

# SEAFARERS LOG



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

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No. 27

## Strike Scare Product Of Headlines

WASHINGTON (LPA)—Newspapers have made a "Roman holiday" out of a flareup of work stoppages during the past few weeks. Many of them have seized upon the brief rise in strikes as arguments for enactment of the vicious Ball-Burton-Hatch anti-labor bill or other repressive legislation.

Actually, however, even with the utmost scouring and scratching, the newspapers were unable to add up more than 100,000 workers idle during the peak of the stoppages. That's less than 2/10 of 1% of the 52,000,000 workers on the job during that period.

By last weekend, that figure had taken a nosedive, and strikers were back on the job in nearly all the major disputes.

Biggest of the controversies—that involving jurisdictional differences between the AFL Building Trades unions and the UAW-CIO over reconversion construction in Detroit area automobile plants—was settled, at least temporarily, by leaders of the rival organizations.

The settlement was worked out at a series of conferences held by AFL and UAW officials in the of-

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## SS Canada Victory Sunk By Suicide Jap

WASHINGTON—The SUP ship, Canada Victory, was sunk by a Japanese suicide pilot while carrying a war cargo to Okinawa, WSA reported. Although the vessel sank within a few minutes after the bomb of the attacking plane crashed into the No. 5 hold all of the merchant crew save one and the entire Navy armed guard were rescued.

## Skipper Makes Periodic Trips To Coast Guard

You've heard about the pitcher that went to the well once too often. Here's one about a skipper who one day will make one trip too many before the Coast Guard.

His name is Howard McLean, of the Albert S. Burlison, American Range Line, and he is about to be brought up on charges for the third time.

Skipper McLean is—or so he fancies himself—a rough, tough master of the old school, a regular Charles Laughton sort of Captain Bligh. To give him his due he doesn't draw the line between

(Continued on Page 5)

## NEW SHIP BILL BEFORE HOUSE; SIU DENOUNCED CLAUSES OUT

### UNIONS GET ANGRY AT USE OF POW

BUFFALO (LPA)—AFL Central Labor Unions and their affiliates are becoming increasingly incensed at the failure of the War Dep't to repatriate Axis prisoners of war whose employment in several sections of the country is threatening to undermine union wage standards.

Latest to join the growing demand that German and Italian prisoners be returned to their home lands is the Buffalo Federation of Labor. "Officials in charge of war prisoners," the Federation said in a resolution, "may have a better job and may be receiving higher salaries than they can secure in civilian life, together with the possibility of conspiracy on the part of unscrupulous employers who would not hesitate to reduce the wages of the American worker." The AFL group demanded that the POWs be returned to Europe at the earliest possible moment "and for the time they do remain here they be prohibited from competing in any manner with American workers."

WASHINGTON, D. C.—A new ship disposal bill was reported favorably to the House this week by the Committee on Merchant Marine and Fisheries. The new bill, titled HR 3606, eliminated many of the bad features contained in HR 1425, features which the SIU has consistently opposed.

For instance, foreign operators are no longer given the inside track in the post war race to obtain excess American tonnage owned by the USA. And "C" ships will not be sold to other than American operators until 6 months after the war and all SIU contracted lines have an opportunity to bid for them. The new bill eases the way for SIU operators to build a large post war fleet. It was toward this end that the SIU appeared in Washington this spring and testified before the Committee in opposition to HR 1425.

Provision for the consideration of prewar foreign construction cost in determining sales prices of vessels is omitted from the new measure. This bill would base all prices upon a prewar domestic cost determined in accordance with a formula established by the measure. That cost could be an

amount for which the Commission determines similar tonnage could have been built under normal conditions on or about Jan. 1, 1945.

Sales to foreigners of vessels of the tanker and "C" types would be held up for a reasonable time after the cessation of hostilities, which time the bill defines as six months. During that period these ships must have been available for sale or charter to citizens of the United States and it must be shown that no responsible offer by such a citizen to purchase or charter was made within that time. This limitation would indicate that Liberty ships, except bulk dry-cargo, may be sold to foreigners at any time after enactment of the bill. A qualification of the provision for sale of "C" type vessels to foreigners is contained in the bill, which provides that not to exceed five vessels of such types actually under charter to non-citizens for at least one year prior to the date of enactment of the bill, at not less than the statutory sales price. The measure permits charters of war-built ships by citizens of the United States, but makes no provision for chartering to foreigners.

### PLANNING FOR UNION EDUCATION



The Ships Delegates School goes to the rank and file for advice and suggestions before swinging into action. These men have all been at one time or another ships delegates, and the union is drawing upon their experience in shaping up plans for the establishment of a union school to educate the membership on contracts, parliamentary law, labor history, etc. Details of the plan will be released in the near future. Seated around the desk, from left to right, they are G. Brundage, FWT; George Novick, Assistant Editor of the LOG; Fred England, Jr. Engineer; Whitey Lewis, Deck Engineer; Joe Algina, New York Patrolman, and Harry Simmons, OS.

## Old Timers Needed In Organizing Drive

With the Isthmian drive well under way, the Seafarers International Union called this week upon the veteran SIU men with plenty of experience to lend a hand and help get the organizing drive into high gear.

Thus far, according to the organizers, it has been the younger members who have been doing the work of contacting the Isthmian seamen and convincing them to sign SIU pledge cards. While they have been having some success, what is needed, it was pointed out, are the oldtimers who gained invaluable experience in the formative days of the union. They must do their share of the work.

"To organize a big outfit like Isthmian," said New York Agent Paul Hall, "requires plenty of hard work, mixed with the savvy that comes only with experience. Our big need now is for the oldtimers who have been through the mill and who know what

unionism means. They can sell the SIU to the Isthmian men, because they know from first hand knowledge, from the pre-union days, what it meant to work on unorganized ships."

Wishful thinking, it was stressed, and the knowledge that the Seafarers has the best conditions of any maritime union, will not get pledge cards for a showdown before the National Labor Relations Board. A job of convincing remains to be done, and the best convincer is the one who knows, from experience, what he is talking about.

Isthmian is one of the largest potential operators of freighters in the postwar period, and the union which signs it to a contract will be in a position to dominate the waterfront.

So all you oldtimers who did such a good job in lining up the Gulf and the Atlantic Coast, there is a job waiting for you. Come into the SIU hall and speak to the Agent or the organizers.



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Entry As Second Class Matter Pending

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## Legalizing Oppression

Three United States Senators—Hatch, Ball and Burton—have introduced a new Federal Labor Relations Bill to take the place of existing labor laws. This bill, if passed, will put upon the American workers the shackles they have fought for four years to remove from the people of Europe.

Drafted largely by corporation lawyers, headed by Donald Richberg, former Washington bureaucrat who made his beginnings as a labor lawyer, and financed by Samuel S. Fels, wealthy industrialist, the bill has been called "the most elaborate straitjacket for labor ever put up to Congress."

During the 18 months it took to draft the bill, the work went on in the greatest secrecy. Not once was any representative of labor called in for advice or consulted about its provisions, and the finished product shows it. All of labor — AFL, CIO, the Railroad Brotherhoods, the United Mine Workers, and other independent unions—have united in opposition to this proposed legislation.

The AFL has declared its intention of fighting the bill with all its strength. In a preliminary analysis of this 55 page document, President William Green disclosed these basically objectionable features:

The bill proposes compulsory arbitration, a restriction upon their freedom that the American workers can never accept. Compulsory arbitration has been fought since the earliest days as the first step toward industrial slavery. Labor will not give up this fight now.

Under the pretence of revising the National Labor Relations Act to make it more equitable, it would make that law an instrument of labor oppression.

It would prohibit labor and management from entering into voluntary closed shop agreements, except under an unworkable percentage basis.

The bill would take from workers in small shops the rights they now have under the Wagner Act.

These proposals would establish government regimentation of labor in peaceful normal times—without the favorite excuse of a wartime emergency—to such a degree that would seriously undermine free collective bargaining.

We have continually warned labor that the operators would use any means at their disposal to maintain the high exorbitant profits they are now making through the war.

This is the first major step in this direction. If labor permits these shackles to be put on it, even more reactionary measures will be introduced to emasculate its liberties.

The bill must be defeated, and defeated decisively, or we too will go, in our own American way, down the road toward slavery and fascism.



## Verse And Worse

~ ~ ~

### Liberties

I think that I shall never see  
A ship worse than a Liberty.

A ship with lines resemblin'  
A mud scow fashioned by a  
gremlin.

A ship that doesn't run, but trots,  
A ship that trembles doing two  
knots.

A ship whose engine works  
With noisy grunts and mighty  
jerks.

A ship that will always roll and  
toss,  
Trying to show you that it is boss.

With quarters that are too damn  
small.

Most all ships will try to please  
But only fools sail Liberties.

—FRANK HOLLAND,  
Dispatcher, Baltimore

## Critique On The Politicalization Of A Trade Union

The trouble with  
The Curran Crew:  
They represent  
The GPU.



## FORE 'n AFT

By BUNKER

Brother Harry Cohen, Oiler, who has been riding Liberties and C-2s on the west coast for the past two years and who has seen action in several far east campaigns, made his first Atlantic trip this spring on a Waterman rust bucket. After a big time ashore with the girls in Swansea, Harry decided that he had been wasting his time in the Pacific.

"In two years out in the palm and sand country I saw exactly two grass skirts," he says. "And what was inside of them? A couple of marines saving wear and tear on their uniforms."

Brother Harold Rohris and Jim Lamb were in the hall the other day, reporting a hungry trip to Antwerp on the Bull Line's Cape Nome. The mate, they said, was such a hard worker that he was out on deck every morning before eight bells. Slushing down, painting and splicing were his favorite occupations.

Several of the Cape Nome crew picked up a new fad in Antwerp and came back sporting ear rings.

Alec Anderson, AB on the Jose Marti, is also back from a run to Antwerp. Anderson recalls the good old days when an American dollar would buy a big evening along the water front in Hamburg or Antwerp and an extra four bits would get a complete tattoo job in three colors.

Pat Dowling, Steward on the Matawaska Victory, tells about

the first-trip mess boy who claimed three hours overtime for bringing up a can of peaches from the dry stores. And then there is the famous messman who came into port several weeks ago claiming overtime for plugging in the messroom fan. Since he was riding a C-2, he figured it was electrician's work.

The Alcoa Prospector, which paid off in this port recently, arrived home after two years aboard with only one man aboard out of the original crew. Sole crewman of the gang that took her out in '43 was Chief Cook McCasnts.

After the Prospector was torpedoed in the Indian Ocean and towed in, for repairs, McCasnts stood by the ship until it was obvious she would be there for a long time. Long after the rest of the boys had gone, McCasnts also shipped out on a homeward bounder. But when he was only three days at sea he got torpedoed again, after which, he decided he might as well go back on the Prospector. He waited a long time, but she finally brought him home.

Two RMO boys who were sent down to the Claymont Victory when the crew on that ship refused to sign on, became interested in the beef and talked to the delegates. After learning the reasons for the militant action here they both came up to Beaver Street for trip cards.





By PAUL HALL

**—AND STILL GROWING**

The 12 page **Seafarers Log** has met with comments of approval from all of the membership. It seems to be the unanimous opinion of the rank and file that increasing the **Log** to a larger size was a very good idea. Plans are now being made to increase the **Log** even larger than it is, to a 16 page paper.

