamen have to fill in when they take physical exams. This form is worse than anything thought up by the Gestapo. When a bunch of despots regulate every move a man makes, he is no longer free. This is the case with the seamen today. The sooner we do something about those leech-bureaucrats, the better.

## Several Converted Jobs Are Coming

By D. STONE

GALVESTON — Shipping very brisk with some very good berths on the board for the past two weeks. Crewed up one Liberty that came in for the pay-off, one C-2 for a pay-off, one C-1-m-AV1 crewing up this week. We are just about completely out of men.

The Brandywine is in again with about half of the crew to be replaced. This rust bucket is getting harder and harder to keep men aboard and it is one of the best feeding ships along the coast.

About the 25th of this month we will have the Luiston Victory, an SUP ship, coming out of the ship yard to crew up. This is a conversion job.

Somewhat later the Mexico Victory will be out. This one too is a conversion.

I have been informed that there is about 75 ships equipped to carry grain, which will be on a steady run between Texas and the European area. The way these vessels are handled it takes no more than three or four days to load. Fast I call it.

vacuous gals who invented love you want, and cheap but good rum, well, need more be said? We'll be seeing you.

## Beantown Reports Good Payoffs

By JOHN MORGAN

BOSTON — The Editor, being a persistent cuss whose yells for "copy" can be heard way up here in Beantown, will be happy to receive a little news from Boston. But here's hoping he doesn't whack this literary effort to pieces with his blue pencil—or is a red pencil favored by Ye Editor?

Anyway, the news from this port doesn't differ much from previous dispatches. Business and shipping are fair. There have been quite a number of conversion jobs, and rumor has it that we can expect a great many more in weeks to come. We don't have too much difficulty "crewing up" these jobs, as we have a fairly large "On Hand" list. However, insofar as the augmented steward department is concerned we find it is necessary to issue a good many trip cards to WSA graduates. It remains to be seen what kind of union men these boys prove to be, although to date the majority of them have turned out very well indeed.

The local "cell" of the NMU has gone into its act of picketing the Shipping Commissioner's office in Boston. Most of our members are puzzled by this display of "action" (which calls for an increase in the minimum hourly wage and protests the bonus cut), for they well remember that only



a short while ago, when J. Hawk and M. Dushane were in Washington battling the bonus cut, the NMU was conspicuous for its absence. Their failure to manifest solidarity in the industry concerning the bonus cut no doubt had its influence with MWEB, whose members might have entertained the notion that they could afford to cut the bonus and that the NMU could still be expected to "play ball." Anyway, today they are out with the placards—a beautiful example of the old adage about "locking the barn after the horse is stolen."

We continue to have trouble with the WSA medical department in regard to the treatment of members submitting to the "sign-on" examination. It appears obvious that there is a deliberate plan to eliminate old-timers from the industry. Members recently discharged from the Army and Navy, who are desirous of returning to their peace-time occupation as seamen, are also victims

of this apparent plan to undermine the industry. We have a case in point which we're working on right now. A member in good standing, with an Army medical discharge for "nervousness", was forced to deposit his seaman's papers with the U.S.C.G. after the WSA medico examined him—and admittedly found nothing wrong with him. A letter from the Brother's own family physician, stating his fitness for laborious work, and sea duty in particular, was ignored as completely as an Allied protest to the USSR.

In view of the prevalent attitude of the former ambulance chasers, it seems we have only one recourse to defeat their tactics, and that is to dispatch our members directly to the ship, bypassing WSA examining clinics. It might be a good idea to do it anyway, as many members state that the Boston Medical Office is so "crummy" they are in constant fear that their clothes will become infested while lying on the bench. Other ports no doubt are having similar trouble, for it does look an awful lot like a "policy line."

Brother Lapham paid off the SS Bienville on July 5th. Everything was fine and Brother Lapham wishes to express publicly his appreciation of the fine type of delegate we have on the Bienville. The ship paid off at the Army Base (which is still verboten to patrolmen) and all three delegates lined up the members of their respective departments and took them to a lunchroom close by where the business and "beefs" were handled with 100% cooperation of the ship's crew. These Army and Navy dockings require a conscientious type of delegate in order to insure efficient pay-offs. Brother Lapham's experience with the Bienville again emphasizes the importance of electing efficient, union-minded department delegates.

Brother Sweeney and I paid off the SS Walter Kidde at Castle Island, which is another Army pier. This was another very pleasing experience insofar as delegates aboard our ships is concerned, as we met the delegates outside the pier, instructed them as to their duties at the pay-off, and the result was another 100% score. In my opinion, public credit to these delegates whenever possible will inspire all members chosen by their brothers to represent them to extend themselves to do an excellent job of it.

The SS John Blair (Calmar) paid off here recently. The ship was in bad shape from the sanitary standpoint, with several members returning to the Hall after looking her over and refusing the job. Unquestionably the Blair requires complete fumigation, but the crew that got off in

## NO NEWS??

No news this week from the Business Agents in the following ports:

- NORFOLK
- TAMPA
- JACKSONVILLE
- HOUSTON

## The Mate Had A Good Beef

By BUD RAY

SAN JUAN, P. R.—We had a few oldtimers in and it looks as though they will be running here steady. It has helped the shipping list, and we are getting a steady turn over of jobs. We are now shipping on an average of a man a day which isn't bad for down this way.

