

SEAFARERS LOG



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

Vol. VII.

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No. 51



A MERRY CHRISTMAS
...to all... from the SIU

SIU Gets Raise For Troop Ship Stewards Despite NMU Sabotage

In his report to the membership on the newly negotiated wage provisions for stewards departments aboard troop carrier vessels, SIU Secretary-Treasurer John Hawk calls attention to NMU sabotage of the Seafarers demands by negotiating inferior agreements "knowing full well that the SIU was before the Board (War Labor Board) demanding still higher wages on troopships."

Analyzing the history of the dispute, Hawk points out that "the SIU paved the way in November 1943 and increased the wages for certain ratings in the stewards departments on troop ships." At the time, the NMU blasted the SIU for signing this agreement charging it "was a Sweetheart agreement negotiated in the middle of the night."

Despite their blast at the Seafarers, the CIO union did nothing to increase wages for their stewards department members who were "compelled to sail for approximately one year" for less money than the SIU seamen were getting. Later they adopted an inferior version of the so called "Sweetheart agreement" but never recovered the thousands of dollars their membership had lost during that period.

In the meantime, the report states the AFL seamen were negotiating for still further increases and had their demands before the WLB. The WSA (War Shipping Administration) and WLB program for stabilizing wages and conditions for seamen was assisted by the sudden agreement of the NMU to accept an agreement

similar to the one the SIU already had. This created entirely new arguments for the shipowners and the government agencies who claimed that any additional increases to the SIU would defeat their stabilization program.

Nevertheless persistent demands by the Seafarers eventually bore fruit and the Hawk report lists the new rates in three categories. (1) On converted C1, C2 and C3 type vessels; (2) on Liberty type troop ships and (3)

on Victory type troop ships. The text of the Secretary-Treasurer's report follows:

Secretary-Treasurers Report on War Labor Board Troop Ship Case Covering Certain Ratings in Stewards Dept.

The dispute case involving certain ratings in the stewards department with all companies that we are contracted to, who operate C Type, Victory and Liberty Type ships converted to carry troops, has finally been decided by the National War Labor Board.

SIU PAVED WAY

As usual the Seafarers International Union has paved the way for the National Maritime Union to go hat in hand and ask for an increase in wages for their stewards department members aboard troop ships in order to bring their rates up to SIU standards. The SIU paved the way in November 1943 and increased the wages for certain ratings in the stewards department on troop ships.

The NMU blasted the SIU for signing this agreement charging it "was a Sweetheart agreement negotiated in the middle of the night." However, the NMU did nothing to increase the wages for their stewards department on troop ships and their members were compelled to sail for approximately one year for less wages on troop ships than SIU members were receiving.

Their members were paid on strictly freight ship rates while SIU men were getting the higher rates of the supplemental agreement. Then the NMU adopted an inferior version of the SIU "Sweetheart agreement" which they had previously blasted and signed it with their operators, in the meantime losing hundreds of thousands of dollars for their members.

CASE BEFORE WLB

The SIU at that time was trying to increase still further the wages in our Troop Ship Supplement Agreement and had this case before the War Labor Board. The job to win increases from the War Labor Board was made much tougher for the SIU because the operators, WSA and WLB were striving to stabilize wages and conditions for seamen. The WSA and WLB achieved their objective when the NMU voluntarily signed, with their operators, a

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Seamen Needed

John Hawk, Sec'y-Treas.,
Seafarers Int'l Union
51 Beaver Street

Due to critical shortage of seamen which is increasing daily, delayed sailings are imminent in next several weeks. This will affect movement of troop carriers and vital cargoes. Cooperation of your membership is urged to stay aboard vessels and those ashore to ship out immediately.

E. S. LAND,
War Shipping Admin.
Washington, D. C.

Many Fail To Follow Proper Procedure When Ill Or Injured

Members repeatedly seeking information regarding claims against shipowners for injuries and sickness brought another reminder this week from New York Counter Patrolmen in regards to the procedure to follow when sickness or accident occurs aboard ship.

"Whenever the case warrants it," the memo from the Patrolmen reads, "active seamen should check into a Marine Hospital for medical care, and when in doubt as to your rights under the law, check with your SIU officials."

Seamen should see to it that any injury or health impairment is recorded by the ship's Master or department head, regardless of how minor the case may seem at the time.

It was pointed out that failure to follow this procedure has often resulted in financial loss and inferior medical attention if the case develops into something more serious.

The Patrolmen declared that it was a sad state of affairs to see Union brothers footing medical bills for accidents and sickness for which maritime laws hold the shipowner liable, after years of legislative struggle by the seamen.

The members were urged to

protect their rights.

Another part of the note again reminds men who take ill, or who, for any other reason, are unable to sail after taking a ship, to notify the Dispatcher at the Union Hall as soon as possible so that another man can be shipped as a replacement.

Anti-Labor Drive Continues In Congress

WASHINGTON (LPA) — Organized labor won a round and lost a round in the struggle against anti-labor legislation during the past week, and meanwhile the struggle as a whole still raged furiously.

On the credit side for labor was the defeat in the House of a "gag" rule calculated to grease the skids for passage of a bill which, in the name of repealing the Smith-Connally Act, would have substituted far worse shackles for workers.

On the debit side was the House passage of the notorious Hobbs bill which, though proclaimed as a measure to stop interference with farmers' trucks on highways, opened the way to crushing of legitimate union activities.

WASHINGTON (LPA) — AFL President William Green last

week told the House Labor Committee that President Truman's demand for fact-finding legislation, as represented in the bill introduced by Rep. Mary Norton (D., N. J.) would amount to "involuntary servitude" for American workers.

DESTRUCTIVE

Citing the so-called "conspiracy" section of the bill, Green asked, "What language could be devised which would be more destructive of the basic principles enunciated in the Norris-La Guardia Act and more violative of constitutional guarantees? It makes unlawful concerted action with respect to matters otherwise lawful—matters most vital to the welfare of workers and their organizations. Workers can no longer discuss the subject of ceasing employment and agree-

ing to do so. The bill denies to them freedom of speech and assemblage. The Norris-La Guardia Act was a recognition of the workers' rights to strike. That right is now destroyed by the present bill."

VICIOUS

Summing up the vicious effect of the bill Green said that: "(1) It invades the right to strike, which right labor must possess in order to procure economic justice. (2) The proposal will serve as a signal to the States to pass similar laws applicable in intra-state disputes of every nature. (3) Vital guarantees of the Norris-La Guardia Act are automatically nullified or rendered worthless. (4) The constitutional rights of freedom of speech, freedom of assemblage and freedom

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 105 Market Street, San Francisco, Calif.

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

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SANTA CLAUS IS YOU!



Santa For Whom?

This is the season of peace on earth and goodwill towards men. It's the time of the year when business rivals send each other cards of good cheer and business friends divide the year's loot. It's the time of the year when employers greet their employees in the spirit of Christmas, when old feuds are temporarily suspended and even the Giants send "best wishes for the New Year" to the Dodgers.

It's the season when little children are told beautiful stories of a Christ who died for a better world; and with toys, candies and parties, we try to shield them from the truth of life's struggle. And some of us grown-ups try to forget that many of the good wishes are labelled "discard on January 2" after which the fight for political and economic freedom resumes all over the world.

We seamen, having seen twenty, thirty and more Christmases come and go, no longer expect to find Santa Claus climbing down our smokestack to distribute his tokens of goodwill among us working people. We know, through the hard experience of the years, that we've got to go fetch the old boy and escort him through the Union hall door with a cordon of pickets to stop the bosses from pilfering his sled load.

To the Union man, much as he might wish otherwise, the only Santa Claus he can ever hope for is the one which he himself creates or has created. He knows that the story book Kris Kringle was way behind on his delivery schedule when it came to handing out decent wages and working conditions. He knows, too, that many of the items of cheer in the hands of working stiff's and their kids, would not be there if the bosses had had their way.

The truth is that the real Kris Kringle is the working stiff himself, who realizes that only through his Union organization have been made possible the good things in life which he enjoys. Whatever gifts he has been given, in the way of higher wages and better conditions, have been given to him by himself, collectively, through his economic organization by action at the point of production.

But for his understanding of this need for union organization, Kris "Working Stiff" Kringle would find the fruits of his labor stolen, and the entire idea of a Santa Claus would be a mere fairy tale like Jack and his fantastic Beanstalk, or the fable of the Generous Operator.

Yes, to us working men, Santa Claus for many years to come will remain our own democratically run Union through which we, without boss paternalism, will provide for ourselves the special things of good cheer during this holiday season as well as the very necessities of life throughout the year.

~ ~ ~ ~

To all seamen and their friends, the Seafarers International Union extends the season's greetings, and its very sincere wishes for a Happy and Prosperous New Year, in which the workingman will finally come into his own.

FORE 'N AFT

By BUNKER

Although he has been going to sea since 1936 and has shipped out continuously since the beginning of the war, Brother Villian Gerner, FWT, recalls the Spanish Civil War as the most interesting episode in a sea-going career that has taken him all over the world on ships of many flags.

Attracted by the high bonuses paid to men who flirted with Franco cruisers and Fascist concentration camps by running the blockade, plus sympathy for the Republican cause, Gerner made many trips to Barcelona with coal, grain and guns.

As soon as the ship was tied up in Barcelona each trip the crew went ashore and stayed at hotels to avoid the bombers that plastered the dock area as soon as Franco's spies sent word that another blockade runner had made it through.

On his last trip to Barcelona, Gerner's ship was attacked and sunk at her moorings almost as soon as they had the lines ashore. One bomb smashed half of the engine room; another went straight through number three hold and sent the ship to the

bottom, ruining five thousand tons of wheat while the dock workers looked on and cursed the German and Italian bombers that flew overhead.

Gerner recalls the gratitude of the citizens of Barcelona for the merchant seamen of many nations who risked their lives to save the city from starvation and help the Republican cause. "Nothing was too good for us," Gerner recalls. "We were treated like kings." Cigarettes were in great demand and a carton of them bought the best hotel room in the city.

His narrowest escape during a year of blockade running came one night when fascists staged a counter revolt and took over the city.

"We heard machine gun fire during the night," Gerner says, "and when morning came several of us left the hotel to try and get back to the ship. The streets were deserted except for groups of young kids roaming around with rifles and pistols. Bodies were scattered here and there and when we came to a barricade several soldiers with automatic pistols stopped us. They found out we were blockade runners and I thought our end had come

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.

right there in that Barcelona street when one kid with itchy fingers leveled a tommy gun at us and shouted 'Viva Franco.' We realized then that Franco sympathizers had staged a revolt during the night and had taken over part of the city. We were about two seconds away from eternity when an officer ran up and kept us from being punctured with Franco bullets. Our ship was English and he didn't want international complications."

Gerner had other adventures before the Civil War ended. "But it was all worth the risk," he says, "I never saw a better sailor's town than Barcelona. Pretty girls? Say, I've been trying for six years to get back."

"CLEARING THE DECK"

"Clearing The Deck," by Paul Hall, which usually appears in the LOG each week, is absent this issue, since Brother Hall is touring SIU ports in connection with the Isthmian drive. As well as being New York Agent, Brother Hall is Director of Organizing, and as the Isthmian campaign swings into high gear with the voting commencing very shortly, it is necessary for him to coordinate activities in the various ports, so that all **LAU** efforts are concentrated on this important Isthmian election.

Anti-Labor Front Has New Racket

WASHINGTON (LPA) — Vance Muse, the Texas rabble-rouser and head of the labor-hating Christian Americans has cooked up a new racket. This time it's a "union"—called the Right To Work Union—and it's just as phoney as each of the other dozen or so "sucker" organizations that Muse has set up.

No dues, no assessments, according to the Texas fuehrer, but contributions gladly accepted. Although exposed by Congressional and state investigating committees and by labor groups throughout the south Muse has peddled his labor-hating and union-busting bilge for more than 15 years with varying degrees of financial success. His Christian Americans succeeded last year in having the so-called right to work amendment introduced in several state legislatures and in addition supported every item of anti-labor legislation that came down the pike.

Muse's new racket was reported last week in the Washington Daily News and other papers by Alan L. Swim. He found that Muse is aided, as he is in the so-

called Christian American movement, by former Indiana State Sen. Lewis V. Ulrey who "was a prolific contributor to 'the Defender' propaganda sheet of Dr. Gerald Winrod, the 'Jayhawk Nazi' until Winrod was indicted on a charge of sedition." At various times Muse has been joined by some of the worst pro-fascists in the south. Sen. W. Lee O'Daniel, a "Christian American" convert, addressed both the Oklahoma and Arkansas legislatures and asked them to outlaw the closed shop.

GUY WITH GALL



Benjamin J. Fairless, president of U. S. Steel Corp., has twice refused government requests for renewal of negotiations with the Steelworkers Union on a \$2-a-day wage raise. The profit-swollen steel industry, said the union, has "unmitigated gall" in refusing to bargain until it is given price increases. (LPA)

Frostbitten? Ship To Tropics

By J. P. SHULER

Most of the boys around the Port of New York are debating whether to spend Christmas at home or to catch a ship going to the Tropics. The cold weather for the last couple of days here has about convinced them it would be better to take a trip to the Tropics, and there are plenty of jobs going any place a man likes.

There were 816 men shipped out of this port in the last week. There are still plenty of jobs on board. It has been difficult to get men to ride Waterman and Alcoa ships because of the fact that they are still chiseling on manning scales and overtime. However, we have Waterman squared away and it is no trouble getting men aboard that company's ships now.

There were 22 ships paying off and 18 signing on in the past week. All of the beefs were

settled at the point of production, and the men got all of their money at the time of paying off.

OVERTIME PAID

The Army Bases are beginning to loosen up some now, and occasionally the Patrolmen get aboard the ship instead of having to pay off in the offices outside of the docks.

Alcoa SS Company has come across with the overtime in the stewards department which involved 188 hours. The men involved in this beef will note the money due them in the **Seafarers Log**. They are still holding out on the overtime disputed in the engine department, but they are softening up and should come across pretty soon.

We are having quite a bit of trouble with the Moran Tugs. There's every kind of beef imaginable on them. There's lodging on them all, due to the fact that they don't have steam aboard and it is impossible for the men to sleep on the tugs. This has not been collected yet, but the company has promised to pay it—so this beef should be collected by the time the next issue of this paper is out.

Voting is going fair in this Port, but due to the shortage of men on the beach, there aren't going to be as many ballots cast as there was last year.

The boys are doing a good job on Isthmian in this port and good reports are coming in from the outports. Next Christmas should find Isthmian living up to a good SIU Agreement.

The increases in wages for Chief Baker, Chief Butcher, Assistant Butcher, 1st Pantryman, 2nd Pantryman, 2nd Cook, 3rd Cook, Army 2nd Cook and 2nd Cook to work nights are retroactive to first signing of Articles for the V-E Day feeding program.

The rating of Chef has been eliminated.

The Chief Stewards wages have been decreased \$12.40 from \$212.50 to \$200.10.

The decrease for the Chief Steward to go into effect on the next signing of Articles.

Pay Raise For Troop Ship Stewards Dept.