Naturally there are several problems to be met before this is possible, which are being dealt with now. Once these have been settled the paper will be enlarged to 16 pages, as was recommended by the SIU Educational Committee and approved by the membership.

In addition, with this issue, bundles of **Logs** will be mailed to all SIU ships weekly.

By sending the **Log** to all SIU ships, our membership will be kept informed of all the up to the minute happenings all along the waterfront. In addition to receiving the **Log** on board ship, the membership should also make it their business to give or send their mailing address to the librarian on the 3rd floor of the New York Hall, so that the paper can be mailed to their home as well.

**PROTECTING CREW'S GEAR**

One of the things most destructive to union conditions is for some drunken performer to disrupt ships' crews and destroy ships' gear. We had a fine example of a disrupter of this sort in this port recently. This fellow had been drunk and raising hell in every port during the entire voyage. Then to top it all off he showed up drunk as hell at the payoff.

Because of the confusion this man caused by destroying crew's property and raising hell in general, the crew did not receive the same representation that they were entitled to.

As a result of this, this man has been brought up on charges. There is no question but that when a man of this type pulls a thing of this sort he has no place in the SIU.

This union had to fight hard for every condition that it has: fresh milk—refrigerators in crews' messhalls—white linen—and many other things which were gotten one by one only after long, tough battles with the operators.

The quickest way to lose these things is to have some drunken bum abuse this gear or to destroy it, as was the case on this ship.

In all likelihood this guy will get what he deserves from the trial committee when he appears for trial. It is the duty of every union man to protect the crew's gear. Not to do so plays into the hands of the shipowners, because the shipowners always try to use such isolated cases as an example of why not to give seamen better conditions.

Let's do away with such performers for the good of our Union.

**THE BEST YET — WITH PICTURES**

The latest book put out by the Educational department for use in the organizational drive is just coming off the press now.

Called "This is the SIU", this book is aimed primarily at letting the unorganized seamen know just what the SIU is and how it operates. The book should be very effective in acquainting unorganized seamen with the Seafarers.

The artist for the **Log**, Bernard Seamen, designed this book, and from the looks of it this is the best work he has yet done for the Seafarers.

The book is a picture review of the SIU in action. Now that this particular item is out of the way, the educational committee can get back to work on more books and features, etc., planned for use in the Seafarers Educational Program.

This program should reach its full strength very shortly and will be pushed to the limit, as there is no doubt whatsoever that the educational stuff we have turned out has been greatly beneficial to the organization.

Although the SIU is a little late in turning this gear out, now that it is all off the press and ready to use, we will have an Educational Program second to none. Not only is our gear well written, in language seamen can understand, but it is also attractively illustrated and made up. Most of it is in two colors. It is a job the union can well be proud of.

All members should not only read this gear carefully, but should make a point of distributing to unorganized seamen. The finest books and pamphlets are no good if they sit on the shelf.

Keep a pocket full of our union literature. It will be a mighty good salesman for the SIU!

## SIU Man Returns To N.Y. After 26 Long Months In Nazi Prison

It was 10:17 p.m. on the night of February 23, 1943. The Jonathan Sturges, a Mississippi Liberty, was rolling along in a homeward bound convoy when a torpedo suddenly smashed into her number two hold. Within a minute a second torpedo tore into the fireroom, forward of the boilers.

As the convoy ploughed on, leaving the Sturges to its fate, the old man ordered her abandoned and the crew took to the boats.

And then, for more than a year, the fate of this ship was a mystery of the sea, until word came from a German prison camp that some of her crew had been captured.

What happened during that eventful night and the two years that followed, was told the other day by brother Joseph Garrido, who was repatriated after 26 months in a German prison camp.

"I was in the motorboat with ten other men", Joe said. "The next day we picked up four more on an overturned boat and shortly later we saw the Steward all alone in a third boat. We divided all hands between two boats and tried to stay together. But rough weather separated us the next night. We saw signals from the other boat that night. She was never heard from again."

They were soaked by heavy seas on the second night and stayed wet for the remaining 39 days.

"For two weeks," said Joe, "we tried to buck easterly winds. And although we were only about 400 miles off the coast of Newfoundland, we had to turn around and sail east."

In doing that the survivors of the Sturges accomplished one of the longest small boat voyages of the war. Living on meager life-boat rations and in almost constant danger of swamping, they

had to bail every day with their hands and caps to keep the boat afloat. "It was like being on a roller coaster," Joe recalls. "We bounced up and down for 41 days."

On April 15th, when they were about 200 miles off the coast of England, a German sub surfaced and came alongside. The sub's commander, in perfect English, ordered them aboard, as prisoners.

Although the U-boat crew treated them well, giving the men a hot bath and good food, Joe doesn't like to think of the six days spent on board. The sub was trying to get back to France after a long trip and for six days, with the prisoners cooped up below, they played hide and seek with British patrol planes and surface craft. Several times depth charges were dropped too close for comfort.

From Brest the seven survivors were hurried to Dulaj, a prison camp near Bremen. Here they were interrogated one by one almost continually for twenty one days. "They were mighty anxious to find out all about Liberties," Joe says. "They wanted to know about their holds and double bottoms. They got mad at me because I didn't know."

From Dulaj they were taken to a concentration camp 30 kilometres from Bremen. Some sixty American merchant seamen were housed here along with more than 4,000 British merchant navy men, captured since the start of the war by subs and raiders.

Except for a lack of meat and a monotonous diet of scup, turnips, carrots, kraut and black bread, life wasn't so bad, according to brother Garrido. The American army and navy sent warm clothing and Red Cross food packages came regularly

every week. The YMCA furnished athletic equipment; with the English teaching the Americans soccer and the Yanks showing the limeys how to play ball.

Five of the seven were repatriated during 1944. Last to leave were brothers Garrido and Joseph Munjes of Brooklyn.

Highlight of his 26 months in prison camp came in March, when a shipment of 13,000 cigarettes, gift of the SIU, arrived at the camp. "Were we popular," says Joe. "The krauts would have sold us the whole camp for those cigarettes. And believe me, it made a lot of friends for the SIU among those other merchant seamen."

## Calling All Girls!

By E. S. HIGDON

He can cook—he can wash—he can sew—he's young and he's single. Twenty years old, Bennie Farmer is the youngest seaman to receive his endorsement as a Steward and he's already had that rating for fourteen months.

Bennie, who has the perfect prerequisites for a husband, says he learned to cook when he was twelve or thirteen in his father's hotel in Brandon, Mississippi, and now he can flip off the fanciest dish as easily as he can snap his fingers.

The only thing his cuisine lacks is the touch of technique necessary for French pancakes. His crew laments the fact, but still waits around to get a ship with "Red".

Right now in New Orleans, Red's pals who like to pet their stomachs are waiting for a berth with "their" Steward.

Bennie has been a member of the SIU for three years—has been in all the major battle zones and is ready to go again.

## OUT FROM UNDER THE NAZI'S HEEL



After 26 months in a German prison camp, Brother Joseph Garrido arrived back in New York last week and visited friends in the hall. Garrido, above on the right, is getting "squared away" with Patrolman Charles Simmons. No dues are charged these men who have been in prison camps.



# NMU Rank & Filers Choose SIU

## Wants Union Not Politics

I want this letter to be my application for membership in the Seafarers International Union. At present, I am a member of the National Maritime Union in good standing, but I no longer want them to represent me officially. Actually, in more than three years that I have been a member of the NMU, they have never represented my interests in the trade union field.

I have been shipping for 18 years, and have been a union member both in this country and in Belgium, for I am a firm believer in the principles of trade unionism. However, I can no longer consider the NMU a trade union, in the accepted sense of the word.

In the years that I was a member there, the NMU did nothing for the seamen. The meetings are devoted to outside interests—the NMU brand of politics—and whenever anyone brings up anything dealing with seamen's affairs, he is called a disrupter, and his points disregarded. The rank and file seaman has no voice in deciding union policy—the leadership is the one that lays down the line.

For some time my friends have been telling me about the SIU, and after studying the stands and the way each union operates, I have decided to make my application.

I hope my application is accepted. I am a good union man, and I want to join a good union.

JAN VICTOR ROOMS

## No Interest In Membership

I, Harlan Hobbs, do hereby apply for membership in the Seafarers International Union. Heretofore, I have been a member of the National Maritime Union, but I no longer have any desire to be associated with any trade union that is more interested in promoting its own interests through politics and fake propoganda than they are in representing seamen. Through talking to a friend who is a member of the SIU and with other seamen, and by reading the agreements and policies of the SIU, I am convinced that there is no comparison between the two groups.

the ships were not covered by the patrolmen when we arrived or signed on.

HARLAN D. HOBBS

## A Revolt In The Ranks

Within the last several months, the rank and file of the National Maritime Union has, in increasing numbers, shown its disgust with the sell-out tactics of the NMU leadership. They are becoming fed-up with the political policy of "collaboration" with the shipowners that has sold their interests down the river. In greater numbers the membership is turning to the Seafarers of bonafide trade unionism. On this page we print letters and excerpts from letters sent to the SIU. We think they speak for themselves.

## NMU Representation Cost Him Big Dough

I had \$538 worth of overtime aboard the SS Pueblo,—Barber Asphalt SS Co.—which was okayed by the steward and the captain, and only collected a little more than 50% —\$308.

I went to the NMU to get a representative to go with me to the company, but couldn't get anybody. I stayed in New York overnight on the chance that I'd get an official the next day. When I went to the union the next day, I was told to be at the company offices at 3

o'clock, when an NMU picard would meet me.

I waited there and nobody came. The company said there was no use in waiting, that I was wasting my time. I went back to the NMU, but couldn't get to see the Patrolman to get the okay to see the Port Agent, and without his okay I couldn't see him. The Patrolman avoided me. He was always out, except during the brief period when I went out for lunch, but he always managed to have just left when I got back.

So I never did get the rest of the money due me.

That is the beef of all NMU men—no representation.

HARRY N. SPOR

## More Beefs On NMU

We, the undersigned, are turning in our NMU books and would like to be admitted as members of the Seafarers International Union. We are fed up with the representatives of the NMU and the unfair methods by which that union handles beefs.



GEORGE

GEORGE E. BROAD  
JOHN WILLIAM BROAD



JOHN

I feel that I have to wait around on shore too long for a ship and they have pulled a couple of bad deals on me on my overtime. I would like to sail with the SIU.

LERROY STEARNS



I am turning in my NMU book on my own free will, and apply for membership in the SIU, because I do not like the unfair system of shipping rules and regulations of the NMU.

JOSEPH J. VUJTECH



During the time I was a member of the NMU I was displeased with the representation that I got as a union man. The disputed overtime was not taken care of, and

the ships were not covered by the patrolmen when we arrived or signed on.

FRANK A. ULRICH



ROBERT A. SNEIDER

## Fail To Get Overtime And Transportation

We, the undersigned, members of the National Maritime Union, request of the Seafarers International Union the privilege of turning in our NMU books and joining the SIU for the following reasons:



1. Under the NMU contracts we have been working for lower wages and worse conditions than do the SIU seamen.

2. In the NMU we've had to take any ship that the NMU officials told us to take, even when we were not satisfied with the

ship. They told us that if we refused, they would turn us in to the draft board.