The SS Ellenor was in and the only one who had a beef was the mate. It seems that when it came time to secure the ship for sea, most of the ABs had taken French leave after he had given them ample time off to go to their homes. We must remember there is a time coming when your union officials will be sitting down with the shipowners to get new and better contracts. If you think John Shipowner isn't going to remember all these things and throw them in our face then all I can say is that you are living in a false paradise.

This organization was built by the sweat and unending devotion of many an oldtimer who will never cross the bar with us again, and if we have this same fight to go through again we will miss their guidance and leadership to gain what we lose. Most of the ships coming here will let you hire a standby out of the hall in the event you wish a few days off; it will help your brothers who are on the beach, and keep the heat off your union.

Had the SS Jean in again and the fellows on the beach made a few pesos on standby work. Everything else on her was okay, but for a couple of performers in the stewards department who made things miserable for the men they have to work with.

Boston did not leave the ship as an SIU crew should. The quarters were strewn with discarded belongings; the alleyways were dirty; and virtually the entire mess department had walked off and left the mess-rooms and scullery in a most untidy condition.

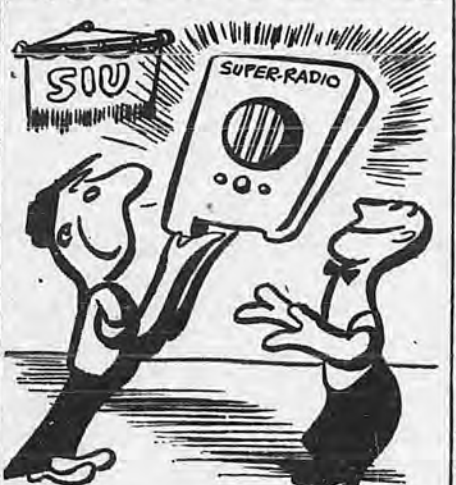
At our meeting of July 5th I stressed the point that we cannot allow our members to quit a ship that way, even if it requires that disciplinary action be applied to the offending members. The brothers should remember that a contract is an agreement between two parties, and wherever the SIU is one of the contracting parties, SIU means the members collectively and individually.

Fellows, remember there isn't any more than just enough men in this department to do all the work that has to be done, and if you get gassed up or refuse to turn to, it makes just that much more work and undue hardship on your mates.

The SS George Washington arrived with 276 passengers and it looked like old times with the publicos and Ladies of the Scarlet Sisterhood vying with each other for the crew's payoff. But she only stayed one night. No beefs on her and, of all things, she sailed on schedule with a full crew. I understand she is to make more trips here in the near future.

Had a West Coast ship in with a modern Captain Bligh aboard. There were plenty of beefs but the men didn't contact the hall until she was ready to sail. The old man hired a WSA replacement and I ran him off and put a book man on her. This heel told me that when our version of the Gestapo (CG) quit dictating he would stop going to sea. I was almost thrown out of his office when I asked him why he wasn't with Hitler's crowd as all his thoughts seemed to be Nazified. Fellows, lest we forget these phonies we should keep a record to refer to when the war is over.

The men who have been getting jobs out of the hall cleaning



holds and don't belong to the union, showed their appreciation by buying a nice five tube Pilot radio and giving it to the branch.

Well, fellows, the gentle breezes of the sea still caress our cheek as we lie under the swaying palms, listening to the surf with a lovely senorita whispering sweet music in our ear, and a bottle of Boca Chica to put us in the right spirit of the work to be done. So if it is beautiful cur-



# AN OLD EGG BURNER GIVES ADVICE TO NEW STEWARDS

By HARRY J. COLLINS

PHILADELPHIA—Things are awfully slow around the City of Brotherly love we haven't had a payoff in three weeks. We have about 60 members on the shipping list, the biggest list that we have had in this port since the outbreak of the war. I have been noticing the old feud reappearing in the Log between two certain members of the steward department. Well, I must say that it was I who succeeded in shipping Frenchy Michelet, and that is more than New York can claim.

A word to the wise: When in the Port of Philadelphia and you are on a ship that is docked at the Army Piers 94, 96, 98, 100, do not smoke on deck because if you do you will be subject to Army rules—and believe me that is not so good.

Brother Red Healey has just returned from a USS rest camp. He went there to quiet his nerves,



and after two weeks rest (?) Brother Healy is a total wreck. The uncountable rules and regulations were too much for him.

We of the union cannot help but notice the number of young Stewards that are sailing our contracted ships. Naturally, we are glad to see this young blood get ahead, but some of them are getting off on the wrong foot. So here are a few hints to you young Stewards: when you have any trouble with any member of your department, don't go to the skipper with your troubles. Call a meeting of your department and let the members settle the beef between themselves.