(Continued from Page 1)

troopship supplement agreement similar to the one the SIU had then, but knowing full well that the SIU was before the Board demanding still higher wages on troopships.

The scale of wages for the ratings listed herein do not include the recent \$45.00 per month increase.

WAGE PROVISIONS

Under the National War Labor Board Directive, the Seafarers International Union has gained increases in wages for its members on C1, C2, C3, type vessels converted for the purpose of carrying troops as follows:

Second Stew.-Storekeeper	\$19.25	increased from \$147.50 to \$166.75
Chief Cook	\$29.25	increased from \$137.50 to \$166.75
Second Cook	\$15.00	increased from \$122.50 to \$137.50
Third Cook	\$10.00	increased from \$112.50 to \$122.50
Butcher	\$37.75	increased from \$117.50 to \$155.25
Baker	\$14.25	increased from \$152.50 to \$166.75
Pantryman	\$12.50	increased from \$100.00 to \$112.50

The increase are retroactive to August 24, 1945.

The rating of Chef has been eliminated.

The Chief Stewards wages have been decreased \$12.40 from \$212.50 to \$200.10.

The decrease for the Chief Steward to go into effect on the next signing of Articles.

Under this same War Labor Board order the Seafarers International Union has gained increases in wages for its members on Liberty and Victory type vessels converted for the purpose of carrying troops from the European area back to United States to go into effect from the first signing of articles after November 28, 1945 as follows:

LIBERTY TYPE TROOP VESSELS

Second Stew.-Storekeeper	\$19.25	increased from \$147.50 to \$166.75
Chief Cook	\$29.25	increased from \$137.50 to \$166.75

Day Second Cooks	\$15.00	increased from \$122.50 to \$137.50
Night Second Cooks	\$15.00	increased from \$122.50 to \$137.50
3rd Cooks	\$10.00	increased from \$112.50 to \$122.50
Baker	\$14.25	increased from \$152.50 to \$166.75
Butcher	\$37.75	increased from \$117.50 to \$155.25
Asst. Butcher		(when carried) \$27.50
		increased from \$100.00 to \$127.50
Pantryman	\$12.50	increased from \$100.00 to \$112.50
2nd Pantryman	\$10.00	increased from \$92.50 to \$102.50
Storekeeper (when carried)	\$30.00	increased from \$97.50 to \$127.50

The increase in wages for Chief Baker, Butcher, Pantryman and 2nd Pantryman are retroactive to the first signing on Articles for the V-E Day Feeding Program.

The rating of Chef has been eliminated.

The Chief Stewards wages have been decreased \$12.40 from \$212.50 to \$200.10.

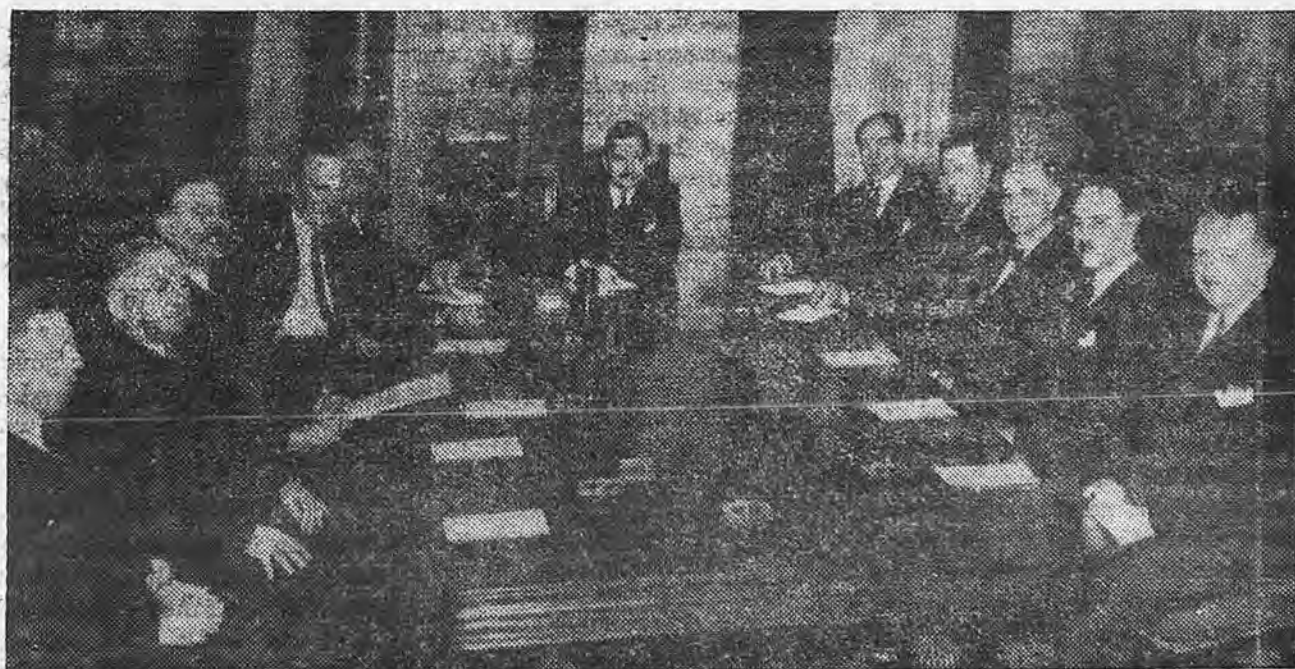
The decrease for the Chief

Steward to go into effect on the next signing of Articles.

VICTORY TYPE TROOP VESSELS

Storekeeper	\$30.00	increased from \$97.50 to \$127.50
Crew Cook	\$29.25	increased from \$137.50 to \$166.75
2nd Crew Cook	\$15.00	increased from \$122.50 to \$137.50
3rd Crew Cook	\$10.00	increased from \$112.50 to \$122.50
Crew Pantryman	\$12.50	increased from \$100.00 to \$112.50
Chef Cook Army	\$29.25	increased from \$137.50 to \$166.75
2nd Cook Army	\$15.00	increased from \$122.50 to \$137.50
3rd Cook Army	\$10.00	increased from \$112.50 to \$122.50
Baker	\$14.25	increased from \$152.50 to \$166.75
Butcher	\$37.75	increased from \$117.50 to \$155.25
Asst. Butcher	\$27.50	increased from \$100.00 to \$127.50
Troop Officer Pantryman	\$12.50	increased from \$100.00 to \$112.50
Troop Pantryman	\$12.50	increased from \$92.50 to \$102.50
Troop 2nd Pantryman	\$10.00	increased from \$92.50 to \$102.50

3-CORNERED CONFERENCE FOR HOUSING RELIEF



AFL leaders, together with state and industrial officials, meet with Gov. Thomas E. Dewey in Albany, N. Y., to consider plans for relieving desperate housing shortage. L. to r: Alfred E. Henderson and William Pickard of Building Industry Employers, Commerce Commissioner M. P. Catherwoode, Public Works Commissioner Charles H. Sells, Pres. Thomas W. Murray of State Federation of Labor, Dewey, Housing Commissioner Hermann Stichman, Sec. Harold Hanover of State Federation of Labor, Alfred Rheinstein, R. L. Cullum of Turner Construction Co. and Paul C. Lockwood. (Federated Pictures)

Baltimore Gets 35 Grand On Beefs

BALTIMORE—SIU members were \$35,000 richer as a result of beefs settled here within the last two weeks. This was the amount paid out by various companies in settlement of beefs, most important of which was on the SS Juliet Lowe for which South Atlantic shelled out about \$10,000 after the SIU squared away disputes concerning OS overtime and a three month division of wages.

Successful conclusion of the Juliet Lowe beef was credited by the Baltimore Branch officials to the crew which "gave their Patrolmen plenty of backing."

More details of the Lowe and other beef settlements are contained in the Baltimore report on page 4.

The Dispatchers Say

Take a ship and don't ask so many questions. Everything that the dispatcher knows, he has on the shipping boards.

A full book member aboard a ship should take it on himself to check each man coming aboard, to see if he has a slip from the dispatcher. If he doesn't, send him back to the hall for one.

When dispatched to a ship or the company office, report within the allotted time so that your one day beefs can be collected, in the event that you have one coming.



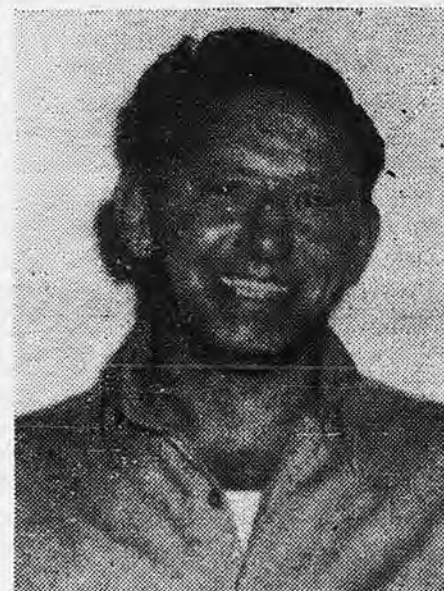
Before stating the question of the week, we must lay a little background. Minding our own business, we started past a four man convention on the third deck when an arm was suddenly thrown around us and its owner demanded that we cast the deciding vote on the issue they were discussing. Instead we invited all four to use this column for their debate. Here was the issue:

QUESTION: Which makes the better union man, a single guy or a married one?



BEN RABINOWITZ, AB — A single guy has a clearer mind and doesn't have to worry about what his wife is doing while he's away. He doesn't have a wife worrying about what he's doing either. In this way he can think more clearly about union questions whether he's on the beach or out to sea. A married man has so many responsibilities and cannot move around freely when it's necessary. He can take a chance and use his own judgment without having to worry about the kids and their feeding. All in all I think the single guy has the best deal and can be the better union man. (He's single).

JOHNNY MARCIANO, Dk. Eng. — I believe that a single man, because he has no family responsibilities, will take more chances than a married one. He also has more time to spend on union activities and doesn't have to account to a wife for his coming and going. He can concentrate on one affiliation, that of his union, without being distracted by domestic affiliations. He can be stronger during job action because he doesn't have a bunch of mouths to feed as well as his own. Another thing he doesn't have a wife who's trying to "keep up with the Jones'" on seaman's pay. (He's single).



GRAHAM (WHITEY) GOD-FREY, Bosun — In my opinion, married or single, a union man is a union man and his marital status has nothing to do with it. It may be true that single men have less responsibility and more freedom of action than married men but the married men have the edge when it comes to really understanding the need for strong unions. It is the married men who must worry about conditions and wages on a long range basis because they know that the fight is really for better food, better clothing, better education and better medical care. In a nutshell, being a good union man has nothing to do with marriage. (He's married).



CARL C. LAWSON, Bosun — I take the position that there's no difference between married men and single men when it comes to being union men. If they're good union men, their thoughts are for their brothers and fellow workers. The married man has more responsibility and the single one can voice his opinions with no thoughts or responsibility but, when the chips are down, the married guy knows more about the need for unionism than does a guy who can "go west" when the going get tough. It's because men with families couldn't move to the next town or country that unions were born anyway. The guys without responsibility just moved on leaving the married men to fight for conditions. Anyway married or single, there's strength in unity. (He's married).

Baltimore Wins \$35,000 On Beefs

Deny Idle Pay For Strikers

WASHINGTON—Strikers may not receive unemployment compensation in most states, a recent survey disclosed. Even veterans who stay loyal to their union, refuse to scab, and walk on picket lines may not be able to get jobless relief under the majority of state laws.

In Michigan where many veterans are now on picket lines, the State Unemployment Compensation Commission notified the public through daily press advertisements that strikers could not receive benefits unless they could prove they were not participants in the dispute.

Illinois officials declared that strikers may not receive benefits and the same is true under Indiana laws. In New York the law is far more liberal. For the first seven weeks no benefits can be paid to strikers but after the seventh compensation is allowed to a maximum of \$21 a week for 26 weeks.

Ohio and Kentucky state officials said that benefits are barred, and California's laws, still disputed by union officials, also penalized strikers. Maryland's legislature recently turned down a proposal to give strikers unemployment compensation.

Hitting the veterans hardest was a ruling by the Michigan State Unemployment Compensation Board which decided that veterans who either participated in the General Motors strike or are jobless because of the walk-out are not eligible to receive readjustment allowances under the GI Bill of Rights.

BALTIMORE — Things in this port are at an all time high, with more ships and men in port, which means that we need men in all ratings. All you have to do is pick your job and it's yours.

I would like to say something about the SS Steel Ore of the Ore SS Co. When this ship paid off, after we had held up the pay-off for two days, if one of the crew members had not broken the articles, all beefs would have been paid. Charges have been preferred by some of the crew members and are waiting the Steel Ores' return to port, so that the man can be brought before the membership and tried. As for Captain Hector, of the Steel Ore, when he gets back to the United States, the Coast Guard will be waiting his arrival, and I don't think that he will ship for some time.

VACATION FOR MATE

The Chief Mate was charged with the same charge, (entering fire and boat drill in the log book and not having same) and he won't be sailing for the next three months. This was for making only one entry whereas Captain Hector made one each week for the entire trip, so he should be on the beach for some time.

Baltimore is at an all time high with beefs of approximately \$35,000 paid out in the last two weeks by various companies. The "Big Beef," was the Juliet Lowe (and Captain O'Toole). You talk about reverting back to the "good old days," hell, O'Toole went back to BC someplace, but he got lost, so now we are reverting him.

One nice sunny day, Captain O'Toole called his Chief Mate and said, "Now that the war is

over we are going to revert back to peace time sailings, put your ordinary seamen on day work and just maintain two ABs on sea watches." At this the mate said, "Captain you can't do that," and then hell broke loose and Captain O'Toole said "As long as I am master of this ship, you and all hands do as I say."

At this the Mate put the ordinary seamen on day work for the remainder of the trip. But the week after the ship docked in Baltimore, the crew and I had a much better time than Captain O'Toole did in three months, as we held up the pay-off until all beefs were paid at the point of production.

\$2,000 FOR OS

The OS overtime for working off watch amounted to approximately \$2,000.00. The ABs all collected division of wages for three months for the missing Ordinary Seaman, and along with the Steward department beefs, the South Atlantic SS Company paid out approximately \$10,000.

So you see what a damn good crew can do when they hold tight and give their Patrolman plenty of backing!

To all steward department men: When you ship out and have under an 11 man steward department, and carry any passengers during the voyage, remember, the supplementary agreement does not cover these ships, you work under your original agreement. At last we are putting a stop to the steamship company methods of chiseling seamen on passenger money due them. Always look in your agreements and see if you have a clause covering passengers. Some agreements pay overtime, others pay-off as extra meals and overtime for the bedroom steward, and Brothers that will mean a hell of a lot more money for you than you would get paying off under the supplementary agreement and getting the division of wages for two of three men.

WEDDING BELLS

Well, on the bright side of life, it looks like we will be having a wedding in Baltimore soon. As you know, when a man gets henpecked as Brother Hogge is, well—it won't be long. So good luck Hogge, we all feel for you.