3. The NMU did not go to bat for us to get money—that was rightly due us. Aboard the SS Andrew Briscoe, which paid off in Jacksonville, every man had a day's pay and some hours of overtime due him, plus transportation back to New Orleans. The skipper verified that, but the NMU never tried to get these things for us, and we never got them.



4. Bryan Swaim aboard an SIU ship on his first trip as a member of the Marine Cooks & Stewards, was able to see how the SIU men stuck together to

get all their money before leaving the ship, and how they stuck with the men of the MC&S till they got what was coming to them. This example of solidarity impressed us very much.

BRYAN WILLIAM SWAIM  
DAVID L. SUPPLEE

## NMU Threatens Men With Draft

I should like to join the SIU for the following reasons:

1. A seaman has no job choice in the NMU—they try to force you aboard the first ship that



comes along, whether you like the boat or not. If you refuse, they threaten to report you to the draft board.

2. From what I can see and from what I am told by SIU members, the SIU really tries

to get you whatever money is coming to you. The NMU has its hands tied because of its policy of collaborating with the shipowners.

3. I know that the SIU carries out its agreements.

WILLIAM E. BLUE, Jr.

## Calls SIU The Seamen's Union

Although I was never a member of the NMU, I sailed on one of their contracted ships. Since I believe in unionism, and wanted to join a seamen's union, I kept my eyes open throughout the trip to see how the NMU operated.

I did not like the way things in dispute were handled by the NMU. Then again aboard ship I discovered that all their activities were slanted toward furthering the ends of the communist party. So I paid the NMU dues for the time I was aboard ship, and left them. Now I'd like to join the SIU, for from what I hear it is a seaman's union for seamen.



RALPH ARMSTRONG

## New Members Have No Rights

At Oran a Fireman-Watertender was sick, so I worked four additional hours a day, for which I was entitled to overtime—and which I did not receive. I told the NMU representative when he came aboard ship. He told me to go to the hall during the week, which I did. There, after I told my story, I was asked many questions. Then they told me that they could not or would not get the overtime for me, since I was a new member, and did not have the right to complain. They said I should be glad that they were letting me sail in the NMU, instead of being in the Army.



JOHN E. FILIPOWSKI

## Shipping Is Poor

I don't like the way the NMU handles their shipping. You have to wait three or four weeks before you can get a ship. From what I am told by friends who belong to the SIU, it seems that in the SIU a man who wants to ship fast can get action.



ROBERT A. HALL





**QUESTION:** What system of training is best for seamen: a government training school or experience on the ships?



**EUGENE McCORMACK, Cook**—Learn on the ships, I say. You can't make a cook in a school, especially when the instructors are fancy uniform boys who don't know jamoke from charley noble. The union could run a training school of its own and give the newcomers plenty of good instruction from men with years of practical experience. We have men in the SIU who would make good instructors. In the stewards department like everywhere else, I believe a man should start at the bottom and work his way up.

**TONY KATILIUS, AB.**—The only way for a man to become a sailor is to start fresh from the pier like in the old days. Too much training in these government schools is devoted to discipline. We don't want the merchant marine militarized in any way, shape or form, but if that isn't what the WSA wants why do they have so much of it in their training schools? I've been going to sea since 1938. I took plenty of hard knocks, but I still think it's the best way to learn.



**BILL MOORE, AB.**—The ideal set-up would be to enable the men to study on board ship at the same time they are getting their practical experience. These new ships have good facilities for studying while at sea and it might be possible to work out some "home study" courses which a man could work on at sea and turn in at the end of the trip. At Sheepshead Bay, they teach you to steer with a high-and-cry wheel. Anyone who has had the helm in a heavy sea with the bow swinging all over the horizon knows this kind of instruction is useless.



**THEODORE HESS, Cook**—No Sheepshead Bays after the war! That's taxpayers' money and they are wasting plenty of it teaching the boys how to form ranks and march straight. March them straight from the union hall with a trip card onto the dock for their first trip. That's the way I would do it and that's the way to make real seamen out of them. I've had school boys on board who didn't know how to use a bread knife without getting cut, and that is no joke.



## USS MEANS CHARITY FOR THE SEAMEN

By RAY WHITE

### Skipper Makes Periodic Trips To Coast Guard

(Continued from Page 1)

the officers and the men. He treats them the same, and neither group likes it.

On this last voyage, McLean went gunning for the first mate, Charles Crosland (an old SIU man, Gulf book number 86) who was well liked by the crew. In Glasgow, the captain tried to put Crosland off the ship, but the crew said they'd all sign off if the mate was put on the beach. So Crosland stayed.

Throughout the trip, McLean used foul and abusive language against the officers and the crew, calling the engineers, among others, "bastards," "SOBs" and calling Crosland "tramp" on the foc'sle head.

Delegate Joe Krupsky went to the skipper on behalf of the men and told him that the crew didn't like to have him cussing out the mates before the men; that it created disrespect for men whom they all liked.

When the ship returned, McLean brought charges against the chief mate, for disobeying orders, but the case was dismissed.

When the charges were dropped, Crosland; 1st Assistant Campbell; 3rd Mate McGee; AB Straw, and OS Jett filed charges of their own before the Coast Guard, charging the skipper with using "abusive language."

The case has not yet come up, at this writing, and it will be interesting to see what the Coast Guard thinks of this charming character.

Crosland, as is evident from his SIU book number, is one of the founders of the Seafarers. He joined in Mobile, back when Olin Banks was Patrolman and Scotty Ross the Agent.

Crosland still keeps in touch with his old friends in the SIU, and visits the union hall in whatever port he is in. At present he is down in New Orleans, beating him gums with his old shipmates there.

Have you ever been in a port and needed a loan for a few days, or maybe just a helping hand? Did you ever find yourself broke, with a big head? Did you ever wake up in the morning and wonder what kind of a fool you had made of yourself, and feel so low that the little ant on the ground looked like an elephant to you? Did you?

So you need some dough, and someone directs you to a USS office. Well, you don't know what the score is, and you go in. As a matter of fact you don't give a hang, just a few bucks to tide you over until a draw.

Well, you are greeted at the door with a rather sickly grin from some dame at a reception desk, who asks you where you were born, who your great uncle Henry was, and where grandpa met grandma, etc. By this time you are getting pretty disgusted, but you think, "Oh well, I started this thing, so why not see it through?"

But you have not reached the payoff, brother, not by a long shot. You are escorted in, greeted by a dame who says she is a social worker. She looks you over, wants to know what you did with your last payoff, and why you don't have sense enough to stay away from blondes. By that time you are so confused that you wonder what in the name of holy heaven you are doing here anyway.

You look wildly at the door, think how in the world you can get out, when she goes into her song and dance about the responsibilities of a seaman to his chosen



career, etc. Well, by this time, you are really fed up, and all you want is the throat of the guy who told you to come to this place anyway.

The above is just John Doe, average seaman, who wants a loan—not charity, gentlemen, just a loan. Who ever heard of an honest to goodness seaman wanting charity? Give to you? Yes! Why, of course, he will; the shirt off his back, if he thinks you need it, brother, but a handout for himself? No.

An odd lot, and no one can understand them but the men they ship with; the men that have gone down to the sea in the ships, faced the odds and death together, to deliver the supplies to the armed forces.

They have risked their lives to keep the supply lines intact, withstood the long, lonely months at sea, then when they come back, go on a binge—the seamen's traditional way of blowing off steam, and who is to say they are wrong?—and wind up broke. It has happened to everybody — it has happened to you.

Do you want charity, do you want some prying female to study your reactions, to see what the psychological payoff is, to register your response to stimuli? Do you want this, when you have found yourself in a spot and you just want a ten spot for a couple of hours, do you want her to say, "Mr. Seaman Doe, I will take your case up with your Union Agent, the Shipping Commissioner, the Board of Public Welfare and the Red Cross. Come back to see me tomorrow." Then, when you think she is through at last she will call you back and say in a trained honeyed voice, "Mr. Doe, you might try the Travelers Aid Society."

Well, it may be allright for a hop-head; it may be allright for a panhandler, but for Mr. Seaman Doe it won't work, because it will do something to his pride that he and all the seamen have treasured for years, and have strived to preserve. When a man loses his pride, he doesn't have much left, brother.

He will get out of the place with his adams apple working up and down, wondering who in the hell called this a loan service anyway, and where in the name of all that was holy did it get its name, and whoever in all the world can call it a seaman's "service"?

### Take Your Gear

Take your gear when you go aboard! There have been many cases recently of men going aboard, waiting until they were restricted, and then announcing that they had to go ashore and get their gear. By doing this they give the WSA a chance to sneak in replacements. Often times they miss the ship and are in for a Coast Guard rap.

Have your gear with you; don't let your union down.

## One Certain And Two Probables Is The Score For SUP Ship

WASHINGTON, June 4—You can't put a good ship down, not when it is manned by experienced, disciplined SUP men, as the Japanese air force found out.

The SS United Victory, pioneer of the hundreds of merchant vessels of the Victory type carrying supplies for the crushing of Japan, has again triumphed over enemy efforts to sink her, it was announced today. This time it was at Okinawa, a few weeks ago, and at least one of several Japanese planes attacking was shot down in the action, with two "probables."

The SS United Victory was discharging cargo in the forward area when enemy planes swooped

over American shipping and airfields. As they flew near at mast-height the guns of the Victory ship opened fire and one plane was immediately downed. Direct hits were scored on two others. They were then observed climbing but subsequently lost altitude rapidly and were listed "probables."

Three Marines, two Navy men and one merchant seaman were wounded by fragments of an exploding projectile, it was reported.

Once before in the Pacific, at Peleliu, the United Victory survived enemy attack. Shells then pierced her hull and midship house but there were no casualties.







# SHIPS' MINUTES AND NEWS

## Want Wage Scale Upped

We, the undersigned members of the Seafarers International Union have voted at the ships meeting of the SS Oriental, May 26, 1945 to subscribe to the following resolution:

Whereas, the bonus will be cut or substantially lowered in all areas except the Pacific and whereas living costs remaining at their present high level make it impossible to maintain a decent standard of living at the present basic wage,

Therefore, be it resolved that this ship's meeting of the SS Oriental go on record urging the SIU-SUP leadership to take all necessary steps to raise our present wage to meet the requirements for a decent standard of living, and furthermore promising our wholehearted support to any action toward achieving this end, and

Be it finally resolved that this resolution be handed in to the Seafarers Log for publication.

SIGNED:

James Murphy, Paul L. Jones, Henry W. Austin, J. W. Roski, Ed. Pachaski, Victor Quendo, John E. Perkins, S. C. Faenponilli, Gerald Louski, R. A. Weber, Lawrence M. Fuchs, J. E. Wenks, H. Sliterman, Jack K. Bowen, Wilbur Dyslin, Isaac Wenstein, Aime Giguere, William Duncan, Joseph Rosnis, J. G. Harris, Albert Lewis, R. Rodriguez, Wm. C. Mitchell, Julio Ortiz, Henry Herkeimer, J. R. Ellington, George Shaff, D. E. Sickles, T. F. Luckado, Robert D. Flood, and J. E. Minnis.

## Says WET Can Be Organized

Four months without a beef is a mighty good record, thinks Steward Ramon Gonzales of the tanker Hubbardton, and he attributes his smooth sailing on this ship to the presence of SIU men in all departments.