If the man you have trouble with is wrong, the steward department delegate and the rest of the department members will tell him he is wrong and they will tell him what to do. Of course, there is a possibility, because of your inexperience that you yourself may be wrong. If a member of your department, after being straightened out by a meeting, still persists in doing the wrong thing, you still should not go to the skipper. Wait until the ship pays off, and if you think the case warrants it, prefer charges against the man and let the membership decide if the man's conduct was prejudicial to the crew. Never use your position as Steward to right a personal wrong, real or fancied. In plain words, just being Steward does not give you the right to ride a man and cause him trouble.

Last, but not least, if you eat in the crew's mess you will be in a position to right any misunderstanding the minute it occurs, and at the same time you will be associating with the right people.

## COOPERATION GOOD BETWEEN PORTS

By ARTHUR THOMPSON

SAVANNAH—Business in Savannah was not too slow last week. We shipped ten men from Savannah and sent nine men to Mobile and one to Charleston. I was glad to find out that all of the men sent to these other ports turned up for the job. A couple of times before when men were sent to other ports some of them failed to show up, but this time we got 100% cooperation.

At the present writing there is nothing in sight but it seems that when shipping looks bad it comes all at once when we least expect it. We haven't enough full book members on the shipping list to form a quorum and consequently we don't have as many meetings as we'd like to but we try to get a meeting as often as possible and at least we read the communications and other important matters which relate to seamen.

No new hospital cases have been reported since last week. Our boy with the broken leg is out and the cast on his leg doesn't hamper him a bit. He's in and out all day and if he could he'd ship out today, busted leg or not.

The weather continues hot with frequent rains which do not cool us off a bit and we keep one eye trained on the river for the next ship.



## Welcomes Vacationing Piccards

By E. S. HIGDON

NEW ORLEANS—New Orleans is hotter than Hell these days and so Ponchatrain Beach plays the part of heaven to all the Crescent City dwellers. No vacation traveling keeps the city crowded and those Yankee tourists (who have lost their traveling consciences) are filling and overflowing the

beach and especially the Vieux Carre. Talk about bathing beauties—well, you can see plenty of good lookin' gams strolling along the boardwalk and no end of "Godivas" stretched out on the sand. All of you piccards who are scheduled for vacations, come on down. The Welcome Mat is laid out for you. But if you're one of those guys who want a ship—this ain't the place. Shipping is still slow and we've got all the beach men we can handle.

Even with shipping the way it is, the Patrolmen, Agent and stenog have been kept busy running the organizers back to their own office and retrieving articles appropriated "for keeps" by the organizers. But, we're damned glad they are here, for organizational work is keeping stride with the non-union ships coming in and the men who are joining up with the SIU.

Just yesterday three NMUers piled into the branch, cussing out their former union affiliations. It seems the NMU wanted to place them on a ship with "no ifs and buts" to boot. W. D. Moore, A. L. Chatfield and R. J. Behringer said "NO!!!"

"We'll turn you over to your draft boards," growled the NMU. "Hell, take your goddam NMU. Here're our books. We don't want 'em. We'll go to a union that gives you a square deal."

So now the three of them have shipped SIU on the SS Coty Victory along with a couple other fellows who just joined up because they like the "congenial atmosphere and fellowship" they find on our scows.

Did you know that an extra man, namely an assistant cook, has been added to the steward department in the crewing of N-3's? There are now eight men in this department and that eighth man is getting \$112.50 a month. New Orleans port has seen this through and is working on the proposition of getting the same deal on the Liberty ships.

## Mobile Reports A Record Week

By JAMES L. TUCKER

MOBILE—This week has been one of the best in the history of Mobile with all kinds of good and bad jobs going. Had to call New Orleans, Galveston, Savannah, and New York for men to man these ships in all departments, and even getting men from all these ports we still had to call the RMO to get some of the rust-pots out.

Had eleven ships in for paying-off, most of them in from about a four months' trip. It surely did keep the piccards busy from 10 to 14 hours every day of the week, and on top of that it rained every day. It's beginning to look as if the Mobile Branch will have to get a row boat to get in and out of the hall, as the water

overall increase in wages for some time, immediately went to bat, and there has been arranged a meeting before the National War Labor Board to convene July 19 and July 20. There is a great possibility of getting an overall wage increase, which all seamen know is needed.

It is the consensus of opinion that, if a wage increase is not granted, action such as the Steamship Companies can understand must be put into effect. The job action seems to be the only weapon which the seamen's unions have ever used that obtained results. Therefore, we might as well prepare ourselves for job action in the not too distant future.

## Thirty-six Ships Payoff In N. Y.

By J. P. SHULER

NEW YORK—The port of New York has had a busy week paying off 36 ships. All beefs, except a few left pending on the Calmar ships, were settled at the point of production. Capt Sheehan being the supreme judge at this time on all Calmar beefs makes them a long drawn out affair. However, the day is near when we will have a signed agreement with the Calmar and Ore SS Companies. Their cases were taken before the War Labor Board last week, and the union seems to have a much stronger case than the company. Most of the engine department working rules were agreed upon by the company and the union before they went to the Board and should be in effect in the near future, also quite a number of items in the steward and deck departments working rules.

There was a beef on the SS Arizpa about signing on the Deck Engineer, Bill Thompson. The ship came in and paid off with Bill Thompson as Deck Engineer. Nothing was said at the time of payoff about him getting off the ship. There were charges against the Steward on the SS Arizpa signed by the entire crew, and it seems that the captain blamed Thompson for the charges against this Steward.