Before knocking off, I would like to say to all brothers who knew Captain O'Toole and what he stood for, one thing for sure you won't have to worry about shipping on a ship with him as master for quite some time. The Company fired him and the crew and myself have charges with the Coast Guard against him. As he failed to appear at trial, you all know how the Coast Guard works when you run out on charges and try to re-ship. The Coast Guard is always there to take you off, so I wonder how Captain O'Toole will feel when they take him off and not some seaman?

Well, I've run out of gas for this time, be seein' you!

Says Education Means Progress

Once a member of the West Coast Firemen, Eugene "Tuna Fish" Tunisen holds SIU Book number 3861 and is one of the oldtimers of the Seafarers International Union.

Once a West Coast man, "Tuna Fish" now makes Baltimore his home port after sailing all during the war and in all probability piling up more war time at sea than the average seamen.

Years of association with the maritime industry have left him convinced that now, even more than before, we must be on the lookout for chiseling practices on the part of the shipowners who, he says, "will most certainly do their damndest to break our Union in their fight for even greater profits than their government fink bureaus assured for them during the recent world blood bath."

FANCY ART

Tunisen is noted on both coasts and in ports throughout the world, for the fancy tattooing that graces his body. In his utter contempt for the Nazis and der fuhrer he has their swastika tattooed right on the "nicest place" (unmentionable here) and, in the past when he suspected someone of fascist leanings, often invited them to "kiss my swastika."

Joining with so many other



oldtimers, he insists that the future of the SIU and the seamen depends upon the oldtimers giving the younger men the advantage of their extensive knowledge of maritime dealings and the seaman's history of bloody struggle against penny pinching, arbitrary and even inhuman shipowners, plus training to meet the coming onslaught.

"Only in this way can we prepare them for the struggles against the operators and the fink bureaus," Tunison declares, in his demand for an extensive educational program for SIU members.



THE MEMBERSHIP SPEAKS



UNIONS SHOULD FIGHT WITH ALL THEIR RESOURCES

The Log:

In my opinion this so-called cooling off period proposed by Truman in his attempts to solve industrial problems, is against all democratic principles and detrimental to organized labor.

Therefore I think that all unions should join in fighting such legislation with all their resources.

L. Grantham

WANTS TO KNOW WHAT DATE WAS SET AS V-J DAY

Seafarers Log.

I wish to express my appreciation to the Editor, or whoever is responsible for sending us the Log.

We have been out six months now and will be away another three months or more so we really appreciate getting the Log and news of what the SIU and the members are doing.

Would you please put a notice in the Log stating what day the President has declared as V-J day and whether or not its an overtime day for those who worked on that day.

John Gelbman

(Editor's Note: V-J day as such has not yet been proclaimed. However, the President declared August 15 and 16, 1945 as holidays for those affected by Executive Order 9240. Seamen, not being effected by 9240, did not receive premium pay for those days.)

WANTS HELP IN REGAINING GEAR LEFT ON SHIP

The Editors:

After paying off the Deconhill's SS Silverpeak I am in for a spell with the U.S. army and I want to mention the fact that on this ship I met the finest bunch of guys a fellow could meet. Some of them will be coming your way soon aboard the Newburgh. The rest will be staying here (Galveston) or going south.

When Christmas comes around I give you full permission to throw a few invectives my way, for I'd thought of shipping out of New York about that time. In the meantime, my regards to anyone around the hall who might know me.

By the way, if the E. G. Hall, an Alcoa scow, comes in, will someone be kind enough to go down and get my gear which I left aboard when I missed her in the Canal after coming down from Frisco. I tried to get it here and in New Orleans but no soap and no gear. It has all my papers and stuff so I'd appreciate it.

The Coast Guard gave me a joke trial and three months pro-

Hungry Brothers? Read This!

Into the Log office comes the menu (printed below) of the Thanksgiving dinner prepared by Chief Cook Carl Johnson for the crew of the SS Park Victory during the run through the Mediterranean.

THANKSGIVING MENU 1945

- Seafood Cocktails
- Queen Olives
- Crisp Celery Hearts
- Carrot Sticks
- Cream of Tomato Soup with Croutons
- Waldorf Salad
- Roast Young Argentina Hen Turkey with Oyster and Nut Dressing
- Giblet Gravy and Cranberry Jelly
- Baked Sugar Cured Domestic Ham with Yorkshire Sauce
- Braised Long Island Peking Duckling with Pickled Keiffer Pear
- Snowflaked Potatoes
- Creamed Bermuda Onions
- Purple Cabbage (sweet and sour Bavarian)
- Buttered Carrots and Garden Peas
- Hote Parkerhouse Rolls with Butter and Honey
- Old Fashioned Pumping Pie
- Hawaiian Pie
- Rhum Fruit Cake
- Vanilla Ice Cream

- Pecan Fudge
- Oranges
- Apples
- Mixed Nuts

- Coffee
- Hot Tea
- Iced Tea
- Hot Cocoa

Thus ate the crew of the Park Victory on Thanksgiving Day 1945. Yum-m!

bation and all I have to say for them is that they're jerks.

Good luck in the conquest of Isthmian.

Walter "Roy" Royal

Editor's Note: The E. G. Hall paid off in Mobile or Galveston. She left Galveston on Nov. 14 and is at sea now (Dec. 13). Mobile and Galveston please check.

SKIPPER WRITES TO LOG ON SIU 1st CLASS CREW

The Editor,

We are enclosing a letter from the Master of the SS William Tilghman stating his satisfaction with the crew which was placed on board in Norfolk.

"The Log of the SIU:

"This is just a line to thank the SIU for furnishing me with a first class crew.

"These boys, to assist the U.S. government in returning soldiers to the U.S. requested



me to offer passage to soldiers in every available bunk on the ship, including spare bunks in their own quarters.

"This was taken up with the

Army and ten extra soldiers were able to get home quicker. I hope to see this happen again on my vessel and all other vessels manned by SIU seamen.

"In closing, I thank you again for the quality of men you have furnished me."

John M. Larsen, Master, SS William Tilghman

For your information the following men were among what has been described as a "first class crew:" T. C. Deale (engine), K. W. Langham (deck), V. Brunkow (stewards), and Arthur Philips (stewards).

Fraternally, Leon Johnson

GIs PRAISE THAT OLD SEAFARERS' SERVICE

Seafarers Log.

Coming into contact with many SIU members each day, as I do here on my job on the 3rd deck of the New York Hall, I really have a first class opportunity to see and hear the boys when they come in off the newly arrived ships.

The big majority of the boys who have been on troopships (that is, vessels bringing back GIs to the U. S.) tell me that the SIU is really making a great name and reputation for itself. Many returning GIs are so sold on the Seafarers Union and good shipboard conditions including meals on SIU ships, that they want to return to the sea after their discharge, and become members of the best damn union in the world—the SIU!

A number of Seafarers have

stopped by to let me see letters and Army news sheets that have praised the good food, fine service, and courteous treatment accorded GIs by SIU crews. Don't know whether they were too bashful to put their name in print or what, but they wanted me to write this item for the Log, so here 'tis.

Jimmy Stewart

BEMOANS CHANCE MEETING WITH SHANGHAI TRIO

The Editor,

Having just paid off with a couple of fat C notes and a desire to spend the forthcoming festive season on terra firma, I strolled round to the hall filled with that air of contentment which comes of anticipating the spirit of peace on earth and goodwill toward men.

Thinks I to me-self, thinks I, "I'll just drop around and pick up a couple of back numbers of the Log, pay a deuce in dues, register myself and maybe gab awhile with some of those suckers who are shipping out before Christmas, and then 'tis me for the rolling hills and the yule log—I'll be back Jan. 1st, 1946."

Yes, that's what I was thinking when I had the triple misfortune of meeting up with the Shanghai Trio, Messrs Red Truesdale, Paul Gonsorchik and Johnny Johnson. These alleged gentlemen had other ideas and I had hardly put my head in the door, said a big "hello" to a guy wot owed me a double saw-buck (and collected), than I was out on the sidewalk again



with my prow headed for the wilds of New Jersey to join some scow that I'd never even heard of before.

I'm still trying to figure out how they did it. I seem to remember Red, registering me with one hand and shipping me out with the other, while his legs were thrown around me in a "scissors."

Paul was keeping my attention diverted with a big spiel about the glorious ship it was going to be my privilege to volunteer to serve on and implying that the very bunks were made of gold with royal blue linen.

Meanwhile Johnny was saying something about a pleasure cruise the ship was bound for and WAC's to be transported who hadn't seen men for two years. Between them they mentioned every possible delight a weary seafarer could hope for.

When the effects of the opium pipe had worn off, I found myself aboard a broken down Liberty, in Brewster's Dry Dock, New Jersey, bound for "destination unknown" with a bucko skipper.

Nice work triplets. I'll know better than to show my silly puss within five blocks of you decedents of a long line of bachelors next Christmas.

Anytime I'm passing, I'm going to pass.

Anyone who craves a date with Santa this year should steer clear of the Shanghai Trio and the Dispatch Room. These guys would ship their own grandmaws if the old ladies had papers.

Please notify my folks who had expected their wandering boy home for the turkey and trimmin's.

Jack "Aussie" Shrimpton

WANTS LESS TALK AND MORE ACTION ON SLOP CHESTS

The Log.

I see that three other brothers have voiced their opinion about the need for having the SIU run the slop chests aboard ship. I think Paul Hall mentioned it in "Clearing the Deck," then a brother wrote about it in a letter to the Log and now Louie Goffin has remarked on it in his article last week.

All that seems to remain for us to do now, in order to get the wheels rolling, is to introduce a resolution or a motion at one of our membership meetings and establish a competent committee to investigate the possibilities and report back to the membership.

I think that such a committee will find many obstructions and pitfalls to overcome before such a program could be adopted by the Seafarers. Nevertheless I'm sure the plan could eventually operate to the advantage of the seamen and prove that we know how to win on the consumer end of it as well as the wage demand end.

In any case we should get the investigation going so that the idea doesn't get kick around and around with everyone being for it but nothing being done about it. Let's have less talk and more action.

As I see it, overcharging on slop chest goods has cost the seamen about 10% or more which they could save. A 10% wage increase is nothing to sneeze at and savings on purchases amount to the same thing as a wage increase.

Other unions have studied the problem and many of them have done something about it under conditions much tougher than we would face. After all the slop chests have only one customer—the seaman. It seems so easy.

Eugene H. Crescitelli



SHIPS' MINUTES AND NEWS

COALINGA HILLS CAPTAIN CHARGED

Shanghai Accusation Made By Crew Against Ship's Master

BOSTON, Dec. 13—Crew members of the SS Coalinga Hills operated by the Los Angeles Tanker Corporation have preferred charges against the ship's Master before United States Maritime Commissioner Shea, according to a statement signed by 12 seamen. In their statement of events which led to their allegations that the Captain shanghai'd them from Mobile, Alabama to Portland, Maine.

"We shipped on the above vessel," the charges read, "on the tenth day of November 1945 in Mobile . . . the vessel was at anchor in the stream when we went aboard. We signed an agreement . . . which contained no destination and no length of service."

According to the crew, the ship left Mobile and went to Port Arthur to load sailing from there for Portland where the cargo was discharged and the crew paid off under protest.

Itemizing their complaints the seamen point out that: (1) the Skipper refused a transportation rider to the articles because, he said "we are sailing under a WSA agreement and would receive transportation under that agreement," (2) they were 12 men short (all departments), (3) in Port Arthur the Master stated that "if the ship paid off and signed Foreign Articles in Portland, we would receive transportation back to port of shipment," (4) the Captain denied an OS his rightful rest period and deprived the watch of its night lunch.

Major charge is contained in the next part of the statement (5) which states, in effect, that the Skipper, after assuring the crew that he was pulling into the stream (at Port Arthur) to await the completion of his crew, instead proceeded directly to Portland.

The charge of shanghaiing the men stems apparently from the probability that the men would have demanded to be paid off instead of sailing so badly manned.

The concluding paragraph of the charges deals with the Captain's actions in the Maine port where he fired Steward G. W. Beardsley and Chief Cook George M. Dobson and called them to his office at about 10 p. m. to pay them off.

Dobson refused his pay "be-

cause it was unsatisfactory. He was then ordered to leave the ship immediately." Despite the obvious lack of transportation or hotel accommodations at that hour the Captain insisted that "it make no difference to him and payoff was accepted under protest in order that the men could live until the dispute was settled."

The statement is signed by Deck Delegate James M. Branum, Bosun R. Cecil Stone, Stewards Delegate Chief Cook J. M. Dobson, QM, Louis Waites, Messman Arthur Hargroves, Messman Lowell Moore, 2nd Cook and Baker James McRaney, Galleyman R. A. Watford, Pantryman I. D. Smith, 2nd Asst. Eng. Joseph Shuster, Wiper Emmet E. Vancil and FWT H. M. Lowery.

In addition to the shanghai charges beefs pending concern overtime, back wages and transportation back to Mobile.

COMMENDED



Brother Joe Miller, Chief Steward who received commendation from the army troop commander aboard the SS Claymont Victory on two different voyages. Together with the stewards department, Miller was lauded by Capt. Nelson D. Johnson for "excellent cooperation and superior food" carefully planned and served meals "which were enjoyed by every officer and enlisted man aboard."

Miller reports that both trips were completed without a single beef in his department.

**HAVE
YOU
VOTED?**

Lennon Men Write Union 'We Are Hungry'

Complaining about the feeding aboard the SS John B. Lennon, the crew, in a letter to Secretary-Treasurer John Hawk, demand that the Union take the matter up with the responsible parties.

Signed by five members of the crew, as a representative group, the letter lists a series of food beefs which should be unusual in this day and age when, through organization, seamen are no longer at the tender mercies of the skipper, the crimp and the owners.

The letter reads:

"Dear Sir:

"We, the crew of the SS John B. Lennon, wish to file a complaint. We were led to believe that the war was over, but it seems to us that it has only begun.

"We left Norfolk with coal for France (8,000 tons), and a small supply of groceries for the crew. As soon as the ship cleared the harbor about 1200 lbs. of condemned meat was dumped overboard. The WSA and the agents knew about this meat in advance but did nothing about replacing it.

"As a result we were on one meat during most of the trip to France. Both the Skipper and the Steward tried to get supplies there but, although they ordered some 600 lbs of meats and potatoes, only received about 100 lbs.

"Naturally the food was limited and there were seldom any 'seconds.' The old cry of 'there ain't no more,' which we haven't heard since 1936, rang through the messhall at every chowtime.

"Four times each week, until the ice box went on the bum, we received two eggs each after that it was one egg daily until the supply was exhausted.

"Today we have a little meat and it smells and tastes bad. Our diet otherwise consists of dehydrated eggs, dehydrated potatoes, and canned milk (3 cans daily for the entire crew).

"Possibly we are wrong, but it seems to us that, with wartime restrictions off, conditions should loosen up a bit and something should be done about the feeding on these rust pot Liberties.

"So, if possible, will you handle this complaint with the



Chief Engineer Tries Fast One

When a Chief Engineer decides to monkey around with an SIU agreement and ignore its provisions because "he's running the ship regardless of the Union," he's liable to wind up the same way as this one did.