A T-2 tanker operated by War Emergency, this ship has been on the western ocean run, which suits brother Gonzales fine, for he has a wife and young daughter in England.

Gonzales believes that now is the time to line up the War Emergency Tankers under the SIU for postwar jobs, and he says if more SIU crews like the one now on the Hubbardton will sail these unorganized vessels, they can be brought under contract.

Among SIU men on the Hubbardton are Phillip Maganda, Messman, Paul Swinger, Chief Cook, and Woodrow Perkins, Wiper.

## Improvements Recommended

On June 10th, a meeting was held at sea of all departments on the SS Gateway City with Armand Capolongo, Engine Delegate, acting as chairman.

Purpose of the meeting was to hear all beefs before the ship made port and arrange to make up a repair list necessary for the comfort and convenience of future crews on this old Waterman rust bucket.

Recommendations for improvements included: more adequate showers, repairs to lockers, larger pantry for crew's messroom and a radio for the crew's mess. It was also suggested that the company provide some means for more fresh water capacity, as this vessel carries enough water only for short voyages.

Another beef was the poor condition of the boilers on this ship. She made it into New York with more water leaking out of the boilers than went up in steam. Waterman seems to be sending three or four of these old ships to sea with a wish and a prayer.

Concerted union action at the pay-off of this vessel resulted in the payment of considerable overtime that otherwise would have been lost.

## Wants To Locate

OSCAR KOITARU

Who shipped out of the SIU several months ago on a South Atlantic ship, get in touch with shipmate Leo Kodurand at 815 43rd Street, Brooklyn.

## Dodges Torpedoes

According to John Polaski, Oiler, who was in the hall the other day to ship out again, the last trip of the Grace Abbott was uneventful.

John mentioned, rather casually, that this Calmar Liberty was in a convoy that was heavily attacked not far out of Murmansk, losing several ships. A ship ahead of the Abbott was torpedoed but successfully towed ashore. Six ships and an escort, the crew were told, went down before the convoy reached Murmansk.

Another episode of this "uneventful" trip was a surface fight between the convoy escorts and what appeared to be a small German raider or a minelayer. The German was caught at night by the convoy's destroyers and the crew of the Abbott watched the gunfire from the ship's gun tubes. After an interchange of heavy fire the German ship caught fire and exploded.

The Abbott was out four and a half months.

## SS Ferdinand Hassler

The Bull Line Liberty Ferdinand Hassler arrived in New York a few days ago after a short coastwise trip, with Harold Gabaree, OS, and Alex Dolomanuk, Utility, acting as deck and steward department delegates, respectively.

Requests were put in to the company office for a toaster for the crew's mess, an electric iron, and new cots and mattresses.

## DeVito Outpaces Bullets In Constanza Handicap

The Delmar, Mississippi Hog, returned last week from a run to the Black Sea, with Jimmy DeVito, FWT and black gang Delegate, reporting a smooth trip and a good crew. Aside from charges brought against one man for deliberate negligence in missing sea and port watches, DeVito says the trip was almost devoid of beefs. Several trip carders took out books on this trip.

DeVito, who has been around somewhat since he took out book 185 in the early days down on

the Gulf, had one of his narrowest escapes at Constanza. Going through the dock area at night he had to climb a fence to get to the ship. A Russian guard who believed in shooting first and asking questions from the corpse almost scored a bulls eye as Jimmy high-balled it over the fence with several lend lease bullets whistling too close over his head. DeVito was in such a hurry to clear the hurdle that he left most of his pants on the fence.

## Free Loaders On Ship

There are still a few WSA free loaders riding the Bull Line ships down to the Islands and South America and then giving a lot of fancy reasons why they don't want a book when they get back.

Lothar Schessl, Wiper and Engine Room Delegate on the Cornelia, reports several of these characters on the last voyage.



## Meeting Squares Beefs Aboard SS Cape Borda

During the last trip of the SS Cape Borda two meetings of the engine department were held at sea, with Brothers Joseph E. Gelinias and E. L. Foster sending in two complete reports of the proceedings and the men who attended.

Both meetings were opened by the department delegates calling for a one minute period of silence in remembrance of our late President and those of our Brothers who have been lost at sea.

Informal meetings, the delegates explained, would result in more cooperation among crew members and a better understanding between SIU men and their union, which is especially important with trip carders and new men.

Under discussion were various plans to give Firemen time off in port, which was arranged, to everyone's satisfaction, with the

chief engineer; and the need for stricter attention to sanitary duties by the Wipers.

Beefs about payment of overtime for sea watches in Bangor and refusal of the old man to put out a draw at Loch Na Keal were discussed, and it was decided to refuse the payoff if these disputes were not settled satisfactorily when the ship arrived home.

A survey of overtime was taken; no definite beefs were made other than about sea watches.

Engine department men who attended these meetings included:

E. L. Foster, Charles Nangle, Charles Donohue, Joseph E. Gelinias, George Langill, Arthur Kafer, Kenneth Rohde, John E. Haag, John Lenhert, Henry Michels and George Krum.

Yours fraternally,

JOSEPH E. GILINAS

## Alcoa Master Back After Shuttle Run

After shuttling for nine months between England and north-of-Europe ports, the Alcoa Master docked last week with all hands mighty glad to be back in the good old USA.

Although feeding got to the point where some of the ice box ravens found poor pickings on the night lunch, the crew reports that the belly robbers did a good job for the slim fare the WSA kept putting on the crate overseas.

Paul Stonicher, Second Cook and Steward Department delegate, said there were few beefs on the ship for such a long trip and the delegates ironed out disputes as they came up.

One of the last shuttle ships to get home, the Master's payoff reminded the boys of the "good old days" back in '42. Five trip carders took out books.

## SS Hilton

Good work by book members on board the SS Hilton, Bull Line, resulted in one deck and five black gang trip carders joining the union when this old rust bucket pulled into New York.

The crew recommended that the "advantages" of the social register be extended to William Chance and J. D. Bell, both trip carders.

Delegates on this trip were James B. Jordan, A.B., Al Rawring, Oiler, and F. Hunter, Messman.

## Steward Of Semmes Gets Crew Glad Hand

The Raphael Semmes, Waterman C-2, returned from a six weeks' European run with the crew giving a big hand to the steward department for good chow and "good mess boys who knew how to run a mess room."

John McLemore, old SIU book man out of New Orleans, was Bos'n on this ship, making his third trip.

According to Walt Doyle, AB, the deck department had some trouble with the chief mate, who had the impression for a while that he was an admiral of the fleet, but the mate was soon educated and the trip proceeded smoothly.

Charley Hartley, another SIU old-timer, was boss of the belly robbers on this trip.

## SENDS THANKS

I would like to thank the crew members of the SS Cape Nome for their kindness to me when I was confined to bed after my injury on this vessel.

Fraternally,

THOMAS E. RUARK  
Bk. No. 35991

Keep In Touch With  
Your Draft Board.



# THE MEMBERSHIP SPEAKS



## Engineer Passes Buck To Fireman

Last week while on watch on the SS Claymont Victory the water recirculator broke down. I notified the night engineer and tried to start the fan to keep up steam. Then the night engineer messed with the recirculator and lost the plant. He couldn't get any draft to the fires.

Instead of being a man and taking the rap he placed the blame on me. Consequently I was fired. After a few minutes they had the recirculator going again and the plant was in perfect working order.

The captain of this ship threatened to have the Coast Guard take my papers, but when I asked him about his license he said, "Well, we'll forget it this time."

I hope you can do some good with this beef and keep these engineers from shifting the blame for not knowing how to run these new Victory and C-2 jobs onto the shoulders of unlicensed men who aren't responsible for operation of the plant.

JOSEPH H. DINKINS

## WANTS LETTERS

Brother Eugene Maggio, who joined the Marine Corps and lost a leg at Okinawa, is now in the U.S. Naval Hospital at Mare Island, California. He would like very much to hear from former shipmates.

## Writes From Stony Creek

As engine room Delegate aboard the SS Stony Creek I'd like to report a little incident that occurred in the Canal Zone recently.

When we hit the Canal after being out four months three men from the black gang were brought before the Coast Guard on charges.

They were tried, convicted and paid off.

Basil Hillman, a Wiper, was pulled off on trumped up charges of inattention to duty and inability to stand the heat of the engine room, and had his papers pulled indefinitely.

Byron Colgrave, Second Pumpman, had his papers pulled for five months. William J. McCarthy had his papers pulled for five months.

The first assistant on here is an ex-instructor at Kings Point and he thinks he has a bunch of cadets under him.

Saw the new Log for the first time in Panama. The NMU men read the Log for the news about seamen and then the Pilot for Joe's latest political propaganda.

This ship has an SUP Deck gang and SIU in Engine and Steward Departments.

ED LORMAN

## Joe Buckley Answers "One Trip" Curran

Dear "Keep 'Em Sailing!" Curran:

Thanks for the compliment I read about myself in your column in the *Pile-it*. Really I didn't realize my ability to become a historian.

Why not call me "ten book Buckley?" After all, what's in a name?

They tell me that you had to wear rubber pants when you made that historical trip to Africa (or was it Staten Island?). Hanging out with shipowners never did build up a worker.

Say, Joe, remember that night in New Orleans when an admiring member of your union punched you in the mouth and you highballed it down Conti Street?

Now I'm in the pie. Wish they would hurry with that check, for beer comes high in Chicago. Swinging a banjo on the Lakes gives a guy little time for writing history. You ought to try it, "One Trip," a good sweat might do you good.

They tell me that to get into the NMU now you must get religion. Taking a nose dive was never in my line, such as an old mission stiff like yourself. How many purple hearts did you get for glad-handing the shipowner during the war, Joe?

Were you thinking about reviving the Marine Workers In-

dustrial Union since Earl Browder got the gate in favor of Wee-Willie (Ziz-Zag) Foster?

What in hell were you doing on South Street about a month ago? Surely the great "Keep 'Em Sailing" wasn't looking for a cheap flop. I didn't think times were getting so tough up at 17th Street.

Look me up, Joe and I'll give the price of a coffee, although I understand you're against coffee time now.

By the way, Joe, I came up from Brazil last year on one of your luxurious tankers of the C. D. Mallory fleet. Such conditions! I'm surprised that a militant (?) leader permits such rust pots to sail for the NMU.

Keep 'Em Sailing Joe. What would we poor seamen do without such heroic leadership!

With deep admiration,

JOE BUCKLEY

(Editor's note: "Brother" Curran heaved some of the old Communist poison against some old militant NMUers, who were thrown out for questioning Joe Curran's leadership. Among other misstatements of fact was that Joe Buckley is an official of the SIU.

Brother Buckley is not an official of this union. Throughout this war Brother Buckley has been keeping the ships sailing, in all war zones.

Because of the shortage of coal-burning firemen on the Great Lakes, he has recently taken on that job.

One reason that Brother Buckley is not an official of the Seafarers is that he refuses to run. He believes his place is with the working seamen to protect their conditions at the point of production—aboard ship. He does not have to be forced into a few weeks' trip by the draft board.)

## 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.

years. We fought the subs and the bombs; the WSA and the Washington political phoney's; and the shipowners."