The Steward was the captain's personal shoe shine boy and he

resented losing him. So, at signing on of articles on the next trip, the Skipper told Thompson that he could not sign on because the rest of the crew wouldn't sail with him.

Thompson, realizing that Captain Bishop might change his tune, got a letter of recommendation from the chief engineer that had made the last trip and the chief who is now on the ship for the next trip. Thompson could have acquired a license himself from either of these recommendations.

He then got a petition from the entire crew stating that they had no objections to sailing with him and requested to be signed off of articles unless Thompson could make the trip. There is a Port Committee meeting coming up on this, and favorable results should be obtained.

The SS Caldwell of the Bull Line was rammed amidship by a tanker at breakfast time the other morning. None of the unlicensed personnel was seriously injured, although the Steward lost his trousers in the collision.

About two weeks ago, several members of the Labor Board issued a release recommending that there be allowed a 15% raise for the seamen above the little steel formula. The Seafarers Union, having had the case before the War Labor Board for an



# WLB Hears SIU Disputes

(Continued from Page 1)

in lieu of an increase in the sub-standard base wage rates, and added this to make up the seamen's total take-home wage.

While the National Defense Mediation Board's decision increased the take-home wages of the seamen \$20.00 per month by raising the war bonus to \$80.00 per month, the decision still left the base wage rates at sub-standard levels.

In December 1941, directly after the entry of the United States into World War II the Maritime Commission and the U. S. Department of Labor jointly invited all seamen's Unions and all shipowners to a conference in Washington, D. C. regarding the war bonus.

At that conference the Maritime War Emergency Board was created and authorized to arbitrate disputes on war bonuses. Their first arbitration resulted in setting the war bonus for seamen at \$100.00 per month minimum bonus in the early part of 1942, again in lieu of an increase of the base wage rates and still leaving the base wage rates at sub-standard levels, while still augmenting take-home wage.

## BONUS CUTS

The seamen's monthly take-home wages remained stationary until April 1, 1944. At that time the Maritime War Emergency Board reduced the seamen's war bonus in certain areas thereby reducing the seamen's monthly take-home wages \$20.00 per month, by setting the minimum war bonus rate at \$80.00 per month.

On July 15, 1945 the Maritime War Emergency Board further reduced the seamen's war bonus \$40.00 per month in certain areas thereby reducing the seamen's take-home wages \$40.00 per month and resetting the minimum monthly war bonus at \$40.00 per month. The seamen whose monthly basic wage rate are \$100.00 or less have actually received a reduction of \$60.00 a month in take-home wages as a result of the war bonus cuts alone since April 1, 1944, which now bring his take-home wages \$40.00 per month lower than his pre-Pearl Harbor standard.

Seamen whose monthly base wage rates exceed \$100.00 per month have received a larger cut in take-home wages because their war bonus in certain areas was reduced from 100% of the basic wages rates to 66 2/3% effective April 1, 1944 and from 66 2/3% to 33 1/3% effective July 15, 1945.

## HISTORY OF BASE WAGE RATES

With the inception of World War II in September, 1939 the seamen's base wage rates for the respective unlicensed ratings were \$27.50 lower per month in all instances than the present day scales set forth in the Exhibits.

In 1940 the seamen's cost of living had further increased and companies' income rose with the increases in freight rates.

For these reasons in May, 1940 the shipowners consented to put into effect a \$10.00 increase terming it a "War Emergency Increase." In February, 1941 a further increase of \$7.50 was put into effect and this was likewise termed a "War Emergency Increase." Later in 1941, namely in October 1941, there was put into

effect a \$10.00 increase also termed a "War Emergency Increase" but the unfairness of continuing to term the original May, 1940 \$10.00 increase a "War Emergency Increase" was so apparent that the shipowners consented that it then be considered as a "basic wage increase," still leaving the \$17.50 termed a "War Emergency Increase." As time went on, it became apparent that in all fairness not even this could be termed a "Temporary Increase" and in November of 1944 the \$17.50 ceased to be termed a temporary increase the shipowners consented to add it to the base wages.

## BASIC WAGE SUB-STANDARD

The exhibits will show that even after the above increases were put into effect that the great majority of basic wage rates remained sub-standard. It was only because the war bonuses were super-imposed upon the sub-standard base wage rates that the seamen remained quiescent, refusing to quarrel with the terminology "war bonus" rather than impede the war effort and in order to abide by their "no strike" pledge.

On April 1, 1944 the Maritime War Emergency Board put into effect the cut referred to in Part I, the "History of the War Bonus," the question then no longer remained a matter of terminology the take-home wage had been reduced. The Union therefore immediately opened up this dispute case in July, 1944, basing its demand on the increased cost of living and the 'Meany-Thomas Report' of a 43% increase. While this dispute was in progress the Board made the second reduction effective July 15, 1945.

Not only was the increased cost of living cutting in on the seamen's basic wage rate but the companies were withholding the new tax imposed upon the seamen outlined in the following part.