Aboard the Edward Logan (Eastern) the Fireman took sick and was unable to fulfill his duties. The Chief decided to use the Junior Engineer trainee as a replacement and put him on the Fireman's watch.

The black gang delegate took the matter up advising that the

Chief had three choices. (1) Use a Wiper, (2) use the Deck Engineer or (3) have the remaining Fireman stand 6 and 6 watches.

Two weeks later the Oiler hurt his foot and the Chief, seizing this as another opportunity to get away with something smart, put the Junior Trainee on the Oiler's watch.

When the delegate took issue with him on this he was told by the Chief that "I'm running this ship, not you or your Union."

P.S. The other two oilers got 80 hours when the beef was settled.

JOHN W. DAVIS CREW



Here's part of the crew on the Alcoa scow, SS John W. Davis, standing by for the payoff on overtime beefs. Other picture Page 7.

John W. Davis Bucko Chief Out-Buckos All Buckos

Alcoa Line ships are having plenty of difficulty in securing crews as a result of unsettled beefs aboard one Alcoa scow, the SS John W. Davis. Davis crew members William Bell and Ira Goldstein claim they had a bucko Chief Engineer aboard who could out-bucko any bucko they'd ever met.

This individual, better known as "Log Book" Watson, started in on the last voyage of the Davis to browbeat the men by forcing the Deck Engineer to pack number one winch during a rainstorm, and threatened him when the engineer was reluctant about doing the job. Watson told him he wouldn't have any money coming at the end of trip as it would all be gone in logs. "Once you sign articles on this ship," declared "Log Book," the union agreement is no good.

There were many beefs about disputed overtime throughout the trip, and the bucko Chief stated in no uncertain terms, "To hell with the union agreement! I make my own rules."

In addition, he wouldn't let anyone leave the deck during their watch, and logged them if they did so. Watson played favorites and discriminated against the Oilers every opportunity he had.

At Seville, Spain, Bell asked the Chief to come on the dock, and was logged 10 for 1! Men who were doing their jobs as usual were bawled out for imaginary infractions, and were timed while working. Things got so bad that the Chief didn't dare go ashore more than once on the entire voyage. To be additionally mean, he went to bed about 7:00 p. m., or 8:00 p. m. in order to get up early to catch the men off guard, and had a peep hole through which he could watch the black gang without being noticed.

Since arriving at Staten Island, it's been rumored that the Chief has been fired. However, we have been unable to confirm this story. The ship has not paid off as yet, and the majority of the crew are holding fast by refusing the payoff until more than 300 hours of disputed overtime is paid.

DIGEST OF MINUTES FROM VARIOUS SIU SHIP MEETINGS

SS John McDonough

OCT. 1—Carl Lawson (Bosun) was chairman and Walt Swohla secretary. Meeting discussed general cleanliness of the ship. Deck delegate was James Disario.

SS Tarleton Brown

OCT. 7 — Chairman Fitzgerald, rec-secretary Sommer. Deck delegate John W. Samsel and stewards delegate, Philips. A general discussion was held regarding cleanliness of messhalls and fines were suggested for all offenders who do not clean up after their meals and do not dress decently.

SS De Soto

OCT. 2 — Only beef registered at this meeting was on food and everything was squared up okay according to the chairman and deck delegate, H. Braunstein.

SS Herman

OCT. 2 — Chairman John Buzelewski and secretary Oliver H. Healy. Only business of the meeting was two motions. One that new mattresses are demanded and the quarters fumigated, the other that each man remove anything he has used from the messhall. Buzelewski was the deck delegate.

SS Clifford E. Ashby

OCT. 20 — Chairman Flanagan called the meeting to order at 8.00 p. m. Brother Taber was secretary. Under Good and Welfare the Purser was requested to post slop chest price list in messhalls. Men from each dept. are to take turns in keeping the laundry clean.

The meeting heard a report that the Patrolman who had promised to return to the ship with information regarding V-J day overtime, had failed to show up and that the day before sailing from Galveston three phone calls to the hall failed to get a Patrolman down to the ship. The crew voted "something should be done about it when we get back to the States."

Delegates were Ruess (deck), Pevvy (engine) and Lobacki (stewards).

SS John T. Holt

(Special Meeting)

OCT. 11 — A special meeting was called today to make formal statements regarding the Chief Mate, John Boarders. The charges against Boarders revolved around his use of abusive language in speaking to Messman E. Conway on one occasion and Deck Maintenance Albert Birt on another.

The meeting brought out that while disciplinary action was taken against members of the crew when they used similar language towards an officer, this Chief Mate feels free to speak to the men in any manner he sees fit. The crew discussed the question of officers boarding the ship drunk and then expect to discipline their crew when one of them does the same thing. Another beef concerned dis-

crimination against Robert Moran when he was disciplined but two other men, one a ship's officer, went scot free although all three were together at the time of the alleged violation.

Details of the meeting are at the New York hall.

SS Joseph N. Nicollet

OCT. 21 — Chairman C. Sutfles. Meeting called to order 1.30 p. m. Motions adopted: required all men must wear a shirt in messhall when chow is served, cleanliness around messhall, repairs to messhall door and starboard gear locker and night lunch. Meeting lasted 30 minutes.

SS Joseph N. Nicollet

(Second Meeting)

OCT. 21 — Chairman C. Danforth, secretary H. Koenig. Motions adopted included demands for: dish rack in scullery, repairs to deck dept. shower, keeping shoring out of messhall, providing keys for foc'sles.

The delegates were instructed to speak to the gunners about using their head with a promise that, if they agreed, the crew would see that they were kept clean.

The meeting adjourned at 1.45 after a half hour session.

SS Reinhold Richter

AT SEA, Nov. 25 — Chairman Wobeser, secretary L. A. Marsh. Motions adopted increased the penalty for messhall violations because "no improvement" had been found, instructed the Steward to make a list of needed equipment, instructed the deck department to "give us safe working conditions" and all union books to be turned in to Engine Delegate Rothery in readiness for the boarding Patrolman.

It appears that this meeting was for the black gang only. No information pertaining to the other depts. was sent to the Log for this date.

SS Parkersburg Victory

AT SEA Nov. 11 — Chairman Paul Thompson called the meeting to order at 6.30 p.m. The rec-secretary was H. W. Price. A summary of beefs was presented and acted upon after a full discussion and the meeting moved into New Business.

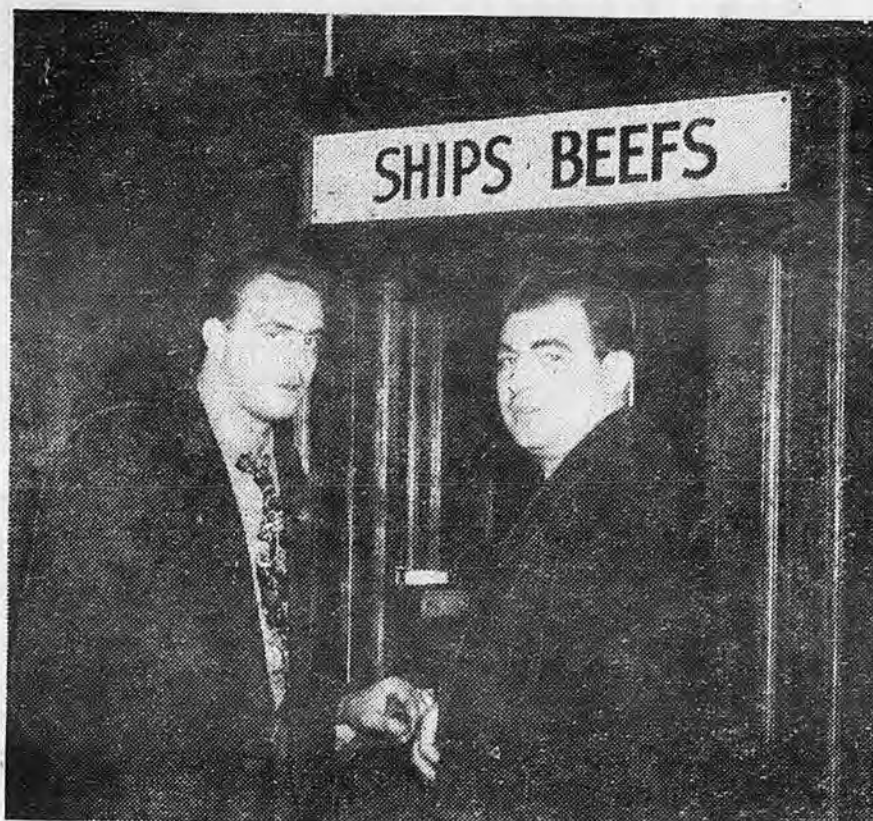
It was moved, seconded and carried that all departments will alternate on a weekly basis in the cleaning detail in the laundry. A motion that the Wiper in the a. m. and an OS in the p. m. will make coffee. On Saturday p. m. Sunday and holidays, the watch will make their own coffee. The motion carried.

The ship's delegates were instructed to write to New York for new cards and books for the following men. Walter Kostadinoff, R. T. Brown and Wendell Joy.

T. S. Louma (Pac 147) was made Junior Engineer and a new Oiler obtained from the Philadelphia hall to fill his old position.

The chairman praised Stew-

DAVIS' OILERS PRESENT BEEF



William Bell, Oiler, and Ira Goldstein, Oiler, telling their story about the John W. Davis to the SIU Beef Dept. Story and other picture on page 6.

ard L. Collins' reorganization of his department and urged the men to give him complete cooperation.

Under Good and Welfare the meeting discussed a ship's library, making good Union men, and a troublesome hot water situation.

The meeting adjourned at 7.30 p. m. Delegates were Bill Thompson (ship), Gilbert Hudde (engine), W. F. Stephens (deck), and R. Sadowski (stewards).

SS Ellenor

Dec. 1 — Chairman Mike Si-relli and secretary Joe Sanabria. The delegates' reports were accepted. Business of the meeting included demand that everyone keep out of galley and icebox when vessel is in port because food is running low. A list of personal effects damaged as a result of bad weather was drawn up. Also drawn up was a list of needed repairs aboard ship. Meeting adjourned after a minute of silence in memory of departed brothers. Delegates were Dimas Eudza (deck) and F. Camacho (engine).

SS Milton H. Smith

NOV. 18 — Meeting called to order at 1.30. E. C. Johnson elected chairman and E. J. Albinski recording secretary.

All departments reported a "beefless situation" but the stewards delegate stated that the Captain said there would be no fresh milk in South America.

A motion instructing the three delegates to call upon the Captain before the ship reached Rio and hear what he had to say about the fresh milk question, was adopted unanimously.

A vote of thanks was extended to the Bosun and Deck Eng. for building a place to wash clothes on the fan tail. The meeting adjourned at 2 p. m.

SS Mohican

NOV. 18 — Chairman Brother Goodman and Rec-secretary Brother Dexter. Minutes of previous meeting accepted and filed. Subjects of motions adopted by the meeting included recommendation to add another Wiper to black gang, installa-

this expression of appreciation from the engine department officers to the black gang.

"To Whom It May Concern:

"The 1st Assistant and other watch. Engineers on this vessel take great pleasure in expressing our appreciation for the fine and cooperative service of all members of the unlicensed members of the Engine Department during the voyage, which has just been completed.

"There has not been a single beef or complaint against any member of the SIU, therefore this letter.

(Signed) R. E. Martin,
Chief Engineer
M. A. Morgan,
1st Assistant Engineer

SS Josiah Parker

Nov. 4—Bennie Terrien elected chairman, Yarborough elected secretary. Meeting was called to order at 9:00 p. m. Minutes of meeting on October 20 read and accepted. The delegates submitted their reports.

There were many discussions concerning the improved condition of the mess room in the mornings. Requested to go easy on the sugar as it is running low. The removal of cots on the fore-castle head as they gave the impression that the bow look out was sleeping on the job.

Engine gang is to call meeting for the discussion of their overtime and port watches.

A mutual agreement was made to stay sober for the pay-off and to do something to enforce it; such as, making a small fine payable to the Log if some one runs off.

No one is to sign off until the patrolman is on board and all beefs are settled.

Meeting adjourned at 10:00 p. m.

Delegates, Briant (deck), Molegus (engine) and McManus (stewards).

SS John P. Mitchell

OCT. 18—W. J. Michaelis elected chairman.

All men return their cups to the sink after using.

It was suggested that the steward put jam and pickles on the table for meals. Second steward assumed the responsibility.

The subject of the night lunch was brought up and it was requested that the day men keep hands off.

Army personnel were asked to keep the heads clean, which they use. Subject was settled through the army delegate.

Meeting adjourned at 7.50 p.m. Steward Delegate: J. Cabral.

SS John A. Donald

The following list of repairs was decided upon by the meeting chaired by H. Moore: doors of all foc'sles, settee in Bosun's room, lockers and mirrors in all foc'sles, new mattresses and pillows, clean water tanks, fumigation of the ship and bunk lights repaired.

New items demanded by the crew included: toasters, fans, radio speakers, refrigerator, coffee urn, shower curtains and electric iron.

Approximately 300 hours of disputed overtime was reported paid in the engine department. The rec-secretary was E. B. Cox.

tion of scupper in pantry, piping to coffee urn, drainage in crew's showers, crew's icebox, installation of steam line in crew's laundry, crew's quarters signs to keep wandering passengers out, additional portholes and additional help for stewards department because of the varying number of passengers the vessel may carry.

Also voted for was a motion that "all hands are not to pay off until beefs are settled." T. Griffith (deck), J. Tingle (stewards) and M. Fisher (engine) were elected a committee of three to examine the books in all departments. All books were in good order except one, that of James A. Clark who was 15 months in arrears and had not paid 1945 assessments.

Some discussion followed in regard to eating at 4.30 p. m. in port to give the stewards department a chance to get home early.

Meeting adjourned at 9.10 p.m.

SS Baldwin Hills

AT SEA Dec. 1 — Called to order at 1.30 p.m. by V. Hickman the meeting aboard the SS Baldwin Hills immediately reelected Hickman and Fleming as chairman and rec-secretary respectively.

Brother Kouns advised all present that assessments and dues would have to be paid in the next port. The Chief-Cook requested permission to return to work and the request was granted.

Deck Delegate Kouns reported 5 books, 2 p.b.s. and 6 trip cards. Stewards delegate J. A. Hollen stated that he has 7 trip cards and one full book. Engine Delegate J. R. Hickman reported 5 trip cards, 3 books and 3 p.b.s.

Motions to accept the following trip card men into the Union were adopted: F. L. Thomas, M. P. Davis, V. G. Madsen, D. W. Carmichael, El. Carlson, C. H. Ray, M. L. Hamman, H. F. Ray, J. E. Marshall, W. L. Taylor, C. E. Smith, J. W. Williams, D. C. Hingston, L. E. Rimes, W. G. Fulton, M. Day, J. Zuzov, and L. Williams.

Book members voting were: Fleming, (13), J. B. King (G90), Kouns (G51), Foster (G112).