When the newspaper reporters came on board to interview these troops on arriving in the States, several of them told the reporters, "Don't forget the merchant seamen. They brought us the guns with which to fight."

Enough said, brothers. There's an opportunity on all these Liberty troopers to keep plugging for organized labor and the SIU.

JOHN MARCIANO

## 'Rum & Coke Run' Paradise

It's tough down in this island paradise to tear away from the beautiful women and write letters, but here is some news about the beachcombers down here who are looking for a ship but not trying too damn hard to find one.

Personally, I rate a two stripe uniform as a second engineer, but even the gold braid won't do me any more good now because I owe too much money.

Emilio Garcia is on the beach here, too, and a sweet gal by the name of Jenny is making it tough for him to ship out. If any of you guys get ashore down this way don't forget Jenny. She's okay.

Leopoldo Colon is a good Fireman and one of the best in the SIU. He keeps a full head of steam in the engine room but he's losing steam plenty fast down here in San Juan.

Louis Cohen is in the Marine Hospital but he likes it; and Joe Tossas is trying to make an impression with his fancy moustache but the women aren't impressed.

George Davis, a good Bull Line AB who is living in Catan, Puerto Rico, wrangles a pack of Chestfields out of some gal every day but he won't tell who she is. I think we'll sweat it out of him next time he wants two bits for rum and coke.

Francisco Vega wants to say "hello." He's making a living off the night clubs now, listening to

all the sad beefs and towing the brothers into the bright spots to spend their dough.

Hope to see all you Bull Line stiffs and rum and coke hounds down here soon. B. BANAL



S. Banal shows why San Juan beach combers hate to leave. Could this be Jenny?

## GIs Get The Score

While in foreign ports on various trips I have been reading the *Stars and Stripes* and my impression of this Army sheet is that it doesn't want to give American labor a break in reporting the news.

Because of this attitude, many soldiers are coming home with a bitter feeling toward labor due to the slant they have been getting through the pages of *Stars and Stripes* during the past two years.

To change this attitude of the soldiers I have gone out of my way recently to talk to troops coming home and tell them the story of the SIU—how we sailed the ships with war cargoes to all the fighting fronts and lost two thousand men doing it. All SIU men who have been through the labor troubles of the '30s and who sailed the ships in this war should talk to these troops and counter-act the anti-labor propaganda they have been fed.

To the charge that we are making a lot of money you can prove to them by figures published last year in PM and other papers that merchant seamen receive approximately the same pay, over a year's time, as that of Navy men.

Here's what I tell the troops: "The SIU has had three battles to fight during the past three

## GI Poses Puzzles

I'm writing for two reasons. The first is to let you know how much the Log has meant to a guy that doesn't get much home news. To me the Log is a letter presenting a broader view of home front happenings than we are able to gather from news reports. It has helped me in discussions of post-war plans.

The second reason is one that perhaps confronts many brothers now in the army. That is, how can we have our seaman's time entered on our service record? Perhaps my presentation of our case seems crude, but I'll present the argument in order.

First, is a merchant ship armed a private enterprise? Or is it under the jurisdiction of the War Department?

If a seaman joins the Navy is he given credit for his seetime?

When a seaman dies is it for the glory of country or company?

These questions arose in my mind when I asked for authorization to have entered on my service record the fact that I am authorized to wear seamen's ribbons. I have written to the Bureau of Awards in Washington for my certificate but as yet I have received no answer. Can you give me any information on this? I was on the SS Eldena to Murmansk in 1942 and on the SS Samuel Johnson to Africa in 1942. I was recalled into the Army in 1943.

Sincerely,

EDWARD J. WHITE,  
1st Sgt., 20217434,  
Co. A, 63 Eng. Battalion,  
APO 44, c/o Postmaster,  
New York, N.Y.

We'll do the best we can. Here goes:

1. A merchant ship is a private enterprise, working for God, for Country, and greater profits for the shipowner. However, an armed merchant ship is under the jurisdiction of the War Department. The Coast Guard handles matters of discipline, and the WSA controls the business end. In combat zones, ships are under command of the Army or Navy head in that area. If it sounds complicated, don't blame us.

2. If a seaman joins the Navy, time served in the merchant service is not counted toward his old foggy time. Time towards longevity begins with the first day spent in service.

3. No answer.

4. According to the U. S. Maritime Service, Army personnel who have been awarded seamen's ribbons are entitled to wear them.



# ANOTHER 22 GRAND IN U.S. WAR BONDS

Participating in the "Mighty 7th" War Loan drive, the Atlantic and Gulf District withdrew \$22,200 from the Hospital and Burial fund and invested it in bonds which will mature at \$30,000.

Following is the resolution which was passed up and down the coast, and subsequently acted upon by the Secretary-Treasurer:

### RESOLUTION

WHEREAS: The Atlantic & Gulf District of the Seafarers International Union of North America has in the Hospital, Burial Funds, more than sufficient cash to meet the ordinary disbursements required of these funds, and

WHEREAS: This cash is lying idle in the bank, and

WHEREAS: United States Defense Bonds constitute the safest investment in the world, the entire integrity of the government being their guarantee, and

WHEREAS: The government has urgent need of this money to finance a war in which our members are front line fighters, therefore be it

RESOLVED: That the Secretary-Treasurer of the Atlantic and Gulf District be instructed to withdraw \$22,200.00 from the Hospital and Burial Fund, and with this money purchase war bonds, having a matured value of \$30,000.00, and be it further

RESOLVED: That a banking committee of three men be elected at the New York Branch meeting to go with the Secretary-Treasurer to deposit these bonds in the safe deposit box. These bonds shall be examined by each Quarterly Finance Committee.

JOS. DI GEORGIO, 7524  
J. A. DICK, 23705  
J. L. ROBERTS, 6649

# NEW LABOR DEP'T SETUP MAY GIVE UNIONS VOICE

WASHINGTON (LPA)—Sec'y of Labor Lewis B. Schwellenbach, newly appointed to the post by President Truman, plans a complete reorganization of the Labor Dep't and the amalgamation of more than 20 labor agencies and offices strewn throughout other government departments.

Schwellenbach, in his first press conference, announced that he had selected six trusted friends to be his "eyes and ears" in effecting the reorganization. None of the six will be placed on the government payroll but will work for three to four weeks with the new secretary in charting the reorganization. Two of the six are well known to organized labor—Dr. John Steelman, former head of the U. S. Conciliation Service who left his government position last November, and John Carson, Washington representative of the Cooperative League of the U.S.A.

Still up in the air and undecided is the question of whether Schwellenbach will create labor advisory committees, and whether he will ask President Truman to appoint a CIO assistant secretary of labor. The AFL already has Dan Tracy, from the Int'l Brotherhood of Electrical Workers, in the post of assistant secretary. Before his death, President Roosevelt planned to ask Senate approval of John Gibson, former head of the Michigan CIO, as Tracy's CIO equivalent.

Further evidence that Schwellenbach intends to work closely with organized labor was the disclosure that he has asked the CIO, AFL, UMW and Railroad Brotherhoods to name liaison men to confer with the six brain trusters in the shaping of plans for the reorganization of the Labor Dep't. It was also predicted that Schwellenbach would bring in a number of new assistants and

revamp the Dep't's information section. Both Washington correspondents and labor leaders have repeatedly objected to the present information setup in the Labor Dep't and charged that it was practically impossible to reach Miss Perkins for a press interview or a discussion of union problems.

Reporters questioned Schwellenbach on two other issues of crucial importance to labor—the Burton-Ball-Hatch (B2H) bill and the little steel formula. The new secretary said he had not read the B2H bill which has been denounced by all sections of organized labor as a move to enslave and straitjacket unions. He also confessed that he does not know what he will recommend on reconversion or postwar wages. He expressed no disagreement with the wage freeze.

# From The Assistant Sec'y-Treas.

By LOUIS GOFFIN

The beefs are still coming in, but now it's a little tougher settling for the simple reason that most of the company guys with the authority to settle beefs are hitting the beaches, and gin-mills for cool drinks during the hot spell. This makes it a little harder for me to catch up with them. However, sooner or later, I nail them and then roundy go roundy we go until the beefs are settled in favor of the men involved.

Beefs received and settled are as follows:

From Savannah; a minor beef concerning a Fire-Watchman. This has been settled, and is now payable at Alcoa.

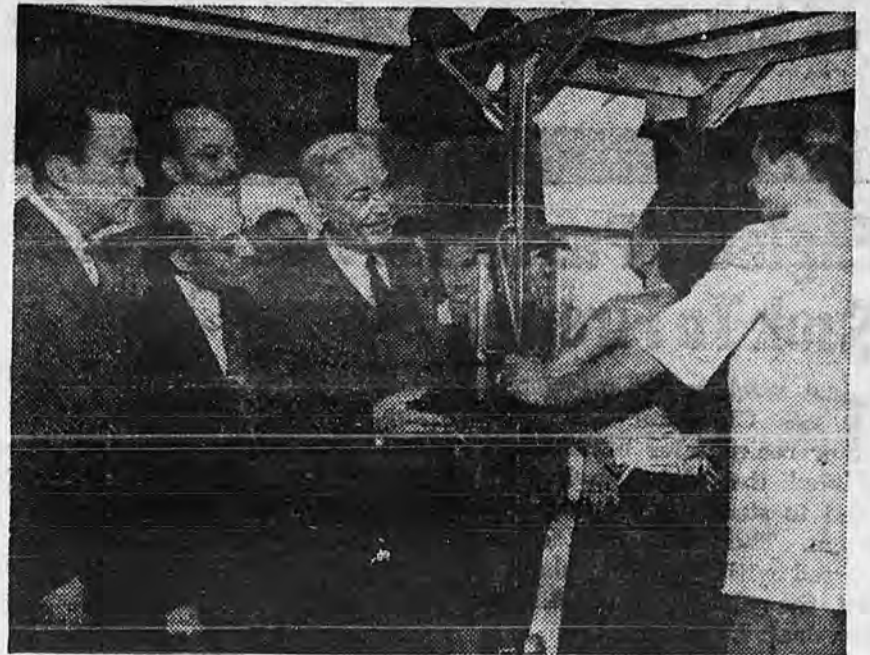
From Norfolk; a number of beefs on an Eastern scow which I had to transmit to Boston. With the able assistance of the "Bean City" officials, this beef should bear fruit soon. As soon as I am notified I will have the names and amounts due inserted in the Log. From Baltimore on the SS Woodbridge Ferris, the standby time for the sailors has been settled, and is now payable at Calmar. Another beef on this scow should be settled this week.

Various other beefs from the outports are now in the process of being settled, and the results will be posted as soon as possible. In the event that these beefs are settled before the Log deadline, I will have them inserted in the money due list.

At this time I'd like to congratulate the Editors and everyone else who had something to do with the building up of the Log. It is my personal opinion, and I'm sure the opinion of numerous others, that we have the finest maritime labor paper in the world. Reading the Log in its present form should be convincing.

Just in: A few beefs from Baltimore on the SS Tarlton Brown have been settled, and amounts and names will be in the next week's issue of the Log.