## NEW TAX BURDEN

In 1943 the tax laws were changed. Instead of the companies bearing the economic tax burden, part was shifted to the seamen. No longer was the seamen exempt by being on the high seas for over six months a year. The companies instead of paying the tax from their funds commenced to act as check-off agent for the government and deducted about one-fifth of the seamen's wage (both the basic wage and the bonus and this check-off continues). The take-home pay is thus further reduced.

## COST OF LIVING

In a fairly recent case before this Board (The National War Labor Board), a report of the Bureau of Labor Statistics of the United States Department of Labor was submitted to show that the cost of living had increased 25.1% from Jan. 1941 to July 1944. There was also submitted a report of the Mitchell Committee that this figure should be at least 3% higher, that the cost of living had risen at least 28.1% during that period of time. This Board expressed its opinion that in fact the cost of living had gone even higher. At or about the same time the American Federation of Labor and the CIO had made a joint investigation which was embodied in the Meany-Thomas report and in which it

was set forth that the cost of living had risen 43% during the approximate period above mentioned. Since the time of the AFL and CIO investigation food has become more and more scarce and the United States Government officials point out that it will continue to become more and more scarce.

## TAKE-HOME REDUCED

The Union now wishes to point out that this Board should consider the above and note that today the seaman stands in a worse position than he did at the time the United States entered the war. Since the entry of the United States into the war the basic wage rate of the seaman has remained stationary and no increase has been given in the war bonus except the increase from \$80.00 to \$100.00. The seamen's take-home wage has remained stationary since approximately January, 1942. It has remained this way through 1942 and 1943 and until April of 1944. At that time the bonus was cut to \$80.00 in certain areas, that is to say cut back to what it was before the United States entered into the war. There was no justification for this cut; it should never have been undertaken. The cost of living during 1942, 1943 and 1944 and to date in 1945 has steadily gone upwards. National War Labor Board Release B 275 reads as follows:

"Q. What is the difference between wages and salaries?"

"A. The term "salary" means all forms of compensation computed on a weekly, monthly, annual or other comparable basis, except a wage basis. The term "wages" means all forms of compensation computed on an hourly, daily, piece-work or other comparable basis.

Q. Are bonuses, gifts, loans, fees and commissions, when given as compensation for personal services included in wages and salaries?"

"A. Yes.

Q. Can wages or salaries be decreased?"

"A. No decreases in wages or salaries for any particular work may be made below the highest rate paid for this work between January 1 and September 15, 1942 without approval of the WLB.

Q. On what basis can the

## WLB approve such decreases?

"A. Only to correct gross inequities and to aid in the effective prosecution of the war."

It is argued that no reduction of seamen's wages should be made in the face of the law as set forth in the above. On the contrary now that the bonus has been reduced to \$40.00 the War Labor Board should grant relief to the seamen under the following statement found in the same directive reading:

"Q. Under what conditions will the War Labor Board approve increases?"

"A. To 'correct maladjustments or inequalities, to eliminate sub-standards of living, to correct gross inequities, or TO AID IN THE EFFECTIVE PROSECUTION OF THE WAR.'"

It is inconceivable that the disastrous effect of this reduction will not hurt the effective prosecution of the war. The policy is penny wise and pound foolish. The men now at sea as they come in and feel the effect of the reduction on their take-home wage will consider turning their efforts elsewhere. The most efficient will leave first, they are the experienced men who can take shore positions as well. The government will have to pay the expense of advertising for new recruits. It will have to pay the travelling expense of these men, it will have to provide training and training quarters. Fifty per cent of these new recruits will leave after the first voyage because they will not be able to adjust themselves to the life at sea. The efficiency of the rest of the crew will be impaired. The moral of the men in the areas where the cuts are put into effect will spread to the other areas. The seamen in the Pacific will begin to plan to leave and as soon as some advantageous position opens up will leave. The war effort will be definitely hampered. Pressure brought by the deprivation and suffering of their families will further cause these seamen to take other positions and decrease their efficiency.

## PRECEDENTS SET

Further reason for the Board to grant relief herein set forth in the following points:

In the transportation field the late President of the United

States granted the railroad workers a 5 cents an hour increase in lieu of granting their demand for time and a half after a 40-hour work week.

Former Economic Stabilizer, James Byrnes, granted permission to the Trucking Commission to grant fringe increases in excess of the 15% line established by the Board under Executive Order No. 9328 and under this permission the Trucking Commission is universally ordering approximately 5 cents an hour increase in lieu of the 40-hour work week.

The National War Labor Board has also adopted a policy in several industries of granting fringe increases in lieu of the 48-hour work week.

The fringe increases now become very important to the seamen if they are not to go all out to break the "Little Steel Formula."

The Board has the power and is requested to increase the seamen's base wage where it should do so in lieu of establishing a 48-hour work week.

The sub-standard correction principle should be applied to all ratings which are now receiving less than 55 cents per hour in base wages and other ratings be proportionately increased in accordance with the Board's policy.

Board and Room should not be considered in the computation of the sub-standard formula because it is an industry where Room and Board are supplied by the employer for his own convenience, and because of the nature of the work over which the seamen have no more control than government officials have who receive a per diem travelling allowance over and above and in addition to their specified compensation, because they like the seamen have to maintain their homes and feed their families when their work calls them away from home.