Included with the minutes of the Baldwin Hills meeting was

New Hall Symbol Of Progress

By BEN P. REES

NORFOLK—SIU pressure fired the WSA monkeyhouse doctors here and SIU seamen's dollar bills purchased the marble and stone structure in which they had been so comfortably housed at the taxpayer's expense for the duration of the war.

It all goes to show what good Unionism and organization can do.

The building, the architecture of which is a replica of the temple of the Greek Goddess Athena, will be a permanent monument to the Seafarers International Union of North America. It is symbolic of the progressiveness and permanency of our Union.

When we are through with our outfitting and alterations, we hope to make Norfolk one of the most pleasant ports for seamen to lay over between ships. All will admit that we have come a long way since we started.

Stop in Norfolk, look over your



new home and, when you're ready to ship, we'll put you on any type vessel, in any rating, to any part of the world you want. Shipping here is better than good.

Oldtimers Lured By Tugboat Contracts

By RAY WHITE

NORFOLK — The new Hall here is beginning to shape up as the alterations are almost completed. But it is still bare of members. This is mostly due to the Christmas holidays, but the shipping is still booming. You can pick your job, ship and company.

Since the new Tugboat Agreement was signed, you can see lots of the oldtime deep sea boys taking the jobs. Tugboating is a little out of their line; but the wages are good, so they give it a try and really like the change. It gives them a little port time for the holidays.

We have had several Isthmian ships in and have covered them completely. Every union man should put the Isthmian drive ahead of everything else, as this is the crucial time with the election coming up.

We are still negotiating with the Ferry Company and, to date, we have made quite a bit of progress and have obtained shorter hours and a raise in the hourly rate of pay. But the raise is not sufficient under the high living costs of today. The company still refuses to accept the proposed agreements of the union submitted by the Secretary-Treasurer, but we hope to get it settled in the near future.

The Port of Norfolk wishes every member a Merry Christmas and a Happy New Year.

The Patrolmen Say—

The Dispatchers have a beef. Some men are taking jobs, and never leave the Hall, and then turn these jobs down. Not only do they make twice as much work for the Dispatchers — who have plenty to do these days—but they are doing another member out of a job he may want.

Each man is entitled to Union benefits if he is hospitalized. But you can't get the money if we don't know about it. So notify the nearest Branch when you are laid up.

AROUND THE PORTS

NO NEWS??

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

PHILADELPHIA
JAN JUAN
GALVESTON
JACKSONVILLE

Baltimore Has A New Schedule

By BOB HIGH

BALTIMORE — The new set-up here in the hall is working like the proverbial charm and as soon as we get the shipping floor painted, we should have the best hall on the coast. (Take note Ray White).

Cal Tanner and his staff are right on the old ball and are

sure getting these Isthmian scows out 100% SIU. This, in my opinion, is the critical stage of the game and every member should give Isthmian ships A1 preference.

A problem that I have run into here lately is the membership wanting to take these young first trippers out on trip cards with them as OS. They don't seem to realize that we have ordinary seaman registered all the time and if we put trip cards on these jobs the book members have a legitimate beef.

All you brothers take note of the new hours for the Baltimore hall. We are now open from 8 a. m. to 6 p. m. every day except Saturday and Sunday, (to 4 on Saturday and 11 to 3 on Sunday). This should give better service and maybe help to get some of these rust buckets on their way.

It looks like the sea going "comrats" should be used to taking shellackings by now, for every thing they have tried has been thoroughly blocked and beaten by a militant bunch of sailors who know and want the American way and not the Soviet way.

We have been getting a lot of cooperation from Paul Gonsorchik and his crew when we need help in getting some of these scows out, and I would like to extend thanks to him and Red Truesdale.

Well, Christmas is almost upon us and it will feel pretty good to have a Christmas ashore once more. The only headache is that men are going to be much harder to get from now on till after the holidays, but you can't blame them.

The old gin-mills are still doing a land office business down this way. So if any of you want the best of beach combing come on down to Baltimore and look us over. Then, when you are tired of the beach, we have an expert bunch of shanghai artists to ship you out. In fact we may not wait till you are tired the way shipping is at present.

Although I will be glad when the holidays are over, I still want to wish all of you a very merry Christmas and a Happy New Year and remember to Ship Isthmian.

from the Islands, after missing her for two trips that she made into the City of Brotherly Love. We had a new C-3 for Matson line to crew up, with very few takers as some jobs are still on the board. The officials of this Branch take this time to wish each and every member a Merry Christmas and a Happy and Prosperous New Year—and with continued cooperation we should have one.

Dushane In Tampa For Warm White (Sand) Xmas

By BOB HALL and JACK PARKER

TAMPA — Things here are in something of a turmoil, one of the Moran Tugs the Anacapa is in and from the way things look she will be here for quite a while. There has been trouble on her since the day she hit port. The old man is something of a character, he paid the crew off on mutual consent, the entire deck department left the ship due to the mate, and we had no replacements. We talked to the former crew into taking her out again and dispatched them to the ship, the old man refused to take the men, said that they shouldn't have quit. To top it off the Lykes Bros. Port agent who are agents for Moran here tried to do a bit of pushing around, the outcome, Anacapa tied up and can't get a crew.

Brother Duke Dushane is in this port enjoying the Florida climate, which is mighty nice (Chamber of Commerce take note) The Duke is going to be one of our best crackers before long. He is on the lookout for an apartment, and he will have trouble finding one as they are mighty scarce. Jug Head Parker is looking for a place at the same time and is having something of a struggle. The army guys are renting all of the places here, we have two large air fields here and that means about a million officers.

We get a couple for Bull Line in the last of this week, the Marjorie, and the Governor John Lind. Also getting one for Alcoa. Looks like shipping is going to start booming here any time, we are getting quite a few jobs here, but all of the wagons that make this port are in transit. One of us here will have to go to Boca Grande next week, and that's one hell of a spot, it is damn near out of the country.

Still hear a lot of talk about the P&O starting up again, hope they hurry up as some of these P&O stiffs are waiting on them and keep buzzing the office about them. Also expect to have to pull a bunch of guys off of the Florida and Cuba as they have been riding these scows since the ATS took them over and will want to stay on after we take them back, and it is going to be tough on these guys as they are strictly the home guard and hate to lose out on the Milk and Honey run.

Re; MV Anacapa—Gun toting

Captain Bligh, alias Captain E. Flaherty, took it upon himself to close the galley, mess room and the pantry while Oilers were on watch, so Boatswain Hamilton and the Oiler went up to the Captain's room and asked him



to unlock the pantry so that the Oiler might get some night lunch.

It seems that the old man had taken on a few drinks of Florida dew and was having pipe dreams. I suppose that he thought that he was back in the days of the golden West where the six gun was law and order. He came out in the passage way with his six gun poised for a quick hip draw and told the Bosun and the Oiler that he would blow them to hell or any other S.B.'s that got in his way.

Result was that the Bosun took the gun away from him and gave it to the mate which kept the old man from carrying out his threat and eliminating some of the too scarce seaman that are so badly needed.

The next morning I went to the

tug and the Captain had called the Coast Guard down and intended to have all the crew's papers pulled, wind up was that the boarding officer gave the crew a warning. This bad bold Captain told me that he did not give a damn about the union or any of the men that belonged to it, so we had to give him a pep talk and extended him an invitation to come on the dock. Fortunately he declined.

Brother Tony Sousa who was out in the Pacific came back to the States and he doesn't care too much for that part of the world.

One of our brothers, Slim Chisholm, just came by the hall on his way hunting, he has a nice gun and three boxes of shells, says he will bring some squirrels and rabbits back by the hall, but I don't know.

Seems like these guys go hunting and wind up at Mother William's blue room, and he is headed out that way.

Our voting has just about come to a halt, we will probably vote a few at the next meeting, but that is the only time that there are enough men in the hall to form a committee, and at the meetings there are only a very few present. There are only six men on the shipping list now, and if these men ship we may not be able to get a committee again this year.

Wishing all you good Brothers a Merry Christmas and a very prosperous New Year, and many of them.

They Don't Forget In Mobile

By JAMES L. TUCKER and LOUIS NEIRA

MOBILE—This week we paid off the SS Alcoa Pioneer, Alcoa Trader and the Alcoa Pegasus. From these three ships the amount of \$120.00 was donated to the Hospital Fund. This fund is for men such as Brothers Tim Burke, M. E. Cardana, Willie Harris—men who are in the hospital and have been for over one year and who have received all the benefits from the Union that they are entitled to, according to the Constitution.

After so much being donated it was worked out to give each Brother a set sum to carry him over the holidays, and then to give each one the benefits each

week as long as the money lasts. From the men who received this contribution to those who gave there is nothing but praise and sincere thanks, for it is good to know that although you are down on your back the Union Brothers will not forget you.

"GOOD MEN

We also paid off the Oliver Evans after a nine months trip, they were all TC men on her, but they had everything down to a T. A TC man, F. Melonzi, was deck delegate, and bringing a ship in such as this one shows that he has the making of a good Union man.

We also had the little Unico in

Two Kinds Of Payoffs In Boston

By JOHN MOGAN

BOSTON — The Thomas J. Lyons (Smith & Johnson) paid off here on Saturday. The Patrolmen who boarded this ship say it was the cleanest job they have seen for many months. The delegates had all beefs lined up for the payoff; these same delegates were apparently responsible for the messrooms, foc'sles, and alleyways being spotless.

The entire crew was a credit to the Seafarers, and really highlighted the slogan: "A SIU ship is a clean ship." The skipper, Captain Johansen, was so pleased with his crew he voluntarily sent to the Agent a letter of appreciation. In addition, the crew donated \$48.00 to the Log, in appreciation of the swell job it is doing to get news and vital information to all the members. Let's have more ships like the Lyons!

BIG HEADACHE

By way of contrast, we have had the Hagerstown Victory in here for the past couple of weeks, all crewed up and on articles. It has been one continuous headache all of that time, with the greater part of the 43-man stewards dept. figuring they had nothing to do but raise hell. Calls for a Patrolman to come to this ship arrived here daily, each time there was a complaint from the deck and black gangs concerning the kids in the stewards dept., of which about 36 men were trip carders.

We finally got a list of Dead End kids, seven of them, each about 20 years old, who had clicked up to try to "bull" the entire crew. They seemed to be doing all right, too, as reports were coming in that members were taking a licking every day.

Once we had the gang pegged a couple of delegates from the hall went to the ship, rounded them up, had their gear packed in a hurry and tossed them off the ship. Strangely enough, none of them had any fight in them by then. The crew is again happy and contented.

BAD TIME

All the "beefs" in the port have been taken care of satisfactorily. The only ship that gave us a real bad time was the Smith Victory, which paid off on a Sunday with no Patrolman aboard, as the Hall has been informed that the payoff would be on a Monday.

Anyway, the crew that paid off without a Patrolman might expect some bother in collecting

Congress Gets "Slave Bills"

(Continued from Page 1)

of the press are destroyed. (5) Government by injunction is re-established, subjecting violators to criminal contempt charges, and to imprisonment. (6) The vicious "doctrine of conspiracy" in labor disputes is re-established. (7) Civil damage suits are authorized and encouraged, and such suits may be brought against the union, the officers thereof as individuals, and the individual members."

their disputed overtime, because the Patrolmen can keep plenty busy on current beefs as they come up. However, as soon as there is a slow spell the Smith Victory dispute will be settled and the members notified in the Log.

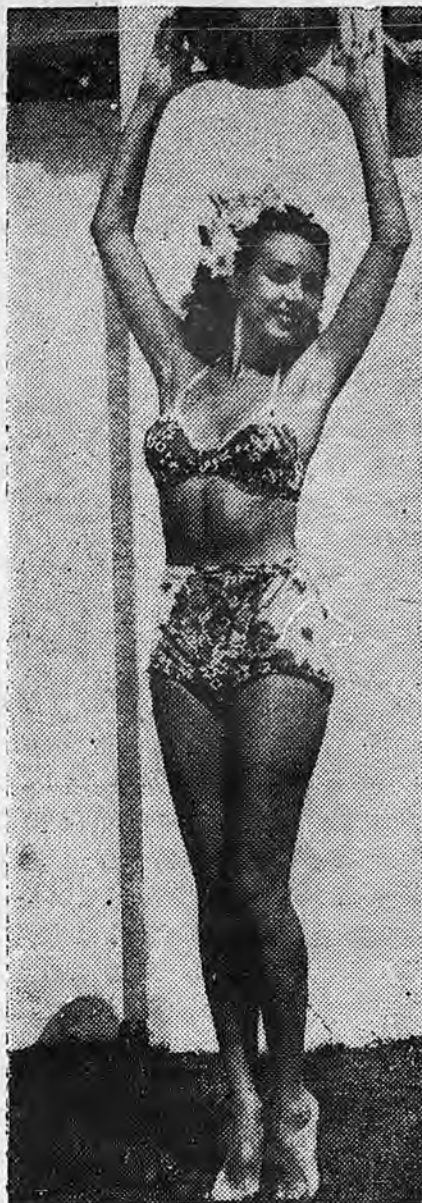
It is a safe bet that these fellows will not pay off a ship in the future unless a Union representative is aboard, because they now know what it means in dollars and cents to them personally to have a delegate work on the payoff.

NEW SYSTEM

It was a pleasure to all of us in Boston to receive the communication from the Secretary-Treasurer, John Hawk, regarding the issuing of Probationary Books. All men working on a trip card and ready to pay their initiation fee at the expiration of the six months, should be sure to have the book issued in the port where they pay such fee. This will certainly eliminate the duplication of work at the branches and at Headquarters—now for the Patrolmen to make certain they stamp up books and trip cards when they take dues, and we'll have 100% efficiency.

To all members, everywhere, sincere good wishes from all of us in Boston for the approaching holidays, and may 1946 see the SIU continue to lead the way toward better wages and conditions for seamen.

SHAPELY



Carrying the ball in a current "good neighbor" musical is Republic actress Dorothy Stevens. Think she'll help Pan-American relations? (Federated Pictures)

Canadian Tub Is Harbor Landmark

By ARTHUR THOMPSON

SAVANNAH—We had no payoffs this week although we had quite a few ships in here and in Charleston. The Julius Olson is due to pay off in Charleston Monday and the Norfolk Victory should also pay off either in Charleston or Savannah next week.

The Warren Marks, an SUP ship is in port looking for a few replacements and the Henry Lomb is also in and may need a few men before she leaves. We managed to get the Follansbee crewed up and out and also the William Bevan although she was short one man. The Crittenden is in need of a boatswain but may sail without one.

We made a trip to Charleston to see some of the crew of the Norwalk Victory and try to straighten out the overtime before the payoff. She was at the embarkation dock and it takes an act of Congress to get aboard. The army was good enough to let us see some of the crew members but we were not allowed aboard ship.

We also paid a visit to the Griffco, the Canadian ship which has been in port so long it's becoming a landmark. The crew of this scow is a shining example of good Union men. Their ship is an old one and the improvements which were made don't quite come up to our standards although it's pretty hard to fix up a ship of this type. The gang aboard her stick together in every beef and never let go till it's squared away. They also attend meetings in every port they hit if meetings are held in that port. They've been away from their home port of Vancouver for sometime and

have no idea when they'll get back. We wish them all the luck



in the world on the rest of their trip.