# CHECKING UP



To guard the health of its members, Local 155, Intl. Ladies Garment Workers Union (AFL) conducted a free X-ray survey at its New York City headquarters in cooperation with the Brooklyn Tuberculosis Assn. Watching while a technician X-rays a unionist are, l. to r.: ILGWU Vice Pres. Charles S. Zimmerman; Dr. Herbert R. Edwards; Local 155 Manager-Sec. Louis Nelson and Dr. Leo Price, director of Union Health Center. (Federated Pictures)

# SUP Ship Saves 10 Fliers

Another heroic chapter in maritime history was written recently by the SUP tanker, Torrance Hills, in the Pacific waters on her maiden voyage.

220 miles from the nearest land, the Torrance Hills saved the lives of ten Navy fliers whose blazing plane had crashed, the "quick and intelligent action and excellent seamanship" of her master in the emergency winning official Navy commendation.

The commendation signed by Vice Admiral D. W. Bagley, USN, commander of the Hawaiian Sea Frontier, follows:

"On the morning of 4 May 1945, the SS Torrance Hills observed an airplane in flight which was afire. Personnel were seen to parachute from the burning plane, which subsequently crashed.

"The quick and intelligent action taken and the excellent seamanship displayed by the master of the SS Torrance Hills resulted in the prompt recovery uninjured of all ten officers and men of the crashed airplane. Without such alertness and prompt action on the part of the SS Torrance Hills some or all of the airplane's personnel might have lost their lives.

"The efficient services of this vessel are very much appreciated and it is requested that the master of the SS Torrance Hills be so informed."

# THEY LIKE HER



The crews of U. S. minesweepers think that war worker Betty Schiler is pretty. They voted her the girl "we would like to sweep off her feet." (Federated Pictures)

# WITH THE SIU IN CANADA

## Win Election On C.P.R. Fleet

VANCOUVER, B. C.—The result of the recent vote conducted by the Canadian Department of Labor among the unlicensed personnel in deck and engine room departments on vessels of the CPA fleet, has left no doubt in the minds of everyone on this waterfront that they are determined to better their miserable conditions. The vote has shown conclusively, in their choice of representatives, that the SIU is the only organization that can do anything for them.

The result of this vote was 93.8% for the SIU. The claims made by the Canadian Seamen's Union and Brotherhood of Railway and SS Clerks were not substantiated on investigation by the Department of Labor and were therefore ruled out.

The attempts of the CSU to confuse the issues involved were of no avail, as these crews were definitely aware of their past record of collaboration with shipowners and government, and would not fall for the phoney propaganda and lies spread by CSU stooges. These seamen have been very emphatic in their choice, and intend to better their lot with the same determination.

## U.S. Ships Load In Canadian Ports

VANCOUVER, B. C.—Owing to the great increase in shipping out of Pacific Coast ports to meet the demands of the supply of war materials to the various theatres of war in the Pacific, all Pacific Coast ports in the U.S. have been clogged. It is understood that a great volume of war cargoes will be diverted to British Columbia ports where some facilities are still available for the dispatch of these cargoes.





# AROUND THE PORTS



## Savannah Agent Finds The SS Brandywine

By ARTHUR THOMPSON

SAVANNAH—I missed sending in the report last week. I was kept on the go with nine ships hitting this port in rapid succession. Only one ship was a payoff for the SIU and two were payoffs for the SUP, but nearly all of them wanted replacements and it was no cinch to find crews for them. I still have quite a few ABs and Oilers on the shipping list, but all other ratings are scarce.

Not by design—the waves of Fate washed her ashore—we solved the minor sea mystery that has had Brother Parker agog. The Brandywine was in for a few hours and had to sail shorthanded. She seems to be a good ship, but when I put the jobs on the board for her only one AB took a job. The Stewards department was short three men and I only had two men on my list. I hope Brother Parker can rest easy now.

I had a bit of trouble with men paying off after signing articles. The Coast Guard called me up on the matter and said, although no charges could be preferred against a man for paying off under mutual consent, it nevertheless wouldn't do us any good if a ship was delayed because of men quitting only a few hours before sailing time. This is especially

true in a port where replacements are hard to get.

If a ship is hot and we have no men for her, we have to call the WSA and they will begin to look upon us as a clearing house for their top heavy lists. If you don't like the ship you're on, payoff before you sign articles. This will give the Agent in your port a chance to get replacements with SIU books.

When the SS Noah Brown paid off there were no beefs except relieving for supper. This had to be sent to New York since their paymaster had no authority to pay it. All other beefs were squared away before the payoff. Frank O'Leary was chief mate and, being an SIU man, we didn't expect any trouble. He left the ship, however, and we hope the new mate will be as good.

A few beefs were sent in from New York. These beefs have to be settled here since the main office of the South Atlantic is in Savannah and all the records are kept here.

I'm not sure when our next ship will come in. The new AV-1 which was promised to us is more than a month overdue.

That's about all there is to report this week, except that the weather is hotter than a blast furnace.

## NO NEWS??

It was a poor showing again this week. 9 branch Agents failed to send news of their ports to the Log. Following are the ports not represented in these pages:

- BOSTON
- BALTIMORE
- PHILADELPHIA
- CHARLESTON
- TAMPA
- JACKSONVILLE
- MOBILE
- GALVESTON
- HOUSTON

## Building! Building! Who's Got That Brand New Union Building

By BEN P. REES

A young man walked into the union hall a couple of days ago and announced, "I want to join this union."

He was asked what do you sail as? "I haven't," he replied. "I have just finished the maritime school and have been awarded an ordinary seaman's certificate. I am going to sea and I want to start right."

I couldn't resist the temptation of asking, "Why do you want to join this union?" He replied, "If I don't join the SIU the WSA is liable to put me on a ship of that other union. How much do you want?"

As I explained each item that makes up the initiation fee he just nodded his head until we reached the ten dollar building assessment. He then quickly looked out of the window at the two by sixes anchored to the outside curbstone that are used as props to keep the end and side wall from falling down; and then across the old, dirty, low-ceilinged firetrap that was built even before window weights were invented; and with a look of mingled sympathy and pity, he asked,

"tertainment and food that he was served: Music and dancing (plenty of the Island's most beautiful were on hand for this); Don Q Rum by the case for those who wanted it; the swellest people to set on the balcony and bat the breeze with.

Then came the native dishes as only the natives know how to prepare: Lechon Asado (Roast Pig), Arroz con Pollo (Rice & Chicken) and Plantans. So a word to the wise: If you are ever in the Island and one of your Puerto Rican shipmates invites you to one of these parties, forget the waterfront and enjoy yourself for a day and evening that you will always be glad to remember.

We have a new phone number, 2-5996, and it is automatic. So when you are calling the hall just be patient and after a long time—surprise! It works.

In a late issue of the Log there was an error in this column that proved embarrassing to the last crew of the SS Blue Island Victory. The crew of the SS Blue Island Victory stood pat at the payoff in the Army Base and would not sign off of the articles until they could get representation from the hall. It was the SS Blue Ridge Victory, which had a number of new men aboard her at payoff, that paid off, against the advice of the ship's delegates, without representation aboard.

There has been quite a number of changes made in the building in the past week, all of them proving beneficial. The recreation room has been rearranged, a library put in, a variety of games, and a lot more union literature made accessible. The fourth floor baggage room has been rearranged so that it makes the baggage room in the Pennsylvania Station look like a junk heap.

The improvement of the Log has become noticeable to everyone and it is easy to see that it is one of the best labor papers in the field. The Log is the one medium all members everywhere have to let them know what is going on in the organization. It can be made a real rank and file paper if all the members will contribute by writing letters about their last trip, articles, poems, etc.

Ships have been paying off steadily in the past week, about 3 to 4 a day. There has been more sign ons than payoffs. With the converted Liberties and Victories going out now, shipping will hit its peak in the Stewards department. Most of these ships are being converted and are sailing from the Port of New York.

There are several ships that have signed foreign articles, go to Europe, and return to this port without discharging cargo in foreign port. On some of these ships the companies want to keep the men aboard without signing off until they make a Pacific voyage and return.

This has been handled in the manner satisfactory to the crews up to now, and we will use the same system on other ship, thereby getting most of the men paid off that do not wish to make the Pacific voyage.

It is vacation time for the Patrolmen in this port now, and we are operating on a minimum of men. So far, we have succeeded in getting all ships covered and all beefs settled at payoff time.

only reason that we had not already purchased a building in keeping with our activities and the class of men that ship out of this port was that these members were so busy going to sea that we just had not had time to make a proper survey and bring the findings before the membership for their approval; that a building committee had been busy and had dug up a number of likely places and had obtained all of the information as to price, etc.

By this time it was five o'clock and all hands decided to go out and inspect these places. En masse, we marched past fifty seven of Norfolk's "almost-beer gardens" without even looking in and made an enthusiastic inspection. Something will be doing now.

## Boosts Puerto Rican Parties

By BUD RAY

SAN JUAN—Things are beginning to look up this way with the SS George Washington coming down for the Puerto Rico Line, and Ponce and Mayaguez being assured of weekly sailings. Of course, we don't know what ships they are going to be, but I imagine they will be the old rust pots that they are afraid to send to the Pacific.

So far the Unaco has been here regularly out of the Gulf; the SS Jean has been in and she is scheduled to come back; the Shick-shinny is in and the good ship Ellenore arrived from Baltimore. Plenty of ships but few jobs.

So far 40% of the '44 and '45 sugar crop has been moved and fertilizer is starting to come down. I am looking for things to go back to normal; business is getting better all the time with more arrivals and the shipping list is turning over a little faster.

All the shore side heroes who have been holed up since the shooting started are now showing up, complete with uniforms. Wonder why?

The WSA is having trouble getting their boys out on jobs, and now sends them to the hall looking for ships.

If we all put our shoulders to the wheel and work, we can swing the East Coast solid SIU. I was talking to some NMU and MFOV men and after the discussion they had to admit it was the SIU and the SUP, and they alone, who had gotten and kept wages and conditions, and that it looks as though the Uptown Labor Fakers are riding for the big fall.

Brother A. C. Torres, who is back after an absence of three years, had a coming home party and yours truly considers it a lucky day that he had the good fortune to be invited.

Here is just a little of the en-



## A "Beautiful Beef" Wakes N.O.

By E. S. HIGDON

NEW ORLEANS — Shipping this week has been slower than molasses in January. Not until the 29th was there any excitement, and then came a beautiful beef.

The Blue Island Victory paid off here and wanted to keep eight men on board. The WSA refused to even discuss the matter of transportation back to the port of signing on. All the rest of the crew was peacefully given the transportation due them, as were the four licensed mates and assistants who were paid off and then re-hired.

We class this as discrimination against unlicensed personnel and

claim that the ship, according to our agreement with Waterman, is not "under repairs" but put in for "reconversion".

The chief engineer says that the acetylene tanks will have to be drained of all their oil, thereby putting the ship completely out of working condition so some welding can be done. So the beef has been turned over to New York for settlement, since we can't seem to get the big shots in New Orleans to talk turkey.

Organizational work is rigging up fine. The Gulf ships are turning to the SIU for a good deal and we expect a full membership in the near future.



# Headlines Produce Strike Scare

(Continued from Page 1)

Office of Ass't Secretary of Labor Dan W. Tracy in Washington and with the collaboration of Clinton Golden, labor vice chairman of the War Production Board.

Under the plan — regarded as precedent-making—joint machinery will be set up on both national and local lines to clear up jurisdictional disputes as they arise.