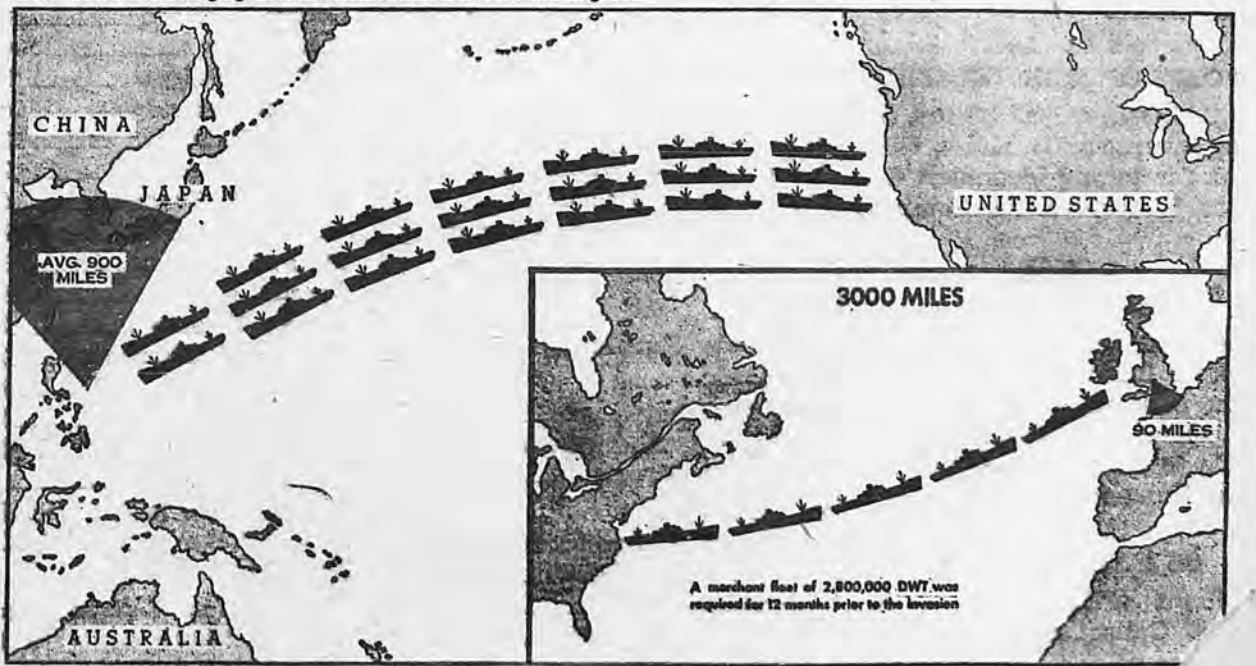
The Union in its effort to do everything possible for the effective prosecution of the war and to avoid further unrest among the seamen caused by these injustices requests that this Board give its most serious consideration to the above.

Respectfully submitted,

**JOHN HAWK,**  
Secretary-Treasurer  
Seafarers International  
Union of No. America

## THE 6,000 MILE BRIDGE ACROSS THE PACIFIC...

Requires several times as much shipping capacity, spanning twice as many miles, as the Bridge Across the Atlantic. And the average distance from the staging area to combat zones is ten times as great.







**—Unclaimed Wages—  
Waterman Steamship Corp.**

<b>C</b>	
WATERMAN Steamship Corp.....	114.35
Corder, Thomas .....	31.67
Cornett, Wm. L. ....	38.11
Corsetti, Frank .....	3.96
Cox, Floyd .....	13.86
Crabtree, R. N. ....	20.82
Czosnowski, Edward .....	
<b>D</b>	
Darling, J. ....	3.39
Davidowski, Francis .....	2.17
Davis, J. ....	26.60
Dellet, H. F. ....	9.64
Delaney, J. F. ....	1.98
De Maitile, D. ....	6.13
Drake, C. ....	28.16
Duran, Paul .....	8.26
Durand, P. ....	10.55
<b>E</b>	
Enger, W. ....	1.80
<b>F</b>	
Faguri, Alexander .....	8.22
Farmer, H. ....	10.55
Ferguson, N. ....	25.13
Ferguson, Robert .....	8.50
Fernandez, Episanio .....	1.86
Ferrigno, F. ....	2.37
Fisher, Ottis W. ....	2.58
Fisher, Ottis W. ....	1.53
Fitisoff, John .....	419.32
Flynn, Alphonse C. ....	2.06
Frye, Raymond W. ....	.69
Fudge, H. ....	19.28
Fulford, S. ....	4.68
Fuller, Edward .....	4.98
Fuller, Peter .....	2.82
Fulton, R. ....	17.90
<b>G</b>	
Garrett, Norman .....	19.03
Glennen, R. A. ....	5.01
Clock, Harry .....	6.20
Goldsborough, John .....	42.43
Gordon, Samuel L. ....	19.81
Grenner, F. ....	4.87
Grossnicklans, Wm. ....	8.53
<b>H</b>	
Hall, Wm. K. ....	1.37
Han, Joseph I. ....	1.19
Harris, Wm. M. ....	3.52
Harris, W. M. ....	22.75
Haunshilt, Edward .....	9.22
Henderson, S. B. ....	12.06
Hopkins, Ralph K. ....	17.90
Hornsby, E. R. ....	12.06