Christmas is just around the corner now and most of the boys want to spend Christmas at home, for which I can't blame them, and we expect to see a lot of good shipping around this port as soon as the holidays are over. As it is now we need men in every rating and if you want to ship out you'll stand a good chance in Savannah.

The Savannah Branch wishes the membership of the SIU of N. A. and all its employees and affiliates a very merry Christmas and a happy and prosperous New Year.

Merry Xmas!

The Seafarers International Union does not forget! Every member of the SIU who is hospitalized will receive a \$5 Xmas gift, as a result of action taken by the membership on Wednesday, December 19th.

A Little Brass Can Do Things

By LOUIS GOFFIN

The war certainly has been very beneficial to plenty of ex-union men who today are Mates, Engineers and Skippers. If it had not been for the war the probability is that most of these guys would still be in the forecastle.

We are gratified that many former, and in some cases still, SIU men who are now sailing on the bridge and at the throttle, remember the Union which did so much for them when they were sailing in the forecastle and who, though they are officers, are still 100% Union conscious and do not regard the unlicensed personnel as bums and inexperienced seamen.

They realize that we all had to start sometime, and they know that it takes more than one trip to learn the ropes. Men like these as officers make sailing pleasant for all hands, including themselves.

However there are a small few who have changed their attitudes since they became officers, and as far as they are concerned there aren't any more seamen left since they left the forecastle.

According to some of these birds, the seamen of today are dopes and punks who don't know what it is all about. These birds, having got their licenses for the reason that there was an acute shortage of licensed men during the war, are now so swell headed that a size sixteen hat couldn't fit their heads. They have forgotten their forecastle shipmates and they act somewhat in the manner of military brass hats.

What does this get them?

Through their actions they are not only disliked by the crew, but also by their fellow officers, and in many cases are responsible for dissension and trouble aboard ship. They are the type that take it on themselves to interpret the Union agreements as they see fit. They dispute over-

time without turning it in to the Company, and in various ways make it as uncomfortable as possible for everyone aboard ship.

Such characters are a detriment to the well being and morale of the seamen, they discourage the first tripper who isn't aware that you can't judge all Mates and Engineers by one phoney.

We had the misfortune of meeting such a phoney recently on the SS Warrior. A Chief Mate by the name of Lawrence who, through his actions, is looked on with contempt by both the crew and officers. Such a bum should be a pilot on a garbage wagon.

Freedom In Soviet Russia Is 'Unfettered'

The Log swiped this gem from the "Industrial Worker" which swiped it from the oldest labor paper in Europe, the Glasgow "Forward." It concerns freedom in the Soviet Union.

"Beyond a shadow of doubt, that although in Russia not a single newspaper is permitted to be published in opposition to the government, nevertheless the press is free; that although political opposition is not allowed, the elections are quite unfettered; and that although the slightest attack upon the fundamental policies of the government at a public meeting would result in the arrest of the offender, nevertheless there is the widest measure of free speech in Soviet Russia."

To which we might add, as a super climax, that although the communist parties throughout the world adopt the Soviet Union's current foreign policy as their current line there is no truth in the charge that the commies are Soviet Union Quislings.

N.O. Features Clean Payoffs

By BUCK STEPHENS

NEW ORLEANS—The followships were paid off in this Port recently, most of them with all beefs squared away.

SS Fort Clatsop, LA Tanker: The beefs that were left unsettled, due to the fact that there was no company representative aboard, were turned over to Brother Munsen, SUP Agent.

SS Vernendrye, LA Tanker: All beefs were squared away.

SS Florence Crittenden, Waterman: All beefs settled.

MV Hillsboro Island, Moran: A clean payoff; no beefs.

SS Carlos Finley, Overlakes: About 800 hours in dispute all squared away, except the Deck Engineer's beef, which was sent to New York, as the company representative wouldn't make a decision.

SS Josiah Parker, Mississippi: Some overtime still hanging fire. Explosive bonus waiting decision from Army as to whether it was an explosive or not.

SS Warrior Point, Pacific

Tanker: All beefs squared away. Brother Frenchy Blanchard should be given a vote of thanks for the way he brought the ship in.

SS Alex Stephens, Mississippi: All beefs settled, except for the Deck Maintenance sounding fresh water tanks.

In addition various beefs were settled on ships in transit. There is one ship in with about 1600 hours in dispute. The American Liberty SS Co. sent their Port Engineer down to settle the beefs, but he would not okay the time. Now they are sending their vice-president down, and we will meet with him. And it looks pretty damned good.

The crew would not wait, so they paid off and took a powder, except some men in the black gang. The membership should take action on those men who pulled out. The ones who stuck were Charles N. Jacobs, Oiler; Riddle, Oiler; Eugene Rushton, Deck Maint.; and G. Gainey, Oiler.

THE WEEK'S NEWS IN REVIEW



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

SPORTS . . .

RAMS WIN NFL TITLE

Cleveland's Rams are champs of the pro circuit today by virtue of a single point victory over the Washington Redskins, 15 to 14. Considered by many who watched it to be one of the outstanding games of the NFL's 13 years of existence, 32,178 fans sat shivering in the near-zero weather of Cleveland Municipal Stadium to get their money's worth.

Ram quarterback Waterfield was the outstanding player of the game, tossing both of Cleveland's touchdown passes, and constantly shoving the 'Skins back on their heels with his booming punts. Halfback Jim Gillette, and end Benton were also thorns in the Washington team's side. They, along with the taking out of Sammy Baugh in the first quarter, helped considerably in the Washington defeat.

The Rams youthful forward wall put up a much better defense than the veteran Washington line, and managed to hold them to 32 yards rushing, the second lowest in National Football League championship history.

DOWN UNDER LAND LEADS

Our delving into sport records reveals that Australia is the leading sports-minded country in the world. With a population slightly over 7 million, in pre-war years the Aussies managed to have a grand total of some 35 millions annually in attendance at all sports events. That really makes the American sports attendance figure look sick.

Horse racing is one of their big favorites, with football, cricket, boxing, and baseball sharing the limelight. Australian baseball, although not up to U. S. standards, is rapidly improving, and someday we may be able to have championship playoffs with their teams. Swimming is an almost universal sport there, with many magnificent beaches along the coast. The Australian Crawl originated there, and Annette Kellerman of Australia, was for years the outstanding woman swimmer of the world. Quite a place—Australia.

CRACKER BARREL GOSSIP

The Beau Jack-Willie Joyce scrap at the Garden which Beau won on a 10-round decision, aroused much discussion in N. Y. boxing circles. As a result, the boys will be rematched for another bout in the near future. The Beau clearly outpointed Joyce, and should have little difficulty in outpointing him in any future encounter, provided Jack can make the weight limit . . . Deciding to gain better working conditions and a better share of the profits, wrestlers in the San Francisco area have formed their own union, and led by King Kong

Cox, have affiliated with the AFL.

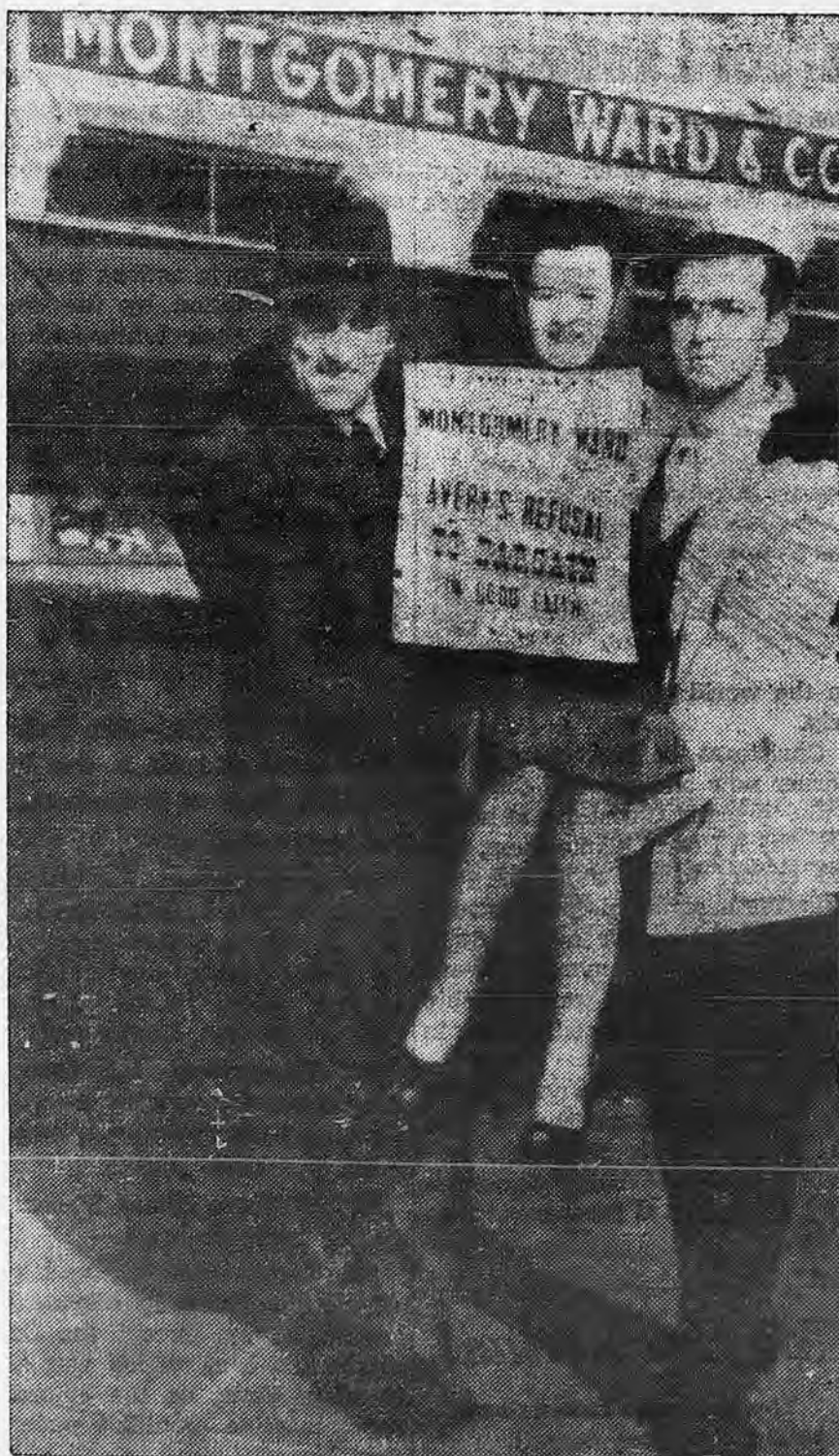
With a lusty .355 batting average, Phil Cavaretta of the National League, was officially declared 1945 batting champion . . . Colorado is acquiring a squadron of jeeps for the game wardens of that state to better check on the activities of sportsmen . . . Dave Ferriss, Boston Sox rookie hurler, named the player of the year by Baseball Magazine . . . More than 11 million paid their way through baseball turnstiles to break all records. Five clubs had more than a million each—Dodgers, Giants, Cubs, Tigers and Yankees . . . It is claimed that Dr. H. L. Baker has the finest football library in the world; one from which he compiled his new book, Football: Facts and Figures.

Joe DiMaggio claims handball ruins his throwing arm . . . It's



reported that Doberman-Pinschers were the best of all war dogs . . . As a result of his Army coaching, Earl Blaik has been picked as football coach of the year by many experts . . . Tom Smith's case remains up in the air, while the N. Y. Racing Commission conducts further investigation into horse-doping charges . . . Rumors have it that Chick Meehan former coach of NYU and Manhattan a number of years ago, is anxious to return to his old love.

PICKETING DE LUXE



Sewell Avery, the nation's number one labor-hater, was carried out of his strike-bound Montgomery Ward offices by Army troops last year. With his employes again on strike because of his refusal to bargain, Avery's workers in Albany, N. Y. carry Miss Ethel Bailey on the picket line. Maybe it's just to remind us or maybe they enjoy the carrying. (LPA)

CURRENT EVENTS . . .

AT HOME

President Truman's request for delay was ignored by the U. S. Senate as it adopted a resolution for the U. S. to intercede in efforts to establish a Jewish commonwealth in Palestine . . . Truman's changed policy toward China seemed to be bearing fruit as his new Ambassador, General Marshall, left Washington for Chungking . . . General Spaatz declared that public pressure for demobilization had left the U. S. air forces incapable of essential tasks . . . The U. S. will be host to the UNO (United Nations Organization).

UNNRA was voted \$1,350,000,000 more after disclosures that, despite early mistakes, it has been doing an increasingly good job and its continuance is essential if large areas in Europe are to escape starvation and disease . . . General Somervell urged the unification of medical corps, nursing service, quartermaster corps and other non-combat units of the armed forces . . . The country faces an acute fuel shortage, according to the newspapers, because heavy demands by motorists for gasoline have diverted large amounts of crude oil.

Acting Secretary of State Acheson, in the first meeting with a high anti-Franco figure since the latter's rise to power in Spain, conferred with Dr. Juan Negrin, former Premier of the Spanish Republic. Meanwhile a French proposal for an Allied diplomatic break with Franco was received in Washington . . . The Navy disclosed that the cruiser Boise could not have sighted the Jap task force which attacked Pearl Harbor, as had been alleged, because at no time was it closer than 1,400 miles to the Japs.

General Motors has demanded an open shop and guarantees that the autoworkers' union will not use its paper to "vilify" the company . . . UAW President R. J. Thomas appealed to Britain (a large stockholder in GM) to intercede on the side of labor in a demonstration of solidarity with American workers . . . President Truman may appeal to the nation (in a fireside chat) for support of his so-called labor program which pro-labor forces have denounced vehemently.

To add confusion to the national wage struggle, General Electric and Westinghouse announced new minimum wages for their employees. They admit, however, that the new rates will not affect their male employees because they already get more than the new minimum . . . Henry Ford 2nd in an adroit move absolved his employees from responsibility in the company's production failures. He threw the blame on "suppliers of parts and materials who sought higher price ceilings" . . . A precedent is apparently established in the oil industry with Sinclair settling with the union for an 18% raise.

Violence is feared in Flint, Michigan, were 10,000 pickets are in action after police crashed a token picket line and escorted office workers into GM offices.

INTERNATIONAL

Turkey rejected a Soviet protest declaring that a completely domestic student demonstration had been falsely reported in Soviet papers as "an international incident" . . . An Iranian General accused Red Army troops of confining Government troops to barracks while "revolutionaries" gained control of the Azerbaijan capital. Moscow radio announced that "a National Government of Iranian Azerbaijan had been formed in Tabriz," the capital . . . Bulgaria's "Fatherland Front" Parliament elected communist leader Vassil Kolaroff as president.