In localities where the AFL-Building Trades and the UAW both have local unions, a joint committee will be created for "peaceful and orderly adjustment" of any differences that may arise.

If an adjustment cannot be reached on a local level, it will be referred to a national committee composed of equal membership from each group, headed by a neutral chairman, agreeable to both sides, whose decisions, in case the parties are unable to agree, will be final and binding.

First of the local committees was to be set up in Detroit, and meanwhile all strikers are to go back to their jobs, the agreement provided. Also, ultimatums served by the rival groups on Detroit employers — requiring them to use exclusively the members of one organization or the other — are to be suspended.

The agreement is still to be ratified by the executive councils of the Building Trades Department and the UAW, but such approval is expected to be a formality. It must also be "sold" to locals in Detroit. Meanwhile, as a result of the agreement, most of the strikers involved in the Detroit controversy are returning to work.

Another big strike that practically "folded up" during the week was that of 6,000 truck drivers represented by an "independent" union in Chicago. The men walked out in protest against unsatisfactory wage awards from the National War Labor Board, and at the beginning quite a few thousand members of the AFL-Teamsters also struck.

However, the Office of Defense Transportation, on orders of President Truman, seized the lines, and 14,000 troops were rushed into the area. Thousands of the soldiers were used to man the trucks or serve as guards. With this big show of force, the Army virtually "cracked" the strike.

Most AFL strikers returned right after the seizure, but the

"independents" held out for a longer period, eventually straggling back after their executive board ordered them to end the strike. Some, however, still held out.

A strike of 15,000 workers at 11 Pittsburgh Plate Glass and Libby-Owens-Ford plants in 10 cities also was called off, on WLB appeals, as were many other smaller walkouts, including one of drivers that had tied up publication of the Pittsburgh Press.

Among strikes still under way was that of the Printing Pressmen at the Lakeside Press of the hard-boiled, anti-union R. R. Donnelley & Sons in Chicago. Despite a WLB order to the men to return, the strikers stayed out, insisting their stoppage did not affect war production. They are fighting for a "union shop" contract, such as prevails in the entire industry, and which the Donnelley management is bitterly resisting.

Two other daily newspapers were still "down" — the Jersey Journal in Jersey City and the Bayonne Times—as members of the International Typographical Union remained on a "sick" spell, staying away from work, until the managements agreed to union demands.

A threatened serious railroad strike—on the Erie—was averted when the White House set up an Emergency Board under the Railway Labor Act to consider demands of the Brotherhood of Railroad Trainmen that the management comply with the terms of the union's agreement and pay a number of long-stalled wage claims. About 4000 train service employees were involved in the dispute.

## Federation Opens Fight On New Slave Labor Bill

WASHINGTON, D. C. — AFL President William Green denounced the new "labor relations" bill introduced in Congress by Senators Hatch, Ball and Burton as a legislative "straitjacket" for the nation's workers.

Senator Wayne B. Morse, of Oregon, declared it was "slanted" according to the employers' point of view. Reactionary newspapers and columnists hailed the proposed legislation but labor and liberal leaders united in condemning it. Mr. Green said the AFL would fight it with all its strength. The text of Mr. Green's statement follows:

"In introducing their new labor relations bill, Senator Hatch, Ball and Burton declared that it has been 18 months in preparation. Yet in all that time labor was never even consulted about the provisions and, in fact, never saw a copy of the measure before it was introduced.

"These circumstances indicate an anti-democratic and hostile attitude on the part of the bill's sponsors toward the workers of America. Surely, those principally affected by a radically new legislative proposal should be given an opportunity to present their viewpoint, if the sponsors were acting fairly, impartially and in good faith.

"Preliminary analysis of the

Hatch-Ball-Burton bill discloses basically objectionable features. Among these are:

"1—The bill proposes compulsory arbitration. This is a restriction upon their freedom that the wage earners of America will never accept. Organized labor has fought compulsory arbitration since its earliest days as the first step toward involuntary servitude. We will not give up that fight now.

"2—Under the guise of revising the National Labor Relations Act, the bill would so thoroughly transform that law as to make it an instrument of labor oppression, rather than emancipation.

"3—The right of contract is seriously impaired by the bill, which would prohibit labor and management from entering into voluntary closed shop agreements except on an unworkable percentage basis.

"4—The scope of the Wagner Act also would be seriously limited by the new bill, which proposes to exempt small employers from obligations required of larger enterprises.

"5—In sum, this measure seeks to establish government regimentation of labor and industry in normal times to a degree that would gravely undermine free collective bargaining.



Allied occupation authorities in Hamburg, according to Meyer Lewin, correspondent for Overseas News Agency, are hampering all efforts to organize labor on a wide scale, while the local Chamber of Commerce, which apparently is filled with Nazis, is permitted to operate under far less restricted conditions. Lewin bases his story on long interviews with leading Hamburg trade union officials.

Union meetings are strictly limited to 40 delegates, the officials complain, with permission required for each meeting. Unions, they charge, are allowed no postal service or exchange of printed matter.

The purge of Nazis is much too slow, according to Franz Splid, a Reichstag member before 1933, and former national labor federation secretary. The ONA writer has spoken to seven members of the new Socialist "Free Trade Unions." Six of these men are veterans of Hitler's jails and several are erstwhile underground workers.

They point out that the chief of the regional government employment service is a Herr Lindeman, who is a well known Nazi party member and a former SS man. The AMG excuse that this man is irreplaceable is not accepted by the union leaders, who state that he could be replaced overnight without the slightest difficulty.

UNRRA has accepted the offer of the Swedish government to provide free hospital and convalescent facilities for 10,000 slave workers liberated in Germany.

First examples of the projected Italian land reform are now being reported in the Italian press. In the area of Syracuse, Lentini and Cassaro (Sicily) 1,300 hectares of uncultivated land has been turned over to the agricultural cooperatives and 2,000 farmers are now assured of work. At Caltanissetta (Sicily), 200 hectares of uncultivated land belonging to some big landowner has also been turned over to agricultural cooperatives.

In an interview granted on May 26, Oreste Lizzardi, Socialist Secretary of the Italian General Federation of Labor, disclosed that with the liberation of the

north of Italy the members of the Federation now total 6 million. Lizzardi announced that plans are now being discussed for the convocation of a National Congress of the union movement some time within the next 2 months.

The General Federation of Agriculture, the General Confederation of Labor (CGT) and the Federation of Christian Workers have decided to form a permanent committee in Paris that will draw up a common policy of these three most powerful French labor organizations. Joint action has become imperative since in recent months reactionary forces have begun an undercover campaign against labor and also because the government has shown that it is not at all willing to implement the promises it made to labor during the period when labor was in the front ranks of the fight against the Nazis.

The Paris Radio has announced that in 3 months the total number of unemployed has diminished by 60%. Paris Radio however forgot to mention that though unemployment decreases, take-home pay of the workers also decreases. Thus, after a few rather quiet weeks, French labor again is raising its voice, pointing out that wages don't keep pace with the ever increasing cost of living. There have been strikes of linotype operators in southern France and strikes in the public utilities system of Montauben. Right now there is considerable agitation among the teachers who are strongly organized in France. They state that they are unable to live within their pay.

The slowness of the authorities' action against collaborationist employers has caused a series of strikes in many Norwegian enterprises. Especially in the metal industry, where many employers did a thriving business with the Nazis during the period of occupation, the movement has assumed important proportions.

Similar strikes also are going on in Denmark, where the workers of the Carlsberg Brewery in Copenhagen are striking against the slow procedure in weeding out pro-Nazi elements among the office personnel.

(Labor Press Associates)

## Watch For AFL Radio Program 'The Federationist Of The Air'

WASHINGTON, D. C.—At last labor will have its own news program on the air!

Beginning July 7, and continuing each Saturday at 6:45 P.M., EWT, for the rest of the year, the American Federation of Labor will present over the Blue Network of the American Broadcasting Company "The American Federationist of the Air," a weekly news-magazine. The program will be listed in the radio columns of the newspaper as "Labor-USA."

Each program will feature special reports by AFL staff experts on matters of outstanding interest to labor, as well as covering news highlights. In addition, the AFL plans to present a "guest column" by a high-ranking personality in the nation's life each week. The programs will be conducted by Phil Pearl, commentator for the AFL.

If you are interested in the news of labor and its views on all important national and international questions, make certain to listen to these programs—regularly!



## Men In Marine Hospitals This Week

### STATEN ISLAND HOSPITAL

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  
R. C. BURNS  
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  
SAVANNAH HOSPITAL  
B. R. PETERMAN  
ELLIS ISLAND HOSPITAL  
D. McDONALD  
FORT STANTON  
ARCHIBALD McGUIGAN  
N. GAMANIN  
REMBERT G. GOODLOE





**—Unclaimed Wages—**  
**Mississippi Steamship Company**

**S**

Snell, Samuel P.	14.30
Snelling, Wesley E.	21.81
Snidach, Henry	6.50
Snow, John F.	1.45
Snyder, Elston	15.20
Snyder, R.	5.25
Sohl, Henry E.	24.17
Sokoloff, Harry	3.09
Solis, Trapindio P.	27.64
Solomon, C. T.	2.31
Sommer, Daniel W.	2.82
Soper, Neal W.	15.40
Sokoloski, Joseph	6.40
Sopp, George C.	5.69
Sordelet, Jennings L.	4.83
Spadaro, Salvatore G.	16.23
Spafford, Geo. T.	9.72
Spahn, Alvin P.	8.25
Spann, Norman	2.23
Sparagowski, S.	20.82
Speegle, B. E.	9.40
Spencer, Earl James	2.30
Spencer, Thomas E.	7.11
Spencer, William N.	1.42
Spicer, Charles L.	2.02

Spicer, Harry J.	2.33
Spiers, Willie P.	2.16
Springett, George B.	2.12
Sprang, Leory	6.45
Spring, Wilfred	1.80
Springs or Springer, Erwin P.	2.23
Stacey, Dave	2.64
Stachelek, Edward	2.84
Stagg, Bertie	4.98
Stagg, Preston W.	16.59
Stampley, Maurice C.	.74
Stang, Alfred J.	5.92
Stangenberg, P.	2.09
Stankey, Frank J.	8.63
Stanley, Willie	16.00
Stannatich, A.	22.85
Stark, John	.04
Stavick, Joseph F.	2.13
Steed, Robert L.	2.13