Hudson, H. ....	16.52
Hull, Martin J. ....	8.26
Hunt, Harry .....	1031.72
Hunter, Floyd .....	11.31
Hurley, William J. ....	5.75
<b>I</b>	
Ireland, J. ....	1.80
Irvin, Chas. H. ....	5.75
<b>J</b>	
Japel, Rudolph .....	1.37
Jensen, F. H. ....	4.22
Jessler, E. E. ....	43.58
Johansen, Gilbert .....	4.51
Johnson, B. A. ....	44.55
Johnson, L. E. ....	17.90
Johnson, Tauno .....	253.60
Johnston, James V. ....	2.58
Johnston, James V. ....	6.53
Joslin, James .....	6.88
<b>K</b>	
Karschner, Wm. ....	25.97
Kenny, William .....	17.19
Kizziah, Aaron D. ....	2.75
Kostilich, Thomas .....	.61
<b>L</b>	
Lacy, Robert E. ....	10.54
Lamp, W. S. ....	8.53
Laudreth, Jack .....	11.69
LaVagnino, A. S. ....	3.44
Labell, Wm. ....	1.98
Lee, Van R. ....	27.52
Le Foe, John R. ....	33.47
Lewis, G. N. ....	11.29
Linden, Jack D. ....	5.14
Lord, A. ....	1.98
Lowney, John .....	8.50

Milder, L. H. ....	4.44
Nagel, Joseph .....	24.89
Nelson, Cecil Willard .....	23.36
Newell, Richard .....	3.82
Newell, Richard .....	2.75
<b>O</b>	
Ostrander, Orval .....	17.66
<b>P</b>	
Park, Alexander .....	22.67
Park, Alexander .....	3.65
Paskien, George .....	20.08
Perona, Joseph .....	12.06
Peterson, Wesley F. ....	3.52
Pickett, John T. ....	4.13
Pinto, D. ....	4.65
Poldme, Rein .....	2.36
Pomianek, Joseph .....	3.17
Pond, B. C. ....	14.89
<b>Q</b>	
Quard, Donald .....	1.37
Quinn, James .....	14.89
Quinn, James .....	9.99
<b>R</b>	
Rakiecki, John .....	3.17
Rasi, P. A. ....	12.06
Reyes, Wil. Burneo .....	2.42
Rice, Earl F. ....	8.48
Rice, Earl F. ....	5.65
Robertson, L. A. ....	1.37
Rodrigues, John .....	2.82
Rogers, Edward C. ....	2.06
Rosa, Dudley F. ....	12.06
Rostant, Philip .....	1.55
Reed, Ernest Herbert .....	5.71
Rudat, A. O. ....	13.86
<b>S</b>	
Sanders, Russell .....	6.38
Schultz, C. J. ....	7.23
Schwatka, Fred E. ....	2.75
Seenean, Henry C. ....	12.06
Shea, John P. ....	166.39
Sheridan, Edward J. ....	5.75
Smith, G. E. ....	4.65
Spinney, Prescott .....	20.41
Stanculsvie, Paul .....	1.54
Statkiewicz, Peter .....	1.06
Stefano, R. D. ....	2.37
Stofel, H. A. ....	59.82

Sutton, Harold .....	40.95
<b>T</b>	
Taylor, Harry .....	10.50
Taylor, John H. ....	1.69
Thomas, Dewey LL. ....	6.68
Thornton, H. B. ....	17.90
<b>U</b>	
Usdavins, G. ....	17.83
<b>V</b>	
Vienna, Lewis J. ....	3.52
Vink, Arnold H. ....	13.53
<b>W</b>	
Waindle, Bernard Kenneth .....	303.45
Wehe, W. W. ....	17.90
West, Wallace .....	6.45
Westbay, Charles .....	10.24
Wigton, Frank .....	98.90
Wilson, F. ....	5.26
Wilson, Joseph .....	8.95
Winarsk, Frank .....	1.37
Wolowicz, Leon J. ....	5.63
Woods, Arthur M. ....	537.54
<b>Y</b>	
Younce, James D. ....	3.52
Young, H. R. ....	12.06
<b>Z</b>	
Zanos, Geo. ....	2.16
Zarraga, Joseph .....	6.43
Zarraga, Joseph .....	24.14
Zukas, Edward E. ....	13.53