Truman's restatement of U. S. policy in China brought expressions of approval from nationalist and communist quarters, and 35 communist leaders arrived in Chungking for an "all-party peace and unity" meeting . . . Jap Prince Konoye, who committed hari-kiri, left a farewell note in which he said he could not "stand the humiliation of being apprehended and tried by an American court" . . . A stay of execution was ordered for Lt. Gen. Yamashita until the Supreme Court of the U. S. could rule on his appeal . . . General Marshall was expected in Chungking where he will carry out the U. S. policy enunciated by President Truman.

Additional precautions were taken at Nuremberg to prevent suicides among the nazi leaders as they are confronted with overwhelming evidence of their guilt as war criminals . . . Allied counsel at the trial moved to have the entire "Nazi Leadership Corps" declared criminal in an attempt to bring small-fry nazis to trial en mass.

The Big Three foreign ministers (U. S., Britain, and Russia) were discussing international problems at a Moscow meeting . . . On the agenda is the atomic bomb . . . In Canada, Prime Minister King won Parliamentary approval for the Washington declaration on the atomic bomb and advocated some form of world government in the interest of peace and security.

SS GEO. H. DERN

(Paid off in New York)

A. Bratkowski, \$3.00; Tom Mack, \$2.00; J. McMenemy, \$1.00; Frank Nagy, \$1.00; H. S. Sadocha, \$2.00; P. E. Duffy, \$2.00; G. Rudot, \$1.00; C. W. MacInnes, \$3.00; J. Saucier, \$1.00; D. M. Boyle, \$2.00; G. W. Ford, \$1.00; J. Barbaccio, \$1.00; R. Gray, \$1.00; J. D. Dexon, \$2.00; H. A. Nolen, \$1.00; R. A. Centric, \$1.00; D. F. Casles, \$1.00; J. W. Bryant, \$1.00; G. B. McCulloch, \$1.00; G. B. Fance, \$1.00; T. C. Towne, \$3.00; J. Morton, \$5.00. **Total—\$37.00.**

SS INGERSOLL

(Paid off in New York)

D. P. Koroye, \$2.00; E. E. Fo-yard, \$2.00; H. A. Taylor, \$2.00; H. Gathlin, \$10.00; L. Gordon, \$2.00; G. T. Galbreath, \$3.00; F. J. Landry, \$5.00; S. J. Schwinde, \$3.00; F. Leickert, \$5.00; H. G. Remme, \$5.00; J. T. Wolfe, \$2.00; J. L. Anderson, \$2.00; J. T. Smith, \$2.00; H. W. Berger, \$2.00; M. S. Pollet, \$2.00; F. C. Chance, \$2.00; G. Theriot, \$5.00; F. Pereane, \$2.00; K. Klundt, \$2.00; M. R. Hughes, \$5.00. **Total—\$65.00.**

SS WAYCROSS VICTORY

(Paid off in New York)

H. Willis, \$2.00; C. Evens, \$2.00; O. Evens, \$2.00. **Total—\$6.00.**

SS LOOP KNOTT

(Paid off in New York)

T. McLane, \$2.00; W. S. John, \$2.00; H. L. Bray, \$1.00; J. N. Jaudon, \$1.00; R. W. Hauber, \$2.00; G. V. Woddail, \$1.00. **Total—\$9.00.**

LOG DONATIONS TURNED INTO NEW YORK BRANCH

J. Rainey, \$3.00; S. Schleier, \$3.00; J. Boyce, \$3.00; J. La-Flamme, \$3.00; M. Shapiro, \$3.00; W. Ashmore, \$3.00; A. Kota, \$3.00; W. Hogancamp, \$3.00; J. Schierenbeck, \$3.00; W. Grocki, \$3.00; R. Clanke, \$3.00; J. Bulriss, \$3.00; C. Van Orden, \$3.00; M. Stockton, \$3.00; C. D. Caney, \$3.00; A. Soldberg, \$1.00; D. Deitman, \$1.00; D. Fonth, \$1.00; E. Jorgensen, \$1.00; R. Pretty, \$1.00; R. Walters, \$1.00; A. Chapman, \$1.00; A. Price, \$3.00; E. Kesselring, \$3.00. **Total—\$58.00.**

J. Chleboard, \$3.00; B. Gattis, \$3.00; R. Chisholm, \$3.00; A. Copeland, \$3.00; M. DiPasquale, \$2.00; P. Derasmo, \$2.00. **Total—\$16.00.**

R. Plunkett, \$2.00; G. Storps, \$2.00; C. McDaniel, \$5.25. **Total—\$9.25.**

F. Peterman, \$2.00; W. Bennett, \$3.00; R. Golden, \$3.00; O. Micala, \$3.00; J. Roggioli, \$3.00; G. Olynyk, \$3.00; D. Niedzwiecki, \$3.00; J. Mostecky, \$3.00; G. Iozia, \$3.00; A. Perez, \$3.00; G. Sharpe, \$3.00; J. Schaefer, \$3.00; B. Shipman, \$3.00; R. Valentine, \$1.00; D. Mease, \$1.00. **Total—\$40.00**

R. Linstedt, \$3.00; E. Lynn, \$3.00; F. Rowe, \$3.00; L. Evans, \$1.00; W. Stephenson, \$1.00; A. Chaumont, \$1.00; J. Augusteno, \$1.00; L. Clony, \$1.00; A. Johnson, \$3.00; M. Costa, \$3.00; W. Dowling, \$3.00; A. Terilli, \$2.00; A. Di Sessa, \$2.00; E. Burke, \$2.00. **Total—\$29.00.**

M. Kavansky, \$1.00; F. Walton, \$3.00; P. Rowland, \$3.00; H. Borkhardt, \$3.00; S. Missonak, \$3.00; E. Sinecki, \$3.00; P. Fink, \$3.00; Herman Jacks, \$1.00; J. Fore, \$3.00; J. Julian, \$1.00. **Total—\$24.00.**

S. Green, \$1.00; A. Messina, \$2.00; C. Coons, \$1.00. **Total—\$4.00.**

H. Carney, \$3.00; C. Clark, \$2.00; G. Brady, \$2.00. **Total—\$7.**
J. Rassmussen, \$2.00; G. Anderson, \$2.00; John Cully, \$2.00; Silberg, \$1.00; W. Yymon, \$1.00; F. Hoskins, \$1.00; Williams, \$1.00; \$3.00; A. Ali, \$3.00; R. Derrough,

M. Bryant, \$2.00; F. Broccoli, \$2.00; E. Debonise, \$2.00; W. Bun-bine, \$2.00; R. Leet, \$2.00; A. Wel-berg, \$4.00; B. Brown, \$2.00; M. Fernandez, \$1.00; J. Brodrib, \$2.00; J. Cado, \$3.00; J. Powell, \$3.00; W. C. Carter, \$1.00; G. H. Campbell, \$1.00; W. Campbell, \$3.00; C. W. Ball, \$3.00; R. Ko-walski, \$3.00. **Total—\$52.00.**

E. Morris, \$3.00; W. Giszczar, \$3.00; G. Laura, \$3.00; T. Cattell, \$3.00; E. La Torre, \$3.00; F. Fa-iano, \$3.00; R. Gamberini, \$3.00; P. Rosatto, \$3.00; T. Franzone, \$3.00; J. Giannini, \$3.00; J. Roy, \$3.00; F. Mazzaferro, \$3.00; J. Lesko, \$3.00; H. Boone, \$3.00; W. Mulevich, \$3.00; H. McLaughlin, \$3.00; E. Herrick, \$3.00; F. Valen-tine, \$3.00; W. Szymanski, \$3.00; G. Littlefield, \$3.00; G. Startz, \$3.00; E. Larson, \$3.00; C. May-nard, \$3.00; F. Lowell, \$1.00. **Total—\$70.00.**

G. G. Brielhart, \$1.00; E. Beehn, \$1.00; C. Wapenshi, \$1.00; W. Bergmann, \$1.00; A. Smoldme, \$1.00; W. Connolly, \$1.00; C. Tracey, \$1.00; R. De Feo, \$1.00; J. A. Larosa, \$1.00; T. Putts, \$1.00; R. Nelson, \$1.00; G. M. Wing, \$1.00; J. A. Bishop, \$1.00; D. F. Dean, \$1.00; J. Saxton, \$1.00; E. R. Drovinn, \$1.00; E. R. Fultz, \$1.00; H. F. Reichwein, \$1.00; J. E. Klausen, \$1.00; E. Allen, \$1.00; R. Boone, \$1.00; F. Shallow, \$1.00; R. Schnepf, \$1.00; E. Kraszowski, \$1.00. **Total—\$24.00.**

R. Bauer, \$1.00; G. Heil, \$1.00; J. Poston, \$1.00; W. Yerke, \$1.00. **Total—\$5.00.**

Crew of SS Yaha, \$11.00; M. Mellone, \$3.00; L. Morgan, \$3.00; W. Kwitchoff, \$3.00; W. L. Smith, \$3.00; S. Rose, \$3.00; O. Schwieterman, \$3.00; W. Eslinger, \$3.00; W. Allen, \$3.00; E. Williams, \$3.00; N. Jones, \$2.00; G. Witte, \$3.00; C. Case, \$3.00; P. Zaleski, \$3.00; K. Clausen, \$3.00; D. Sin-clair, \$1.00; L. Dallacrocce, \$1.00; J. Bollella, \$3.00; J. Yoemans, \$1.00; C. J. Reis, \$1.00; M. J. Kraft, \$1.00; C. E. Klein, \$1.00; W. Beyersdorfe, \$1.00; H. L. Gayne, \$1.00. **Total—\$63.00.**

P. VonVoons, \$1.00; E. Yeager, \$1.00; J. Kilbourn, \$1.00; W. Bla-zer, \$1.00; L. De Foster, \$1.00; R. Will, \$1.00; P. Pfluhe, \$1.00; J. Haestner, \$1.00; J. Fredmann, \$1.00; M. Van Horn, \$1.00; R. Jenkins, \$1.00; D. Dufault, \$1.00; C. Een, \$1.00; O. Schulaz, \$1.00; J. Oler, \$1.00; A. Helms, \$1.00; W. Binler, \$1.00; C. Prochenets, \$1.00; M. Jaffe, \$1.00; N. Nilson, \$3.00; S. Griwicki, \$3.00; C. Humphrey, \$3.00; F. Schweiger, \$3.00; G. Drouillard, \$3.00; R. Peterson, \$3.00; R. Cleary, \$3.00; R. Mal-donda, \$3.00; L. Silverman, \$3.00. **Total—\$46.00.**

N. Fisher, \$3.00; G. W. Stowers, \$1.00; E. Walker, \$1.00; M. H. Cross, \$1.00; J. L. Dangey, \$1.00; E. C. Craddock, \$1.00; Jack Bon-ner, \$1.00; V. C. Booth, \$2.00; J. W. McNellage, \$1.00; W. R. Baran-thus, \$1.00; R. T. Land, \$1.00; E. B. Lyles, \$1.00; A. Firbas, \$2.00.

F. Streck, \$2.00; H. Millar, \$3.00; J. King, \$3.00; M. Keeton, \$3.00; R. Parcher, \$3.00; G. Gionet, \$3.00; W. Moulton, \$3.00; J. Gross, \$3.00; L. Rother, \$3.00; M. Sipple, \$3.00; B. Sands, \$3.00; C. Voul-garis, \$3.00; G. Antill, \$3.00; A. Firgau, \$3.00. **Total—\$58.00.**

J. Mazzocchi, \$3.00; R. Waite, \$3.00; R. Kinerk, \$3.00; C. K. Ken-nett, \$1.00; R. H. Ferrell, \$1.00; J. Furo, \$3.00; M. White, \$3.00; W. Waltermann, \$3.00; G. Foster, \$3.00; P. Beard, \$3.00; H. Harr, \$3.00; J. Johnson, \$3.00; T. Bol-land, \$3.00; J. Slocum, \$3.00; J. Powell, \$3.00; R. Bartel, \$3.00; J. Lunn, \$3.00; E. Nutt, \$3.00; R. Ferrell, \$3.00. **Total—\$53.00.**

C. Ruess, \$1.00; H. Cornelius, \$1.00; R. Arthur, \$1.00; J. Jimenez, \$1.00; F. Bodnar, \$1.00; J. Letvinchuck, \$1.00; R. Perry, \$1.00; J. Sanchez, \$2.00; H. Brady, \$1.00; H. Brown, \$1.00; P. Holden, \$1.00; E. Lubacki, \$1.00; C. Carl-son, \$1.00; C. Taber, \$1.00; J. Flanagan, \$1.00; T. Wood, \$10.00; C. Manuel, \$5.00. **Total—\$31.00.**

T. Dodd, \$1.00; P. Zitzeberger, \$3.00; P. Villemarette, \$3.00; C. Black, \$3.00; J. Donaldson, \$3.00; L. Kemnitz, \$3.00; R. Rapone, \$3.00; E. Hatfield, \$3.00; P. Rau, \$3.00; T. Griffith, \$3.00; P. Tiet-sche, \$3.00; T. Schultz, \$3.00; C. Taylor, \$3.00; D. Stocken, \$3.00; S. Capozzi, \$1.00; L. Klapp, \$3.00; G. Barringer, \$3.00; G. Jiouani, \$3.00; J. Gegus, \$3.00; K. Blair, \$3.00; J. Marsh, \$3.00; G. Hilty, \$3.00; J. Huder, \$3.00; P. Martin, \$3.00. **Total—\$68.00.**

H. Newman, \$3.00; R. Novak, \$3.00; R. Smith, \$3.00. **Total—\$9.00.**

W. Benovitz, \$2.00; G. Heg-mann, \$2.00; J. Branch, \$2.00; A. Lowry, \$3.00. **Total—\$9.00.**

R. O. Shonn, \$1.00; W. Carter, \$1.00; L. Ange, \$1.00; J. Cooper, \$3.00; S. Coleman, \$3.00; J. O'Hare, \$3.00; T. Dziuk, \$3.00; R. Anzalone, \$3.00; W. LaViolette, \$3.00; E. Giza, \$3.00; A. Scarcia, \$3.00; P. Ryan, \$3.00; C. Johnson, \$3.00; W. Westbrook, \$3.00; J. Riley, \$3.00; J. Fiumara, \$3.00; N. Gordon, \$3.00; F. Fiol, \$1.00; C. Caccamo, \$3.00; H. Vingen, \$3.00; N. Jones, \$2.00; D. Willa-ford, \$3.00; A. Rodrigues, \$3.00; C. Wilson, \$3.00; M. Donohue, \$3.00. **Total—\$66.00.**

J. Callaghan, \$3.00; J. Cheely, \$3.00; R. McCord, \$3.00; V. Schminke, \$3.00; E. Leslie, \$3.00; S. Sopkowiak, \$3.00; W. Mosley, \$3.00; F. Forsythe, \$3.00; C. Cala-han, \$3.00; Q. Wolff, \$3.00; D. Chenoweth, \$3.00; T. Adkins, \$3.00; W. Dyer, \$3.00; W. Sheehan, \$3.00; A. Bolsius, \$3.00; W. Hus-sey, \$3.00. **Total—\$48.00.**