Steele, Clair R.	2.97
Steffen, Paul J.	1.98
Stein, T. F.	5.63
Steiner, Edward	.92
Steinberg, Sidney	.99
Stephens, A.	8.53
Stephenson, A.	1.90
Stephenson, Robert A.	3.00
Stepnosky, Edward L.	12.37
Sterling, Lewis	5.15
Stevens, Ashton	1.27
Stevens, Joseph	.33
Stevens, Charles G.	2.06
Stevens, Frank S.	10.69
Stevens, J. R.	.12
Stevens, W. G.	2.31
Stewart, Clarence	4.43
Stewart, E.	.02
Stewart, J. F.	46.00
Stewart, Malcolm E.	1.42
Stewart, Wm.	30.31
Steyer, John R.	3.00
St. Germain, Rudolph S.	3.73
Stiener, Ray A.	122.28
St. Nicholas, Benjamin J.	2.97
Stockvoag, S.	37.60
Stockwell, Louis G.	4.27
Stoddard, E. G.	9.80
Stoddard, Edwin S.	11.59
Stokes, Bill	14.47
Stokes, Joseph B.	.74
Stokaylo, Theodore	5.69
Stokken, Askid M.	5.75
Stoltz, Casimire A.	5.78
Stoltz, D.	1.50
Stone, Chas.	.01
Stone, Frederick	.87
Stone, Henry M.	137.46
Stonebarger, Glen	1.98
Story, Samuel	68.76
Stough, Rufus E.	1.24
Stovall, Walter H.	.17
Stowell, Paul F.	5.75
Strahle, Wesley O.	2.64
Strain, Arnold	50.48
Straton, Nighbert	4.27
Street, Tracey	25.41
Strelitz, Frank B.	.71
Strickland, P.	26.75
Strong, Clinton	2.00
Strong, Clinton	1.78
Strong, S.	2.75
Stutes, Kirby	17.55
Stutz, Kirby J.	1.73
Stybnicki, Gabriel	2.91
Subat, Ralph F.	9.60
Sudano, Ciro P.	2.23
Sugerman, Daniel L.	18.76
Sullins, Fred	22.27
Sullivan, Dennis	45.42
Sullivan, F.	3.17
Sullivan, Joseph O.	19.56
Summers, Thos. P.	5.69

Sunseri, John	1.81
Supinski, Julius	.71
Susick, David	2.23
Susoif, William P.	.63
Svendsen, John Berger	1.65
Svendsen, Viktor	1.98
Svenssen, Nils A.	123.75
Swancer, Stephen	33.21
Swann, John L.	22.60
Swannie, George E.	9.95
Swanson, R.	1.69
Swartz, John	4.39
Sweder, Fred W.	1.78
Sweeney, Benjamin M.	13.68
Sweeney, Walter A.	29.86
Sweetser, Wm.	.79
Swenson, Andreas E.	4.43
Swindell, Elbert J.	3.32
Switzer, Gerald	1.27
Sylvera, Adden R.	1.81
Syrax, Philip	.79
Syres, P.	80.67
Sczwecki, Lewek	6.75
Szarythe, Edward J.	2.44

Van Asschf, Francis C.	5.70
Vance, Elmo L.	2.64
Vance, Robert	1.98
Vandergrift, John J.	.32
Vanderhicler, M.	2.90
Van Dick, George	1.65
Van Dyar, Jacobs	1.30
Van Ellis, Roy	38.82
Van Hille, Herman A.	4.97
Vannais, Phil C.	3.96
Van Rillaer, Louis	123.17
Vancile, John	1.48
Vargas, I.	8.72
Varmon, Robert E.	5.64
Varnon, Robert G.	.42
Vasques, Miguel	36.23
Vaughn, Thurman Lee	19.30
Veasy, H.	2.31
Veilleux, Armand A.	2.23
Velasco, Peter F.	.79
Venegra, C. A.	.04
Vergara, Joseph R.	2.64
Vertra, James T., Jr.	5.08
Vetrano, P. J.	28.00
Viano, Balisario	2.23
Viau, Charles I.	4.29
Vicker, M.	.27
Vidal, Andrew	7.24
Vierd, A.	17.11
Viera, Salvador A.	120.28
Vierra, Albino	5.70
Vigo, Ferdinand V.	5.70
Villar, Frank	.33
Villas, J. M.	8.63
Vinas, Carlos A.	3.96
Vinas, Charles	.14
Vinas, Jose	2.44
Vincent, Edward	2.00
Vincent, Frank G.	8.46
Vincent, John	123.75
Vincent, Norman D.	17.30
Vineyard, Robert P.	2.64
Vink, Arnold	7.63
Vlachos, P.	5.01
Voliva, Jessie B.	2.23
Von Hille, Herman	5.91
Von Nordeck, Edgar Louis	4.74
Vooheries, Allen D.	1.24
Voorhees, Winthrop D.	35.22
Vorel, Edward J.	10.79
Vuisbee, Walter C.	6.40

**MONEY DUE**

**SS TARLETON BROWN**  
The following men have a refund on their slopchest bill from their last trip that may be collected by getting in touch with the Baltimore hall.

Samuel Welch, .45; Norman Gilmore 1.65; Paul Palpasma, 1.68; John Veneklasen .45; Reed Humphries, 1.95; Louis Michalec, 2.03; Edward Wallace, 2.48; George Binnesman, 3.54; Carlton Preisch, 1.04; Patrick Hennebery, .45; Daniel Merrill, 1.50; Albert Colditz, 3.98; Leopold Thys, 1.50; Samuel Henninger, .45 Lester Deemer, 2.48; Wm. Repsher, 2.03; Jeff Davis, 3.53; Harvey Egerter, 2.03; Merle Martin, 2.48; Arthur Sutter, 4.07; Eugene Selig, 2.33; Jesus Salcedo, 1.59.

(Submitted by the Baltimore branch.)

**SS T. MERRIMAN**  
L. S. Herpin has \$6 lodging money coming. Collect at Bull SS Co., 115 Broad St., N.Y.C.

**SS STEVENSON TAYLOR**  
The following men have money due: J. Suski, 56 hrs; C. Donald, 8 hrs; W. E. Carr, 8 hrs; H. Hillion, 8 hrs; G. Sanford, 8 hrs. Collect at Calmar, 44 Whitehall St., New York City.

**SS CAPE NOME**  
Gorum, 12 hrs; Battles, 12 hrs; W. Toomer, 12 hrs; Chapprell, 6 hrs; A. Francis, 6 hrs. Collect at Bull Line SS office.

**SS COLABEE**  
McIntyre, 8.06; W. Knoffe, 3.98; O. Nawy, 7.20. Collect at company office.

**SS HILTON**  
Roy Anderson, 24 hrs; M. Atkinson, 24 hrs; S. E. Solet, 17 hrs. Entire crew has two weeks' linen money due. Collect at Bull Line office.

**SS WOODBRIDGE FERRIS**  
Virgil Brown, .84; L. Kramer, 4.21; E. Sinenes, 4.21. Collect at Calmar office, 25 Broadway, N.Y.C.

**SS GEORGE PICKETT**  
A. Alldredge, 104 hrs; R. Schmidt, 104 hrs. Collect at Waterman, 19 Rector St., N.Y.C.

**SS WILLIAM PEPPERELL**  
McCambley, 9 days' wages; G. Gabriel, 9 days' wages; A. Pettillo, 9 days' wages plus 32 hrs. overtime; Geo. Carkin, 41 hrs. overtime; S. J. Maggio, 5 days' wages plus 21 hrs. Bemmel, 80 hrs. Collect at Calmar.

**SS FITZ HUGH LEE**  
W. M. Cousin, 27 hrs; A. Zielinski, 27 hrs. Collectable at Smith and Johnson SS office. Collect at Calmar SS office.

**SS BEN CHEW**  
R. J. Hallis, 7.65; R. H. Reed, 6.73; H. P. Harris, 10.10; J. J. Rose, 3.79; J. J. Swykert, 9.71; B. Williams, 4.33; R. J. Hughes, 1.39; Collect at Calmar SS office.

**SS WOODBRIDGE FERRIS**  
The Deck Department, paid off in Baltimore, has 20 hrs. each for standing by, except the Maintenance Man, who has 2 hrs. Collect at Calmar, 44 Whitehall Street, New York.

**SS RICHMOND MUMFORD PEARSON—Voyage No. 8**  
The following men have money due them: E. Hardman, 7.85; J. Campbell, 14.24; C. Carter, 7.85; V. Bodine, 7.85; J. P. Krieg, 7.85; L. E. Surrency, 13.94; K. D. Barrett, 13.94; H. C. McCurdy, 7.85; J. R. Covell, 7.85; L. Bragg, 13.35; T. MacLeary, 13.35; A. Gonsoulin, 11.13; J. McDonough, 5.40; A. Rogers, 14.69. This money can be obtained by writing to Mississippi Shipping Co., Hibernia Bank Building, New Orleans, 9, Louisiana.

**T**

Taber, Elmer E.	3.55
Taft, Humphrey	2.97
Tages, Jose M.	.74
Talbot, W. H.	4.75
Talbot, Harry H.	7.57
Tamargo, Armando F.	2.23
Tancel, Mark G.	13.90
Tangen, Olaf	5.94
Tapias, Jose	123.75
Tarko, John	1.42
Tarmacki, J.	3.76
Tasa, Waldimir	47.40
Tate, James	5.60
Tate, Robert	2.30
Taucree, M.	1.74
Tausch, Curtis	6.51
Taveres, Jack	117.50
Taylor, G.	.20
Taylor, Gerard	3.56
Taylor, R. F.	10.54
Teas, Guess A.	6.60
Tebben, Theodore	1.93
Teems, Charles D.	10.47
Temple, Charles E.	.79
Temple, Raymond	2.79
Templet, A.	3.23
Tetzloff, Oscar E.	21.23
Teunisen, Frank	3.96
Thater, Paul K.	2.64
Theriot, Arthur A.	1.12
Thevik, John E.	2.97
Thomas, H.	7.82
Thompson, Arnold E.	5.44
Thompson, E.	.79
Thompson, G.	11.42
Thompson, James	5.69
Thompson, R.	.79
Thompson, R. W.	12.88
Thompson, Virgil L.	.43
Thureson, Joseph F.	32.05
Tiblis, Rudolph F.	8.26

**PERSONALS**  
Will holder of receipt No. 70562, who paid off the SS Button Gwinnett in Jacksonville on June 15th, please send his name and book number to Agent William Morris at the union hall in Jacksonville.

Former crew members of the SS PHINIAS BANNING at the time Joe B. Walton was lost at sea, July 1944, get in touch with attorney Sol. C. Berenholtz, 1102 Court Square Building, Baltimore, Maryland.

**U**

Umphenour, Dale L.	.79
Underhill, Frederick	8.80
Underhill, Robert	43.07
Urschweif, Gerald	23.24
Urban, F.	1.40
Urchuck, Richard M.	20.68

**V**

Varlin, Kurt	108.51
Valchos, Peter	1.58
Valentin, Antonio T.	19.16
Valette, Henry V.	4.80
Valino, J.	6.51
Valla, John	7.35

**W**

Wade, L.	3.80
Wade, Willie J.	16.54
Wagner, C. W.	30.41
Wagner, Frank	9.01
Wagner, Joseph	3.31
Wagner, Lewis M.	4.62
Wahl, Joseph E.	.79
Waindle, Bernard K.	.74
Wakefield, D.	10.78

**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.



**ISTHMIAN MEN!****THIS IS ROTARY SHIPPING**

1. You walk into any one of the 28 SIU halls in North America and register.
2. Your name is entered on the master shipping list, along with all other men on the beach.
3. When a job you want is posted on the shipping board, you throw in your registration card. If more than one man throws in for the job, the man with the oldest date on his card gets it.

**NO FAVORITISM, NO BACK DOOR SHIPPING, MEN LONGEST ON THE BEACH GO OUT FIRST. THIS IS JOB DEMOCRACY. THIS IS THE SIU WAY.**

*This shipping list, with each man's name written on a separate slip and placed in order of registration, is available to the members at all times. You always know where you stand on the list, and just who is ahead of you.*

**SEAFARERS INTERNATIONAL UNION**