Anderson, Edward H. ....	.79
Anderson, George R. ....	24.02
Annal, John T. ....	.75
Aquila, Domingo .....	4.50
Armand, Antonio .....	1.34
Armstrong, George .....	3.38
Arnett, Gilbert T. ....	30.72
Arriola, David .....	2.25
Arsenault, Joseph T. ....	5.69
Ashurst, James H. ....	66.39
Askew, Billie M. ....	.71
Assenza, Joseph .....	4.62
Athridge, B. ....	.50
Atkins, Walter .....	23.05
Augins, Harold A. ....	6.50
Austin, Farris F. ....	.71
Austin, Frank Jr. ....	4.00
Austin, Lewis .....	30.00
Aviles, Jose .....	6.75
Ayala, Antonio .....	49.12
<b>B</b>	
Babicke, Eward .....	36.18
Badgett, Bruce C. ....	7.20
Baer, Max .....	18.42
Bahjanen, Fred .....	1.50
Bailey, James B., Jr. ....	10.03
Bakaysa, George .....	3.75
Bakeberg, E. ....	58.19
Baker, Luther F. ....	10.03
Baker, Paul R. ....	3.50
Balduf, Loren .....	21.25
Banach, John .....	3.75
Baris, Eugene .....	2.13
Barlow, James .....	.28
Barndt, Orville C. ....	12.65
Barnhart, Wm. ....	3.75
Batholomew, Paul .....	1.50
Bartico, John D. ....	6.75
Barton, Chas. G. ....	4.62
Baugher, Jesse D. ....	5.69
Baumgardner, James .....	56.88
Bauschke, Elmor .....	2.93
Bautista, Leodezolio .....	13.50
Bayron, Francisco F. ....	8.25
Beach, Ralph .....	17.81

**A. H. Bull  
SS Company**

<b>A</b>	
Abbott, John A. ....	\$ 12.75
Akin, Phillip .....	4.98
Aldevera, Placido .....	9.24
Aldrich, E. ....	2.23
Alcox, J. E. ....	11.32
Allen, James .....	2.25
Allen, Sigmund A. ....	118.75
Allgood, Hugh .....	13.50
Allif, George W. ....	2.13
Allsop, Douglas G. ....	2.25
Amans, Lloyd E. ....	11.02
Ambrose, Paul E. ....	7.01
Andersen, Claus .....	3.00
Anderson, A. H. ....	11.33
Anderson, C. ....	10.15

**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, B. C. ....	144 W. Hastings St

**PERSONALS**

**EUGENE T. CULLINAN  
ALFONS SHIMKUS**

Your membership books are held for you at the New York hall, 51 Beaver Street. Please call for them as soon as you can.

\* \* \*

**H. C. ROCK**

The receipt for the strike fund assessment you paid in Norfolk is waiting for you at the New York hall.

\* \* \*

**MAURICE TODD**

The glasses left by you on the William Wirt have been turned in and are now available at the New York hall, baggage room.

\* \* \*

**THOMAS PARRETT**

Your suitcase is at American Liberty SS Co. office, 75 West Street, New York City. There is \$1.04 express charge to be paid.

\* \* \*

**L. BELCER**

Holder of receipt number 80598, please see Patrolman S. Colls at the New York hall.

\* \* \*

Holder of receipt number 1360 please notify headquarters of name and book number.

\* \* \*

Receipt number 1242 please see New York Patrolman Colls on the 5th floor. He has five dollars for you.

**MONEY DUE**

**SS WILLIAM WIRT**  
S. Gordon, 10 hrs. at 90c and 1 hr. at \$1.35; J. Savage, 8 hrs; E. O'Neil, 1 hr. Collect at Alcoa, 17 Battery Place.

\* \* \*

**SS CITY OF MONTGOMERY**  
S. CALON, Oiler, 16 hrs. for taking inventory; H. Knies, Oiler, 16 hrs. for taking inventory. Collect at Waterman SS Company office.

\* \* \*

**SS COLOBEE**  
Those of crew who were on board for 6 months or more paid off on May 23, 1945, in Mobile, can collect transportation from Mobile to New York at the American Hawaiian SS office.

\* \* \*

**SS F. R. HASSLER**  
William O'Keefe has 3 hrs. Collect at Bull Line, 115 street.

**WARNING! Free Loaders!**

The men listed below are professional free loaders. You will note that each man was issued two or more trip cards from various ports. No money of any description was paid on these cards. Keep a weather eye open for any of these characters that you may contact either ashore or aboard any SIU or SUP ships.

—LOUIS GOFFIN

No.	
5 Cards—	
Antonio Guadalupe .....	169727
3 Cards—	
C. McGahey .....	155703
*Henry A. Oberhelman .....	307043
Richard Newth .....	205433
2 Cards—	
Thomas P. Langston .....	432928
J. M. McLaughlin .....	271601
*David B. Meek .....	332949
Frank J. Melnick .....	339970
*Karl Mikkelsen .....	76968 Dc

Edward K. Mingard .....	489314
*C. L. Mitts .....	136412
*Edgar J. Noonan .....	140340
Sverre I. Olsen .....	436187
John Osipur .....	403172
William Pakstis .....	322892
Hubert Partridge .....	245427 Dc
Henry F. Patton .....	389294
Peter F. Perlis .....	244590
Joseph F. Pinean .....	423688
C. A. Pitcher .....	172148 Dc
H. Pitt .....	334217
Joseph J. Piitts .....	527490
Santos Pizarro .....	219536
*Joseph W. Plummer .....	343078
Robert Purdy .....	156165
Harry Reider .....	322286
Nicola Richie .....	476691
James A. Riley .....	85549
*Already filed in our Social Register. Some are marked "Do Not Ship."	

**NOTE To The Various Branches:**  
Change those cards to buff—  
Social Register.