Edward W. Colket, \$2.00; Leon E. Foskey, \$2.00; Wm. C. Mel-lorne, \$2.00; John Kirby, \$2.00; Charles Byal, \$1.00. **Total—\$9.00.**

V. A. Rodriguez, \$1.00; B. Cas-sata, \$3.00; S. Stralsin, \$3.00; V. Amenta, \$3.00; J. Fadde, \$2.00; F. Pierce, \$3.00; J. Riley, \$3.00;

W. N'Neal, \$1.00; H. Blades, \$1.00; N. Leone, \$1.00; L. Baxter, \$1.00; J. Hermus, \$1.00; C. Johnson, \$1.00; M. Dickstein, \$1.00; R. Mason, \$1.00. **Total—\$26.00.**

R. O'Connell, \$1.00; F. Jones, \$1.00; W. Seely, \$1.00; E. Sylvia, \$1.00; C. Dunham, \$1.00; A. Bar-bagrillo, \$1.00; R. Sypher, \$1.00; M. Kurtz, \$1.00; J. Connolly, \$1.00; J. Raymond, \$1.00; J. Testa, \$1.00; H. Baumann, \$1.00; E. Romano, \$1.00; R. Brandifine, \$1.00; E. Ricker, \$1.00; S. Clark, \$1.00; J. Rozmus, \$1.00; S. Korowski, \$1.00; J. Tucci, \$1.00; P. Weidman, \$1.00; F. Croll, \$1.00; W. Everett, \$1.00; A. Alson, \$1.00; G. Peacock, \$1.00; C. Tadder, \$1.00; R. Colomina, \$1.00; C. Patch, \$1.00; M. Stef-fen, \$1.00. **Total—\$28.00.**

C. Rovakis, \$1.00; E. Clark, \$1.00; R. Avilo, \$1.00; L. Baker, \$1.00; R. Gerichke, \$1.00; W. Abercrombie, \$1.00; J. Georges, \$1.00; W. Eilwood, \$2.00; W. G. Cody, \$2.00; E. Sanello, \$1.00; J. Doyle, \$3.00. **Total—\$15.00.**

SS CAPE NOME

B. Cortez, \$1.00; R. Basbe, \$2.00; J. Martinez, \$2.00; T. Dizewicki, \$1.00; J. R. Boletchek, \$2.00; R. Olivera, \$2.00; P. Perez, \$1.00; A. S. Sharik, \$3.00. **Total—\$14.00.**

SS J. W. DAVIS

(Paid off in New York)

D. G. Nash, \$1.00; L. Butelho, Jr., \$2.00; T. Sandstrom, \$1.00; T. Supold, \$1.00; H. M. Short, \$1.00; J. J. Paulus, \$1.00; F. A. Neu-bauer, \$1.00; E. L. Schmidt, \$1.00; H. V. Ryals, \$2.00. **Total—\$11.00.**

SS JOHN LAWSON

(Paid off in New York)

F. C. Curran, \$2.00; C. E. Price, \$2.00; G. A. Norich, \$2.00; A. L. Wootes, \$2.00; L. C. Knowles, \$2.00; N. Lomas, \$3.00; L. Roe-brick, \$2.00; J. F. Mullis, \$2.00; H. G. Coroneas, \$2.00; E. Smith, \$2.00; W. A. West, \$2.00; J. J.

SIU HALLS

NEW YORK	51 Beaver St. Hanover 2-2784
BOSTON	330 Atlantic Ave. Liberty 4057
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	6 North 6th St. Lombard 7651
NORFOLK	127-129 Bank Street 4-1083
NEW ORLEANS	339 Chartres St. Canal 3336
SAVANNAH	220 East Bay St. 3-1728
MOBILE	7 St. Michael St. 2-1754
SAN JUAN, P. R.	45 Ponce de Leon San Juan 1885
GALVESTON	305 1/2 22nd St. 2-8043
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.
CLEVELAND	1014 E. St. Clair St.
DETROIT	1038 Third St.
DULUTH	531 W. Michigan St.
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.
TAMPA	842 Zack St. M-1323
JACKSONVILLE	920 Main St. 5-1231

Cole, \$2.00; S. F. Uetu, \$2.00; J. W. Aspinwall, \$2.00; R. C. Pierce, \$2.00; J. L. Pievott, \$2.00; G. C. Davis, \$3.00; J. H. Joiner, \$3.00; R. Creel, \$3.00; J. D. Jackson, \$4.00; W. A. Walker, \$2.00; J. Dickey, \$2.00; D. B. Brownlee, \$2.00; B. W. Arnold, \$3.00; P. W. McRae, \$2.00; C. M. Rice, \$2.00. **Total—\$59.00.**

DONATIONS MADE AT BALTIMORE HALL

Jesse Parker, \$1.00; A. M. Stin-nett, \$1.00; H. Vennevallis, \$1.00; F. K. Johnson, \$1.00; R. O. Snyder, \$1.00; W. A. Kennedy, \$1.00; H. P. Robinson, \$1.00; J. A. Shaf-fer, \$1.00; Isaac Bowen, \$1.00; F. T. Tillen, \$1.00; H. M. Fink, \$1.00; H. Lofferan, \$1.00; L. Sinclair, \$1.00. **Total—\$13.00.**

TOTAL—\$1,081.25.

MONEY DUE

SS JAMES M. GILLIS

The following men have \$217.83 (less taxes) coming from Smith and Johnson for extra meals served aboard the James M. Gil-lis on its last voyage.

Chief Cook Oliver S. Springler, 2nd Cook and Baker Roy Plumer, Asst. Cook H. Pittman, Messmen William Hashkowitz, Joseph Sheely and James Russel, Utility-men Thadieus Luckasik and Ray-mon Twedell.

SS MARIBEAU B. LAMARR

The Chief Baker and the 2nd Baker of this ship can collect their overtime at the Waterman Office.

POWELLTON SEAM

(Paid off in Baltimore)

L. Peck Jr., 20 hrs; A. Pfisterer, 12 1/2 hrs; R. Sesselberger, 12 1/2 hrs. Collect at Bull Line, 115 Broad St., N.Y.C.

SS WILLIAM S. YOUNG

A Lubas, 36 hrs. Collect at Bull Line, 115 Broad St., N.Y.C.

SS NICHOLAS LABADIE

A. Francisco, \$88.59; D. B. Tsenmengas, \$80.56; Walter Dun-can, \$80.56; T. St. Germain, \$80.56; E. J. Schattel Jr, \$47.57; F. Loriz, \$8.03; C. Loriz, \$8.03; Wil-liam R. Walker, \$86.75; George Rebocar, \$8.03.

Write to J. M. Duffy or call in person to Mississippi Shipping Company, Inc., 501 Hibernia Bank Bldg., New Orleans, La.

SS CHARLES AYCOCK

(Paid off in Boston, Nov. 12) John White and Charles Gill, \$20.67 each. Collect at Mississip-pi, 17 Battery Place, N. Y. C.

SS FELIPE DeBASTROP

(Paid off in Boston Dec. 12) Robinson, Fuchs and Butters, 153 hours each. Collect by con-tacting Captain Ackerman at Al-coa, Pier K, Weehawken, N. J.

SS VASSAR VICTORY

(Paid off in Boston late Nov.) Entire stewards department, ex-cept crew's Mess and crew's Cooks have 3 hours coming. Troop carrying. Contact Mr. Dooner, Bull Line, 115 Broad St., N. Y. C.

PERSONALS

IMPORTANT!

P. Perlis, the man who shipped as acting-AB on the Wolf Creek on Dec. 11 contact New York Pa-trolman Joe Algina at the New York Hall.



ISTHMIAN SEAFARER



Joaquin Miller Swings To SIU

Several SIU volunteer organizers aboard the SS Joaquin Miller of the Isthmian Line report that sentiment aboard this scow is largely in favor of the Seafarers. A number of more or less old-timers, who have been sailing Isthmian for a few years, have indicated that they desire to join the SIU at the earliest opportunity, and become full book members.

Some of the seamen on board the Miller complain about conditions not being so hot, and how they lose a lot of overtime pay through the company's close-fisted policies. However, these men are beginning to realize more strongly every day that there is not much that can be done about their beefs, until such time as Isthmian is under contract to the SIU. When that happens, Isthmian crews will enjoy conditions as good as those on any Seafarers' ship, and have the same militant representation.

The report maintains that the

large majority are already sold on the benefits of unionism—the SIU way. However, a very small minority of Isthmian lads remain who have yet to see the light of day. This small group, slowly but surely, is being made to realize that their contributions to the profit-making of the Isthmian Company entitles them to a fair share of those profits in order to better their wages, living and working conditions.

During their everyday contacts and conversation with their fellow workers, the SIU members now on the Miller were bombarded with questions by Isthmian boys who wanted to know the score, and now they know.

One lone book member from another union was on board, and the Isthmian men didn't take to his phony propaganda. They liked the democratic policies of the Seafarers much better, and confirmed earlier reports that Isthmian too, goes SIU!

Calling All SIU Men

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



Isthmian Mate Has Simple Philosophy: 'No Overtime'

By DAVID S. FRIEDMAN

Seafarers who sail only on union-contracted vessels are inclined to take union conditions and agreements on those ships for granted. Therefore, when sailing on an Isthmian ship, the George M. Bibbs, it came as a distinct shock to find men going to sea under conditions which were abolished on union vessels as a result of the seamen's strikes.

Some of the things which occurred on this voyage serve to show why Isthmian needs an SIU contract so badly, and why Isthmian men are strongly favoring a Seafarers victory in the coming election.

Aboard the Bibbs, we carried extra steward dept. men to serve Army troops on the return trip. The Second Steward, apparently under instructions, put them to painting the officers' quarters, alleyways and toilets, and told them they were doing this on their own time and not entitled to overtime! With the support and leadership of SIU men, these young fellows, who were not slow on the uptake, soon straightened out the Steward on this and other beefs.

The Mate, George Pruss, set himself the task of becoming this writer's greatest obstacle on the Bibbs. With only two and a half years seetime, Pruss had never sailed in the foc'sle. His own statement to the entire deck dept. was that he was only sailing till he got his release to return to the Consolidated Edison, where he held the position of snooper, the same as on board ship.

NO SAILOR

This fellow was so ignorant of his duties that he couldn't perform the ordinary tasks of an AB, such as splicing line or wire, raising gear, and reaving two or three sheave blocks. He continually polished brass while on wheel watch, worked overtime and did not make out overtime slips for himself. His opinion which he enforced was that the watch on deck is not entitled to coffee time.

On another occasion, Pruss stated that it was his policy while in port to work the men from 8:00 a. m. to 5:00 p. m. without exception. If anyone wanted to put in a security watch without payment, he could have the next day off. When two of the men took off for four hours one afternoon in order to buy a few articles in Bordeaux before the stores closed, he logged them two for one! When one of his pets took off and got drunk for three days, nothing was said.

Regarding overtime, the Mate stated, "I don't understand the Isthmian policy on overtime, so I'll have to dispute all overtime!" The sum total of this individual's actions was to make the entire crew, with a couple of exceptions, conscious of the need for unionization under the militant protection of an SIU contract.

Has Seen Changes In His Time

By GEORGE W. ROBEY

As one who has seen vast changes in the maritime industry during my eighteen years of active sailing since 1927, I am well aware of the splendid job done by the Seafarers in securing better wages and working conditions for the average working stiff who goes to sea.

Since the war, it has been my experience to ship both union ships and the unorganized ones of the Isthmian Line. While shipping Isthmian, it was extremely obvious to note that many of the old time conditions still existed on this non-union line—conditions which have long been eliminated on union-contracted ships and lines.

Oilers, Firemen and Jr. Engineers do work on their watch which under SIU union contracts would be paid for at overtime rates of pay—work such as paint-

ing, cleaning and repair jobs. In addition, the highly qualified representation of the Seafarers, which takes care of unfair logging and other beefs brought before the Coast Guard and other bureaucratic agencies, furnishes protection such as the non-union seaman never enjoys.

Those Isthmian lads who have already accepted the outstretched hand of their union brothers within the SIU have seen the light of day. To those who haven't, the Seafarers still extend that hand in the hope that all Isthmian men will bring their beefs and troubles to the SIU. Let's do the job in good old American style. Organize an American company into an American union for the American seamen, and let the SIU carry on its progressive program for the American working stiff.

"Johnny Thomas" Typical Of SIU

Typical of the SIU younger membership now going to sea, is John Ferdensky, better known as "Johnny Thomas," who, although young in years, has acquired a lifetime of experience through various harrowing circumstances while sailing under the Seafarers' banner.

During the earlier days of the war, Johnny made the "suicide run" to Murmansk, Russia, on the SS Minotaur (largest steam schooner ever built), and was lucky enough to be on one of three vessels in the 65 ship convoy to make port safely. Ferdensky was also aboard the SS Gilbert Stuart of the American Mail Line (SUP), which was lost in the Phillipine Island Invasion.

WAR TROPHY

On his return to this country, Johnny Thomas brought back as a war trophy the first Phillipine flag designed by the Filipinos in anticipation of their possible independence. This trophy-flag is now on exhibition in Blue Island, Illinois, after which the SIU ship Blue Island Victory is named.

Incidentally, Ferdensky is a Blue Island native, and his family lives there.

ORGANIZE!

Brother Ferdensky has been in many battles for the union, and realizes that all is not milk and honey in labor's struggles for a better life. He declares, "The only way that organized labor can

accomplish its goals of decent wages, living and working conditions, is to organize the unorganized and furnish a good program for putting our united efforts into the battle to achieve these ends."

With men of this fighting ilk, the Seafarers will face tomorrow's future confident that any enemy or issue can be met, and defeated.

REHASHING THAT BIG PAYOFF



Three SIU lads in the Baltimore Hall (now being entirely renovated), left to right: Carl Johnson AB, Henry Kramer OS, and Henry Wykosky AB, talk over that memorable payoff on the MV Cape St. George. After a 7½ month, 42,000 mile trip around the world last year, the boys collected from \$1,500 to \$2,000 a piece. Nice dough, when you can get it!

Ensley City Knows Its Mind

Reports from one Isthmian Line ship, the SS Ensley City, indicate it is typical of the strong Isthmian swing to SIU. Most of the men aboard are Seafarers' pledge card signers, and they predict that the results of the election to determine the collective bargaining agency for Isthmian will go as high as 90—95% in favor of the SIU.

Even a couple of NMU men who were planted aboard the Ensley are seeing the light of day, and say they most certainly will vote for the Seafarers. They're fed up on the phony line and sellout tactics of that union, and want to belong to a real rank and file organization not under the commissars' con-

trol—they want SIU!

Two of the three messmen on the Ensley City have signed pledge cards, and the other is on the verge of signing. Chips, who is an oldtimer and has been sailing Isthmian for 22 years, is strong for the Seafarers. One trip carder on board is an ex-navy man who didn't want to sail non-union, but when he found out that Isthmian was being organized, he threw in his lot to help organize the unorganized into the SIU.

With such spirit and cooperation, the Seafarers can't lose. However, until the election is over and won, our members must keep on sailing Isthmian, talking SIU, and voting SIU.